

2018 – 2021 Indianapolis Regional Transportation Improvement Program

Prepared by the

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION

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www.indympo.org



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Federal Transit Administration, the Federal Highway Administration, and the
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Indianapolis Metropolitan Planning Organization
Unified Planning Work Program (UPWP) Subelement 300

IRTIP and Air Quality Conformity Approval Dates:
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**The Indianapolis MPO certifies that there are no projects within the IRTIP that affect the
carbon monoxide maintenance area.**

Using this document:

The 2018-2021 IRTIP answers many questions about how federal transportation funds authorized and allocated under current transportation legislation are used within the Indianapolis Metropolitan Planning Area.

Each quarter (4 times annually) the IRTIP is amended to reflect changes to projects or to add new project as they receive funding through continuing calls for projects from the MPO, INDOT, or FTA. In addition to the quarterly amendments, the MPO from time to time will approve administrative amendments and modifications to existing projects.

This document will not be updated as amendments and modifications are approved. All current IRTIP information will be available on-line in the MPO's MITIP database available on the MPO's website.

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Cover Photo: Ronald Reagan Parkway, Hendricks County	

INTRODUCTION

The 2018-2021 Indianapolis Regional Transportation Improvement Program (IRTIP) is a four-year schedule of transportation projects proposed by government and transportation agencies in the Indianapolis Metropolitan Planning Area using Federal Highway Administration (FHWA) funds, Federal Transit Administration (FTA) funds, or Indiana Department of Transportation (INDOT) funds. In addition, other projects that are considered regionally significant (for air quality conformity purposes) are included, regardless of the funding source. Projects selected for inclusion in the IRTIP reflect the region's transportation priorities as established by the Long Range Transportation Plan (LRTP) and include transit, freight, pedestrian and bicycle, roadway and highway infrastructure construction, operations and rehabilitation.

The Federal Highway and Transit Acts of 1962 and 1964 required that each urbanized area (over 50,000 in population), as a condition of receiving federal funds, have a continuing, cooperative, and comprehensive transportation planning process. This process is commonly referred to as the 3-C planning process. The LRTP and the IRTIP are the two primary elements of this process.

The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015 and represents the most current comprehensive federal transportation legislation. This legislation continues the requirement that a transportation improvement program, endorsed by the Metropolitan Planning Organization, be a prerequisite for the approval of Federal-aid transportation projects in urbanized areas.

This 2018-2021 Transportation Improvement Program meets all federal requirements as described herein and contains a total of approximately \$997 million distributed to numerous agencies representing multiple project types. Figure 1 represents the distribution of all program funds in the IRTIP by project type and Figure 2 represents the distribution of funds that the Indianapolis Metropolitan Planning Organization (IMPO) administers, also by project type. The federal funding categories contained in Figure 2 are: Surface Transportation Block Grant Program (STP) funds, Highway Safety Improvement Program (HSIP) funds, Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds, and Transportation Alternatives Program (TAP).

Figure 1: All Program Funds in SFY 2018-2021 IRTIP - \$997 Million

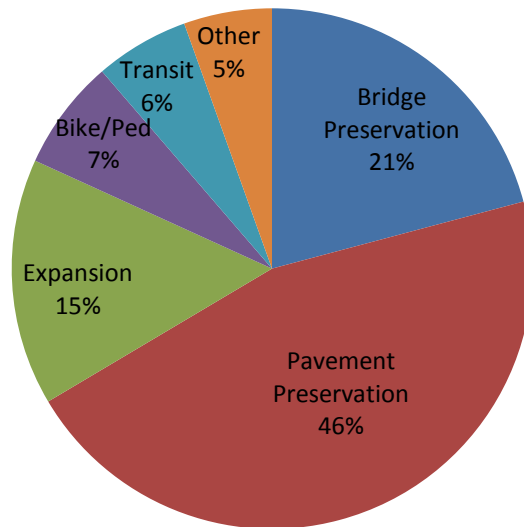
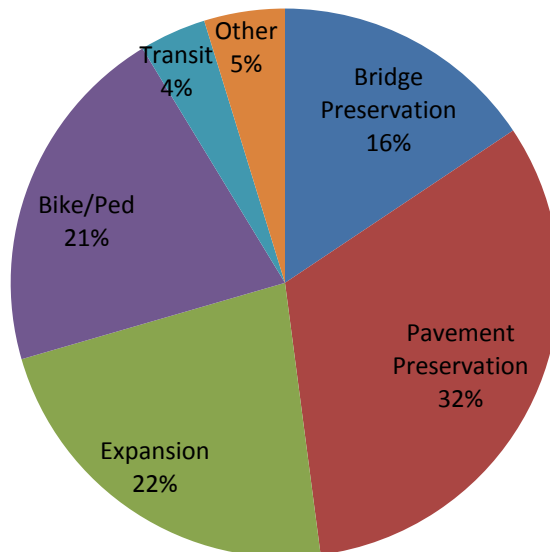


Figure 2: Funds Administered by the MPO - \$252 Million



*The “Other” category includes the project types: traffic signal replacements, backplates, pedestrian countdown heads and emergency preemption; sign replacements; public education and outreach programs; intelligent transportation system projects; demolitions and noise abatement strategies.

ORGANIZATIONAL FRAMEWORK

The Indianapolis Metropolitan Planning Organization (IMPO) is charged with carrying out the 3-C planning process. The governor designates the MPO, and the Policy Committee of the Indianapolis Regional Transportation Council (IRTC) is the official approval body for the IMPO. The Policy Committee includes representatives from communities throughout the Indianapolis Metropolitan Planning Area (MPA), INDOT, and the Indianapolis Public Transportation Corporation (IndyGo) and meets on a quarterly basis. The Policy Committee's responsibilities include the approval of the Long Range Transportation Plan (LRTP), the Indianapolis Regional Transportation Improvement Program (IRTIP), the Unified Planning Work Program (UPWP) as well as other work by the IMPO.

Many organizations are involved in the development and adoption of the IRTIP. As stated previously, the IRTC is an intergovernmental organization consisting of appointed and elected representatives from transportation agencies in the Indianapolis MPA, including all municipalities in the area, the Indianapolis Airport Authority, IndyGo, and INDOT. The IRTC has three principal responsibilities:

- It provides a forum for discussion and resolution of regional transportation issues and problems;
- It recommends and approves policy for regional transportation planning;
- It approves transportation proposals requiring Federal funds.

To fulfill these responsibilities, the Council is organized into two committees; the Policy Committee and the Technical Committee. The Technical Committee coordinates programs having regional impacts, resolves technical issues and conducts reviews of programs, projects, and reports involving or affecting more than one agency. The members of this committee are senior engineers and planners directly involved in the transportation activities of the agencies in the region and serve in an advisory capacity to the Policy Committee.

The Policy Committee establishes policy for the planning and implementation of transportation plans and programs. Final approval or adoption of regional transportation plans and policies is also the responsibility of the Policy Committee. The members of the Policy Committee are typically represented by the highest elected official or appointee from each of the following agencies:

- | | | |
|-------------------------|------------------------------------|---------------------------|
| 1. Town of Arcadia | 14. City of Franklin | 27. Town of Mooresville |
| 2. Town of Avon | 15. City of Greenfield | 28. Morgan County |
| 3. Town of Bargersville | 16. City of Greenwood | 29. Town of New Palestine |
| 4. City of Beech Grove | 17. Hamilton County | 30. City of Noblesville |
| 5. Boone County | 18. Hancock County | 31. Town of Pittsboro |
| 6. Town of Brooklyn | 19. Hendricks County | 32. Town of Plainfield |
| 7. Town of Brownsburg | 20. City of Indianapolis | 33. Shelby County |
| 8. City of Carmel | 21. Indianapolis Airport Authority | 34. City of Southport |
| 9. Town of Cicero | 22. INDOT | 35. Town of Speedway |
| 10. CIRT | 23. IndyGo | 36. City of Westfield |
| 11. Town of Cumberland | 24. Johnson County | 37. Town of Whiteland |
| 12. Town of Danville | 25. City of Lawrence | 38. Town of Whitestown |
| 13. City of Fishers | 26. Town of McCordsville | 39. Town of Zionsville |

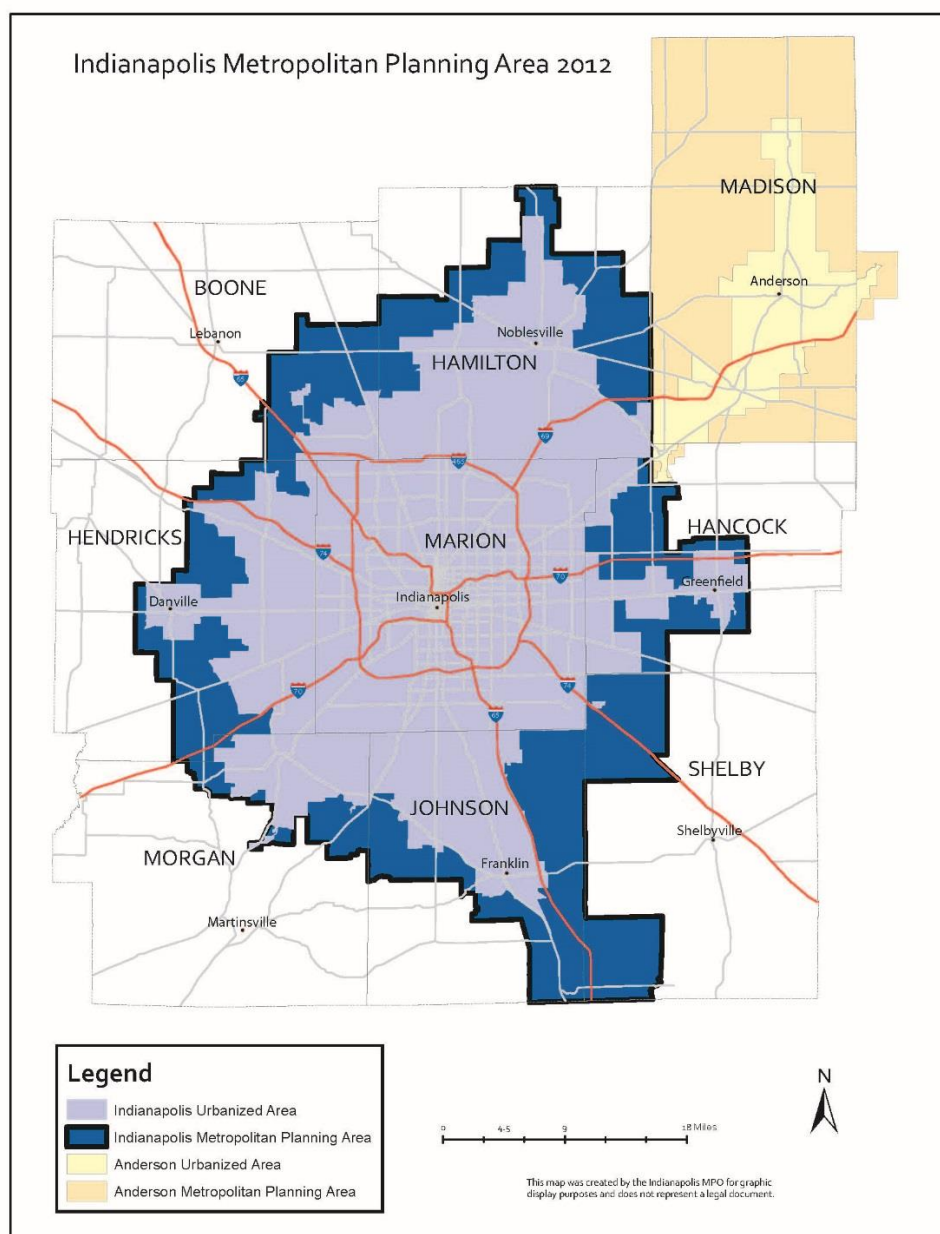
In addition to the Technical and Policy Committees, an Administrative Committee serves as an ad hoc committee to the Policy Committee and is comprised of members selected from the Policy Committee. The Administrative Committee generally serves as the project selection review committee for development of the IRTIP. The individuals serving on these committees are listed in Appendix F.

The Indianapolis Metropolitan Planning Area

Because transportation planning is regional in scope, crossing governmental and geographical boundaries, the development of plans and programs requires cooperation and participation by all levels of government throughout the region.

The IMPO is responsible for transportation planning in the area defined by the most current Census as being urbanized (UZA), plus the area anticipated to be urbanized in the next 20 years. This area is known as the Metropolitan Planning Area (MPA). The current MPA, Figure 3, is based on the 2010 Census and includes all of Marion County and portions of the surrounding counties of Boone, Hamilton, Hancock, Hendricks, Shelby, Morgan and Johnson.

Figure 3: MPA Boundary Map



FEDERAL REQUIREMENTS OF TRANSPORTATION IMPROVEMENT PROGRAMS

The IMPO developed this transportation improvement program within the continuing, comprehensive, and cooperative (“3C”) planning process. This process requires that a transportation improvement program endorsed by the Metropolitan Planning Organization be a prerequisite for the approval of Federal-aid transportation projects in urbanized areas. The IRTIP was developed in cooperation with INDOT, local public agencies, and public transportation agencies. Federal law requires the following:

- Time period – *The TIP shall cover at least a four-year period.* The IRTIP covers the four-year period from state fiscal year 2018 to 2021. The state fiscal year begins on July 1 and ends June 30.
- Update – *The TIP must be updated at least every four years.* This IRTIP replaces the 2016-2019 IRTIP which was approved on July 1 2015, less than four years ago.
- Public Comment – *The MPO shall provide all interested parties with an opportunity to comment on the proposed TIP.* Appendix D of this document summarizes the IMPO’s public participation process for the IRTIP development as well as all comments and responses from that process.
- Regionally Significant Projects – *The TIP shall contain all regionally significant projects requiring an action by FHWA or FTA regardless of funding source.* The IRTIP includes Table 24 which provides a listing of these projects in the current document.
- Specific Project Information – *The TIP shall list capital and non-capital surface transportation projects using a variety of federal funds or regionally significant projects requiring FHWA or FTA action. For each project or project phase, the TIP shall include sufficient descriptive material including work type, termini, length, total cost, amount of federal funds, and responsible agency.* The project tables in this IRTIP provide detailed information for each project.
- Consistency with the Transportation Plan – *Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.* Table 24 lists all regionally significant projects and provides a reference to the 2035 Long-Range Transportation Plan approved by the IRTC with Resolution 17-IMPO-002.
- Financial Plan – *The TIP shall include a financial plan that provides system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation.* Appendix C provides a summary of expected available funds and expenditures.
- Prioritization Process – *The MPO, in cooperation with the State and public transportation operator shall develop a prioritized TIP and should identify the criteria and process for prioritizing projects.* Appendix A provides a detailed description of the procedures used to select and prioritize projects in the IRTIP.
- Status of Projects from the previous TIP – *The TIP should list all major projects from the previous TIP that were implemented or delayed.* Table 23 lists all regionally significant projects from the previous (2016-2019) IRTIP and their status.
- Air Quality – *The TIP shall demonstrate conformity with the State Implementation Plan.* Appendix B provides documentation of the air quality conformity findings.

For a more detailed checklist of federal requirements for the TIP, including the page numbers on which the requirements can be found, please see Appendix F.

Relationship to the Transportation Planning Process

In addition to the Transportation Improvement Program (TIP), the Indianapolis MPO is also responsible for the development of a Unified Planning Work Program (UPWP) and a Long Range Transportation Plan (LRTP) as part of the metropolitan planning process. The TIP is the short-range implementation portion of these three key products. The other two are described below:

- *Unified Planning Work Program* outlines the work activities of the MPO and its planning partners proposed for the next fiscal year. The UPWP consists of six transportation planning elements, each of which contributes to maintaining and implementing Central Indiana's transportation plans in compliance with the FAST Act and the IMPO's Mission Statement.
- *Long Range Transportation Plan* guides the area's metropolitan transportation systems over the next 20 years (2035). With the help of transportation planners, engineers, elected officials and the public, the LRTP ensures facilities and services required to support the mobility needs of the regional community and its future growth are anticipated and available.

Fiscal Constraint of the Transportation Improvement Program

Federal regulation requires that the TIP include system-level cost estimates and revenue sources that can be reasonably expected to be available to operate and maintain the transportation system.

The TIP includes financial information, developed in cooperation with the INDOT and the public transportation operator, that provides details of reasonably expected revenues from public and private sources, as well as planned expenditures that demonstrates that the program is financially realistic. The overall TIP, as well as each funding program, is financially balanced based upon reasonably expected revenues for SFY 2018 through 2021.

Because the TIP is fiscally constrained, it represents a program of committed projects and programs intended to operate and maintain the regional transportation system within the goals of the LRTP.

Performance Management and the Transportation Improvement Program

MAP-21 established requirements that LRTPs and TIPs be performance based to ensure resources are invested in projects and programs that together will make progress toward the achievement of national transportation goals. In 2015, the U.S. Congress passed and President Obama signed into law the transportation act entitled, Fixing America's Surface Transportation Act (FAST ACT). This legislation along with MAP-21 established ten planning factors to be considered in developing transportation plans and programs to ensure consistency with national goals and objectives. The ten factors are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
10. Enhance travel and tourism.

The TIP and the LRTP, as well as other MPO plans are required to include information about performance measures. However, since the full guidance and regulations governing the establishment and implementation of performance measures were not promulgated at the time of this TIPs development, performance measures are not specifically included in the 2018-2021 TIP. The MPO was in the process of developing performance measures and targets based on limited guidance and regulations at the time of this TIPs development.

However, this TIP was developed to reflect the goals established in the current 2035 LRTP which includes previously established performance measures. This is accomplished through the selection and programming of projects within the limits of the resource allocation goals established in the LRTP, which are directly influenced by the goals and objectives of the current 2035 LRTP and guide investment priorities for the regional transportation network established in the LRTP.

PROGRAM DEVELOPMENT

Coordination between the IMPO, INDOT, local governments and the public are all important elements in preparation of the IRTIP. The coordination with local governments is ongoing throughout the IRTIP development process beginning with the initial call for project applications. Public participation is prevalent after the draft IRTIP is prepared and must be done before adoption of the IRTIP by the IRTC Policy Committee. The IRTIP development process is described in the following sections, as well as Appendix A. Details of the public participation process are included in Appendix D.

This IRTIP is adding local projects in SFY 2020 and SFY 2021 some of which were illustrative in the previous TIP to create the 2018-2021 IRTIP. In addition, INDOT included carry over projects from the 2016-2019 TIP and added new projects in SFY 2020 and SFY 2021. This IRTIP is also adding projects in illustrative SFY 2022.

The IMPO issued a call in October of 2016 seeking projects for illustrative State Fiscal year of 2022. As with all IMPO calls for projects the IMPO staff emailed each LPA an Indianapolis Regional Transportation Improvement Program (IRTIP) Application Packet and posted it on the MPO's website to utilize in their submission of new project applications. Agencies interested in submitting new projects then provided appropriate descriptive and fiscal material, and project selection criteria, for each proposed IRTIP project to the IMPO staff via MiTIP, the IMPO's on-line interactive project database.

Planning Considerations and Project Recommendations

The IMPO staff assessed each project application according to the following major planning considerations.

- The 2035 Long-Range Transportation Plan: a comprehensive listing of recommended, regional, long-range, capital intensive improvements. **NOTE:** *because the LRTP 2045 update was underway at the time of the call for projects, the MPO allowed LPAs to submit regionally significant projects that were not in the current 2035 LRTP with the understanding that if they were selected for SFY*

2022 in the new TIP, they would have to be included in the 2045 update prior to the being included in the active years of the TIP.

- Functional Classification System for the Indianapolis Urbanized Area: the organized structure of streets and highways comprised of freeways, expressways, primary and secondary arterials, and collector streets that comprise the Federal-aid system. Roadways classified as Minor Collector and above are eligible for use of Federal-aid funds.
- Fiscal Analysis: Program funds as provided by INDOT were projected for the four-year program period to guide the development of a fiscally realistic program.

Following this assessment, the IMPO staff provided the IRTC Administrative Committee with a recommended list of projects for review and comment. After review and concurrence by the Administrative Committee, staff provided the recommended list of projects to the full IRTC for review and comment. The IMPO produced a draft of the 2018-2021 IRTIP document and made it available for public review and comment for 30 days beginning in March of 2017. The draft was also made available to the IRTC and the IMPO's federal and state reviewing agencies for review and comment during this 30 day comment period. The 2018-2021 IRTIP was presented to the IRTC Technical Committee on May 10th and the Policy Committee for approval at a public hearing on May 24th, 2017.

Finance

Financial considerations play a major role in the development of the IRTIP as in the actual implementation of proposed projects. While projects are identified and proposed on the basis of need and community priorities, revenues available to fund such projects limit actual implementation. The IRTIP attempts to present a schedule of expenditures, which is realistic relative to projected revenues from major funding sources. This TIP also includes revenues from "Prior Year Balances" agreed to by INDOT as detailed in a letter dated February 26th, 2015 and included in Appendix F. Appendix C presents a more detailed overview of the financial plan for this IRTIP.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STP) PROJECTS

This section of the TIP documents the results of the priority-setting procedure for projects requesting STP funds, estimates the amount of STP funds available in the four-year program period (July 1, 2017 - June 30, 2021) and recommends a list of projects for STP funding in the program period.

Estimate of Available STP Funding

Though the most recent transportation legislation (FAST ACT) was signed into law on December 4th, 2015 and is a five-year transportation program, the IMPO still must assume an annual allocation over the next four years based on INDOT estimates. As a result, the IMPO has assumed an annual allocation of approximately \$29.6 million based on guidance from INDOT's financial section at the time this TIP was developed. This number will continue to be revised as new information about final and projected annual allocations and individual projects becomes available.

IRTIP Development Procedure

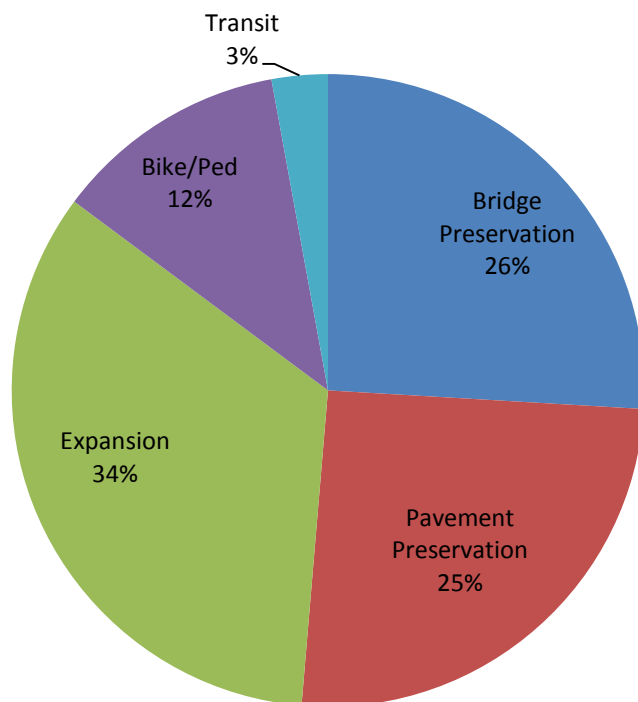
At the time of initial application, each project application submitted for STP funding was evaluated on the basis of the criteria laid out in the Indianapolis Regional Transportation Improvement Program (IRTIP) Application Packet, dated October of 2016. Since the last call for projects, the full application and automatic scoring was incorporated into MiTIP where all applicants were required to complete their applications and scoring. The IMPO's MiTIP was used exclusively to score which includes the Project Priority Worksheet (see Appendix A). All applications and scores are prepared by the submitting agency and are reviewed by the IMPO staff in selecting projects for programming.

Projects programmed in the previous TIP (2016-2019), but not yet initiated prior to the end of FY 2017 provided the base list of projects to be programmed in the new TIP. The balance of the projects programmed to reach the amount of STP funding estimated to be available during each program year of the TIP is determined by using the project selection criteria and the target distribution of funds by project type as established in the 2035 LRTP.

Once the IMPO staff reviewed all of the applications for correctness and completeness, a program recommendation was presented to the Administrative Committee, in their role as the IRTIP Project Selection Review Committee. After review and comment from the Administrative Committee, consensus was reached, and the draft list of projects was provided to the full IRTC for review and comment. IMPO staff then prepared the draft 2018-2021 IRTIP and made it available for a 30-day public review and comment period.

Based upon this procedure, the recommended program of STP funds for State Fiscal Years 2018 through 2021 was developed as shown in Tables 1, 2, 3 and 4. Figure 4, below, shows the distribution of STP funds by project type for all four years. This recommended program is within fiscal limits for the four-year period based on estimates provided by INDOT at the time of program development.

Figure 4: STP Fund Distribution by Project Type SFY 2018-2021 - \$149 Million



To promote the timely development of future projects, the IMPO, under the direction of the Federal Highway Administration (FHWA), added an illustrative list of project recommendations beyond the years of the new TIP in State Fiscal Year (SFY) 2022. Illustrative projects with a DES number are able to move through the INDOT project development process for letting by SFY 2022. The recommended SFY 2022 illustrative projects were next in line for funding after being sorted by category, type and score.

To provide flexibility in the program since new rules by INDOT removed the ability to carry over funds from one fiscal year to the next (“use it or lose it” policy), the IMPO has shown illustrative projects in each fiscal year of the active TIP. The endorsed list of illustrative projects will be used to identify next-in-line projects to receive additional funding available to the IMPO, either through higher-than-expected appropriations, new federal grant programs, or from funding that is returned to the IMPO general fund from any project not able to use its program funds. Because the MPA stands to lose annual allocation funds to the State if all funds are not obligated each fiscal year, it is important to have flexibility to move projects as needed. In order to maintain fiscal constraint, the total funds associated with the illustrative projects are not included in the totals shown in the fiscal analysis in Appendix C. All illustrative projects are shown in Table 9.

TABLE 1
Surface Transportation Program (STP) Projects
State Fiscal Year 2018

Projects in bold are considered regionally significant for air quality purposes.

Des. No.	Recipient	Road/Trail Name	Project Description	Phase	Project Length (mi.)	Total Project Cost	Federal Funds	Local Match	Estimated Cost to Complete
BICYCLE & PEDESTRIAN PROJECTS									
1173153	Avon	White Lick Creek Trail	Phase 3 - US 36 at CR 625	CE	0.60	\$ 111,588	\$ 89,270	\$ 22,318	\$ -
1173193	Westfield	Monon Trail	From 191st Street to 216th Street	RW	-	\$ 137,500	\$ 110,000	\$ 27,500	\$ 2,613,022
1383154	Hamilton Co.	Riverwalk	Phase 2A - SR 32 to Logan St.	CE	0.07	\$ 150,850	\$ 120,680	\$ 30,170	\$ -
1383178	Fishers	113th St Trail	10-ft. wide asphalt path built along the north side of the existing 113th St. corridor from Olivo Rd. to Florida Rd..	PE	1.41	\$ 21,200	\$ 16,960	\$ 4,240	\$ -
1383178	Fishers	113th St Trail	10-ft. wide asphalt path built along the north side of the existing 113th St. corridor from Olivo Rd. to Florida Rd..	RW	1.41	\$ 157,363	\$ 125,890	\$ 31,473	\$ 321,845
1383179	Fishers	Nickel Plate	Trail extension from the Municipal Complex to Conner Prairie	RW	1.90	\$ 100,000	\$ 80,000	\$ 20,000	\$ -
1383179	Fishers	Nickel Plate	Trail extension from the Municipal Complex to Conner Prairie	CN	1.90	\$ 955,150	\$ 764,150	\$ 191,000	\$ -
1400275	Avon	White Lick Creek Trail	Multi-use path along White Lick Creek - Phase 2b	CN	0.60	\$ 1,001,711	\$ 701,198	\$ 300,513	\$ -
1400275	Avon	White Lick Creek Trail	Multi-use path along White Lick Creek - Phase 2b	CE	0.60	\$ 150,257	\$ 105,180	\$ 45,077	\$ -
1401657	Beech Grove	Churchman Ave.	Extend curb and sidewalk from Churchman Place to Arlington Avenue	CE	0.90	\$ 91,150	\$ 72,920	\$ 18,230	\$ -
1401709	Westfield	Monon Trail	Monon over SR 32 Grade Separation	UT	-	\$ 250,000	\$ 200,000	\$ 50,000	\$ 4,485,000
1401720	Indianapolis	Monument Circle	Monument Circle Pedestrian Enhancement Design	PE	0.20	\$ 625,000	\$ 500,000	\$ 125,000	\$ 5,750,000
1592415	Hamilton Co.	146th Street	Hazel Del Parkway to Herriman Blvd.	CE	3.40	\$ 72,411	\$ 57,929	\$ 14,482	\$ -
BRIDGE PROJECTS									
1173573	Johnson Co.	CR 200	Bridge #45 rehabilitation	CN	-	\$ 1,088,000	\$ 870,400	\$ 217,600	\$ -
1173573	Johnson Co.	CR 200	Bridge #45 rehabilitation	CE	-	\$ 163,200	\$ 130,540	\$ 32,660	\$ -
1382070	Indianapolis	Central Avenue	Central Ave. over Fall Creek Rehab	CE	-	\$ 570,627	\$ 456,502	\$ 114,125	\$ -
1383129	Johnson Co.	Main Street	S. Main Street over Young's Creek	CE	-	\$ 138,632	\$ 110,905	\$ 27,726	\$ -
1383169	Indianapolis	30th Street	30th St. over Little Eagle Creek Rehab	CE	-	\$ 84,375	\$ 67,500	\$ 16,875	\$ -
1383173	Indianapolis	Capitol Ave.	Capitol Ave. over Fall Creek Rehab	CE	-	\$ 141,875	\$ 113,500	\$ 28,375	\$ -
1383174	Indianapolis	Grandview Dr.	Grandview Dr. over Crooked Creek Rehab	CE	-	\$ 147,006	\$ 117,605	\$ 29,401	\$ -
1383175	Indianapolis	McCarty Street	McCarty St. over White River Replacement	CN	-	\$ 2,500,000	\$ 2,000,000	\$ 500,000	\$ -
1383175	Indianapolis	McCarty Street	McCarty St. over White River Replacement	CE	-	\$ 312,500	\$ 250,000	\$ 62,500	\$ -
1383176	Indianapolis	Oliver Avenue	Oliver Ave. over White River Rehab	CN	-	\$ 3,492,000	\$ 2,793,600	\$ 698,400	\$ -
1383176	Indianapolis	Oliver Avenue	Oliver Ave. over White River Rehab	CE	-	\$ 436,500	\$ 349,200	\$ 87,300	\$ -
ROAD & HIGHWAY PROJECTS									
1173122	Johnson Co.	CR 200	Reconstruction from SR 144 to Center Line Rd.	CN	1.20	\$ 1,955,500	\$ 1,564,400	\$ 391,100	\$ -
1173122	Johnson Co.	CR 200	Reconstruction from SR 144 to Center Line Rd.	CE	1.20	\$ 293,325	\$ 234,660	\$ 58,665	\$ -
1383127	Greenwood	Yorktown Rd.	Roundabout at Smith Valley Rd.	CE	-	\$ 78,750	\$ 63,000	\$ 15,750	\$ -
1383156	Hamilton Co.	Allisonville Rd.	Roundabout at Cumberland Rd.	CE	-	\$ 66,250	\$ 53,000	\$ 13,250	\$ -
1383157	Hamilton Co.	146th Street	Phase 2 from Towne Rd. to Ditch Rd.	CE	1.00	\$ 597,038	\$ 477,630	\$ 119,408	
1383170	Indianapolis	82nd Street	Reconstruction from Allisonville to Bash	CE	1.55	\$ 270,313	\$ 216,250	\$ 54,063	
1383172	Indianapolis	82nd Street	Phase 2 reconstruction from Lantern Rd. to Fall Creek Rd.	CN	0.85	\$ 7,093,750	\$ 5,675,000	\$ 1,418,750	\$ -
1383172	Indianapolis	82nd Street	Phase 2 reconstruction from Lantern Rd. to Fall Creek Rd.	CE	0.85	\$ 886,750	\$ 709,400	\$ 177,350	\$ -
1383177	Fishers	96th Street	Added travel lanes from Cumberland Rd. to Lantern Rd.	RW	0.73	\$ 750,000	\$ 600,000	\$ 150,000	\$ 6,160,000
1401658	McCordsville	CR 600 W	CR 600 W & SR 67 Intersection Improvement	CN	-	\$ 394,410	\$ 315,528	\$ 78,882	\$ -
1401658	McCordsville	CR 600 W	CR 600 W & SR 67 Intersection Improvement	CE	-	\$ 55,590	\$ 44,472	\$ 11,118	\$ -
1401707	Westfield	186th Street	186th St. & Springmill Rd. Roundabout	CN	-	\$ 2,195,150	\$ 1,758,520	\$ 436,630	\$ -
1401707	Westfield	186th Street	186th St. & Springmill Rd. Roundabout	CE	-	\$ 329,725	\$ 263,780	\$ 65,945	\$ -
SFY 2018 TOTAL						\$ 27,865,445	\$ 22,179,569	\$ 5,685,876	\$ 19,329,867

Project Phase Abbreviations: PE - Preliminary Engineering PL - Planning RW - Right of Way Acquisition CN - Construction CE - Construction Engineering

TABLE 1
Surface Transportation Program (STP) Projects
State Fiscal Year 2018

Figure 5: 2018 Group 1 Urban STP Funding Distribution

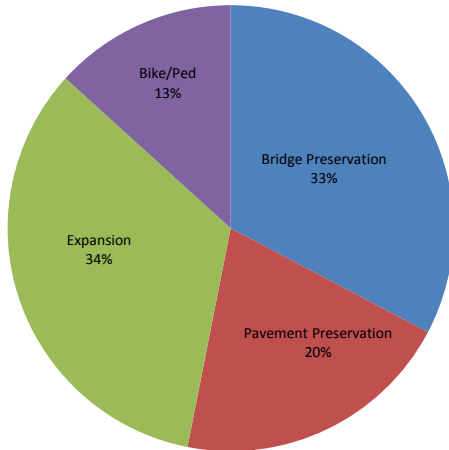


Photo 3: Allisonville Rd. Reconstruction from 86th St. to 96th St.

Project Funding:	\$1,280,152 Group 1 STP
	<u>\$546,736 Local Match</u>
	\$1,826,888 Total Project Cost in 2015

TABLE 2
Surface Transportation Program (STP) Projects
State Fiscal Year 2019

Projects in bold are considered regionally significant for air quality purposes.

Des. No.	Recipient	Road/Trail Name	Project Description	Phase	Phase Length (mi.)	Total Project Cost	Federal Funds	Local Match	Estimated Cost to Complete
BICYCLE & PEDESTRIAN PROJECTS									
1383178	Fishers	113th St Trail	10-ft. wide asphalt path built along the north side of the existing 113th St. corridor from Olivo Rd. to Florida Rd..	CN	1.41	\$ 281,095	\$ 224,876	\$ 56,219	\$ -
1401684	Bargersville	Old Plank Rd.	Pedestrian improvements from town end to downtown.	CN	1.20	\$ 1,252,700	\$ 1,002,160	\$ 250,540	\$ -
1401684	Bargersville	Old Plank Rd.	Pedestrian improvements from town end to downtown.	CE	1.20	\$ 166,950	\$ 133,560	\$ 33,390	\$ -
1401709	Westfield	Monon Trail	Monon over SR 32 grade separation	CN	-	\$ 4,150,000	\$ 2,905,000	\$ 1,245,000	\$ -
1401709	Westfield	Monon Trail	Monon over SR 32 grade separation	CE	-	\$ 585,000	\$ 409,500	\$ 175,500	\$ -
BRIDGE PROJECTS									
1401724	Indianapolis	Garfield Park Rd.	Garfield Park over Pleasant Run Replacement	CN	-	\$ 2,078,500	\$ 1,662,800	\$ 415,700	\$ -
1401724	Indianapolis	Garfield Park Rd.	Garfield Park over Pleasant Run Replacement	CE	-	\$ 260,000	\$ 208,000	\$ 52,000	\$ -
1401725	Indianapolis	Lynhurst Dr.	Lynhurst Dr. over Mars Ditch Rehabilitation	CN	-	\$ 2,500,000	\$ 2,000,000	\$ 500,000	\$ -
1401725	Indianapolis	Lynhurst Dr.	Lynhurst Dr. over Mars Ditch Rehabilitation	CE	-	\$ 310,000	\$ 248,000	\$ 62,000	\$ -
1500191	Fishers	96th Street	Bridge #165 reconstruction	CN	-	\$ 1,200,000	\$ 960,000	\$ 240,000	\$ -
ROAD & HIGHWAY PROJECTS									
1383177	Fishers	96th Street	Added travel lanes from Cumberland Rd. to Lantern Rd.	CN	0.73	\$ 5,200,000	\$ 4,160,000	\$ 1,040,000	\$ -
1383180	Carmel	Guilford Rd.	Reconstruction from City Center to Main St.	CN	0.70	\$ 2,975,000	\$ 2,380,000	\$ 595,000	\$ -
1383180	Carmel	Guilford Rd.	Reconstruction from City Center to Main St.	CE	0.70	\$ 525,000	\$ 420,000	\$ 105,000	\$ -
1400272	Avon	CR 200 N	Reconstruction from Dan Jones Rd. to the Ronald Reagan Parkway	CN	1.65	\$ 1,866,614	\$ 1,306,630	\$ 559,984	\$ -
1400272	Avon	CR 200 N	Reconstruction from Dan Jones Rd. to the Ronald Reagan Parkway	CE	1.65	\$ 233,327	\$ 163,329	\$ 69,998	\$ -
1401647	Brownsburg	E. Northfield Dr. (CR	Realign from CR 300 N to CR 400 N	CN	1.10	\$ 6,999,120	\$ 5,599,300	\$ 1,399,820	\$ -
1401647	Brownsburg	E. Northfield Dr. (CR	Realign from CR 300 N to CR 400 N	CE	1.10	\$ 641,000	\$ 512,800	\$ 128,200	\$ -
1401702	Hamilton Co.	146th Street	Added travel lanes from Shelborne Rd. to Towne Rd. - Phase 3	CN	1.00	\$ 6,000,000	\$ 4,800,000	\$ 1,200,000	\$ -
1401702	Hamilton Co.	146th Street	Added travel lanes from Shelborne Rd. to Towne Rd. - Phase 3	CE	1.00	\$ 900,000	\$ 720,000	\$ 180,000	\$ -
1401705	Fishers	131st Street	131st St. & Allisonville Rd. Intersection Improvement	CN	-	\$ 2,300,000	\$ 1,840,000	\$ 460,000	\$ -
1401705	Fishers	131st Street	131st St. & Allisonville Rd. Intersection Improvement	CE	-	\$ 345,000	\$ 276,000	\$ 69,000	\$ -
SFY 2019 TOTAL						\$ 40,769,306	\$ 31,931,955	\$ 8,837,351	\$ -

Project Phase Abbreviations: PE - Preliminary Engineering PL - Planning RW - Right of Way Acquisition CN - Construction CE - Construction Engineering

Figure 6: 2019 Group 1 Urban STP Funding Distribution

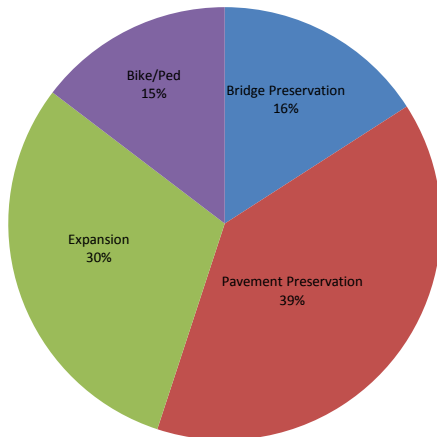


Photo 4: Main Street Reconstruction - Phase 2 - from Graham Rd. to US 31

Project Funding: \$3,428,710 Group 1 STP
\$1,142,903 Local Match
 \$4,571,613 Total Project Cost in 2014

TABLE 3
Surface Transportation Program (STP) Projects
State Fiscal Year 2020

Projects in bold are considered regionally significant for air quality purposes.

Des. No.	Recipient	Road/Trail Name	Project Description	Phase	Project Length (mi.)	Total Project Cost	Federal Funds	Local Match	Estimated Cost to Complete
BICYCLE & PEDESTRIAN PROJECTS									
1401720	Indianapolis	Market Street Reconstruction	Travel lane reduction, sidewalk expansion, upgraded ADA ramps, & associated amenities from Alabama to Delaware	CN	-	\$ 5,111,111	\$ 4,088,889	\$ 1,022,222	\$ -
1401720	Indianapolis	Market Street Reconstruction	Travel lane reduction, sidewalk expansion, upgraded ADA ramps, & associated amenities from Alabama to Delaware	CE	-	\$ 638,889	\$ 511,111	\$ 127,778	\$ -
1601003	Indianapolis	Fall Creek Trail	Phase 2 - connect with the White River Trail at Indiana Ave. and the Central Canal	CN	1.20	\$ 1,095,000	\$ 876,000	\$ 219,000	\$ -
1601003	Indianapolis	Fall Creek Trail	Phase 2 - connect with the White River Trail at Indiana Ave. and the Central Canal	CE	1.20	\$ 164,250	\$ 131,400	\$ 32,850	\$ -
1601121	Avon	Ronald Reagan Pkwy Trail	Multi-use trail from US 36 to CR 100 S	CN	1.00	\$ 760,000	\$ 532,000	\$ 228,000	\$ -
1601121	Avon	Ronald Reagan Pkwy Trail	Multi-use trail from US 36 to CR 100 S	CE	1.00	\$ 133,000	\$ 93,100	\$ 39,900	\$ -
1600655	Franklin	S. Main Street	Pedestrian enhancements from S. Main St. bridge to US 31.	CN	0.75	\$ 2,600,000	\$ 1,120,000	\$ 1,480,000	\$ -
1600655	Franklin	S. Main Street	Pedestrian enhancements from S. Main St. bridge to US 31.	CN	0.75	\$ 390,000	\$ 312,000	\$ 78,000	\$ -
BRIDGE PROJECTS									
1401717	Indianapolis	Morgantown Rd.	Morgantown Rd. over Pleasant Run Creek Rehab	CN	-	\$ 1,238,490	\$ 990,792	\$ 247,698	\$ -
1401717	Indianapolis	Morgantown Rd.	Morgantown Rd. over Pleasant Run Creek Rehab	CE	-	\$ 154,811	\$ 123,849	\$ 30,962	\$ -
1401718	Indianapolis	Westfield Blvd.	Westfield Blvd. over the Canal Rehab	CN	-	\$ 1,200,874	\$ 960,699	\$ 240,175	\$ -
1401718	Indianapolis	Westfield Blvd.	Westfield Blvd. over the Canal Rehab	CE	-	\$ 150,109	\$ 120,087	\$ 30,022	\$ -
1600988	Indianapolis	Commerce Ave.	Commerce Ave. over Pogues Run Rehab	CN	-	\$ 691,500	\$ 553,200	\$ 138,300	\$ -
1600988	Indianapolis	Commerce Ave.	Commerce Ave. over Pogues Run Rehab	CE	-	\$ 86,500	\$ 69,200	\$ 17,300	\$ -
1600990	Indianapolis	Franklin Rd.	Franklin Rd. over Big Run Rehab	CN	-	\$ 555,000	\$ 444,000	\$ 111,000	\$ -
1600990	Indianapolis	Franklin Rd.	Franklin Rd. over Big Run Rehab	CE	-	\$ 70,000	\$ 56,000	\$ 14,000	\$ -
1600995	Indianapolis	Sheridan Ave.	Sheridan Ave. over Pogues Run Replacement	CN	-	\$ 600,000	\$ 480,000	\$ 120,000	\$ -
1600995	Indianapolis	Sheridan Ave.	Sheridan Ave. over Pogues Run Replacement	CE	-	\$ 210,000	\$ 60,000	\$ 150,000	\$ -
ROAD & HIGHWAY PROJECTS									
1401646	Brownsburg	Hornaday Rd.	Hornaday Rd. & CR 300 N. Roundabout	CN	-	\$ 1,943,164	\$ 1,554,531	\$ 388,633	\$ -
1401646	Brownsburg	Hornaday Rd.	Hornaday Rd. & CR 300 N. Roundabout	CE	-	\$ 201,476	\$ 161,180	\$ 40,296	\$ -
1401701	Hamilton Co.	146th Street	Added travel lanes from Shelborne Rd. to the County Line - Phase 4	CN	-	\$ 8,000,000	\$ 6,400,000	\$ 1,600,000	\$ -
1401701	Hamilton Co.	146th Street	Added travel lanes from Shelborne Rd. to the County Line - Phase 4	CN	-	\$ 1,200,000	\$ 960,000	\$ 240,000	\$ -
1600818	Beech Grove	Arlington Ave.	Arlington Ave. & Big Four Rd. Roundabout	CN	-	\$ 1,460,000	\$ 1,168,000	\$ 292,000	\$ -
1600818	Beech Grove	Arlington Ave.	Arlington Ave. & Big Four Rd. Roundabout	CE	-	\$ 189,000	\$ 151,200	\$ 37,800	\$ -
TRANSIT PROJECTS									
1600647	IndyGo	Various	Transit Buses	PL	-	\$ 7,062,500	\$ 5,650,000	\$ 1,412,500	\$ -
SFY 2020 TOTAL						\$ 35,905,674	\$ 27,567,238	\$ 8,338,436	\$ -

Project Phase Abbreviations: PE - Preliminary Engineering PL - Planning ROW - Right of Way Acquisition CN - Construction CE - Construction Engineering

TABLE 3
Surface Transportation Program (STP) Projects
State Fiscal Year 2020

Figure 7: 2020 Group 1 Urban STP Funding Distribution

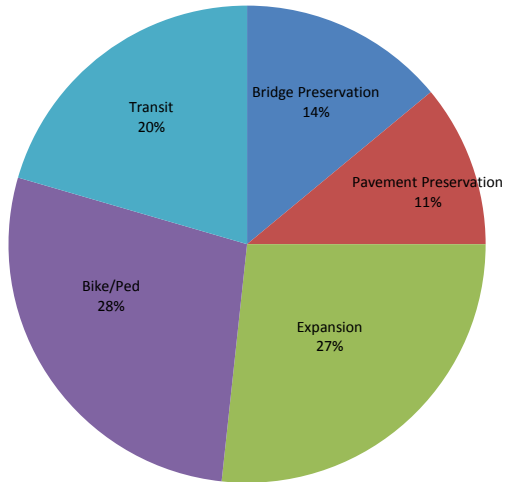


Photo 5: Emerson Avenue widening from Shelbyville Rd. to I-65

Project Funding:	\$4,748,753 Group 1 STP
	<u>\$1,187,188 Local Match</u>
	\$5,935,941 Total Project Cost in 2012

TABLE 4
Surface Transportation Program (STP) Projects
State Fiscal Year 2021

Projects in bold are considered regionally significant for air quality purposes.

Des. No.	Recipient	Road/Trail Name	Project Description	Phase	Project Length (mi.)	Total Project Cost	Federal Funds	Local Match	Estimated Cost to Complete
BICYCLE & PEDESTRIAN PROJECTS									
1600881	Fishers	Saxony Intracoastal Trail	Phase 1A - Avalon of Fishers to 126th St.	CN	0.95	\$ 1,056,000	\$ 845,000	\$ 211,000	\$ -
1600881	Fishers	Saxony Intracoastal Trail	Phase 1A - Avalon of Fishers to 126th St.	CE	0.95	\$ 159,000	\$ 127,000	\$ 32,000	\$ -
BRIDGE PROJECTS									
1600686	Boone Co.	Sycamore Street	Rehabilitation of Bridge #202	CN	-	\$ 1,360,000	\$ 1,060,800	\$ 299,200	\$ -
1600686	Boone Co.	Sycamore Street	Rehabilitation of Bridge #202	CE	-	\$ 204,000	\$ 159,120	\$ 44,880	\$ -
1600992	Indianapolis	Garfield Park Rd.	Garfield Park over Pleasant Run (3215L)	CN	-	\$ 2,010,000	\$ 1,608,000	\$ 402,000	\$ -
1600992	Indianapolis	Garfield Park Rd.	Garfield Park over Pleasant Run (3215L)	CE	-	\$ 251,000	\$ 200,800	\$ 50,200	\$ -
1600994	Indianapolis	Kessler Blvd.	Kessler Blvd over White River (1104F)	CN	-	\$ 4,500,000	\$ 3,600,000	\$ 900,000	\$ -
1600994	Indianapolis	Kessler Blvd.	Kessler Blvd over White River (1104F)	CE	-	\$ 562,500	\$ 450,000	\$ 112,500	\$ -
ROAD & HIGHWAY PROJECTS									
1600687	Greenwood	Worthsville Rd.	Section 2 - Honey Creek Rd. to Averitt Rd.	CN	1.25	\$ 8,205,000	\$ 6,564,000	\$ 1,641,000	\$ -
1600687	Greenwood	Worthsville Rd.	Section 2 - Honey Creek Rd. to Averitt Rd.	CE	1.25	\$ 1,230,800	\$ 984,600	\$ 246,200	\$ -
1600884	Carmel	96th St.	96th St. & Keystone Parkway Interchange	CN	-	\$ 19,800,000	\$ 7,900,000	\$ 11,900,000	\$ -
1601048	Brownsburg	Tilden Rd.	Tilden Rd. & Odell St. Roundabout	CN	-	\$ 2,440,000	\$ 1,952,000	\$ 488,000	\$ -
1601048	Brownsburg	Tilden Rd.	Tilden Rd. & Odell St. Roundabout	CE	-	\$ 366,000	\$ 292,800	\$ 73,200	\$ -
1601056	Brownsburg	Airport Rd.	Airport Rd. & Hornaday Rd. Roundabout	CN	-	\$ 2,300,000	\$ 1,840,000	\$ 460,000	\$ -
1601056	Brownsburg	Airport Rd.	Airport Rd. & Hornaday Rd. Roundabout	CE	-	\$ 345,000	\$ 276,000	\$ 69,000	\$ -
SFY 2021 TOTAL						\$ 44,789,300	\$ 27,860,120	\$ 16,929,180	\$ -

Project Phase Abbreviations: PE - Preliminary Engineering PL - Planning ROW - Right of Way Acquisition CN - Construction CE - Construction Engineering

Figure 8: 2021 Group 1 Urban STP Funding Distribution

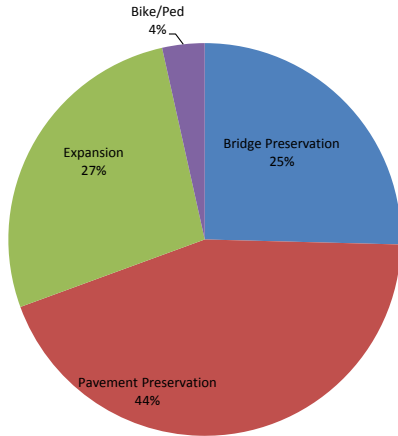


Photo 6: Ronald Reagan Parkway from CR 300 N to US 136

Project Funding: \$4,659,230 Group 1 STP
\$4,659,230 Local Match
\$9,318,460 Total Project Cost in 2016

TABLE 5
Highway Safety Improvement Program (HSIP) Projects
State Fiscal Years 2018-2021

Des. No.	Recipient	Road Name	Project Description	Phase	Total Project Cost	Federal Funds	Local Match	Estimated Cost to Complete
2018								
1383683	Brownsburg	N. Green Street	Rehabilitation from US 136 to 56th Street	CN	\$ 3,185,900	\$ 2,867,310	\$ 318,590	\$ -
1400279	Speedway	Lynhurst Drive	Intersection safety improvement at W. 16th St.	CN	\$ 300,000	\$ 300,000	\$ -	\$ -
1400279	Speedway	Lynhurst Drive	Intersection safety improvement at W. 16th St.	CE	\$ 37,500	\$ 33,750	\$ 3,750	\$ -
1400581	Fishers	113th Street	Roundabout at Florida Rd.	RW	\$ 162,500	\$ 130,000	\$ 32,500	\$ 1,900,000
1400709	Hendricks Co.	CR 100 N	Roundabout at CR 900 E	CN	\$ 1,211,000	\$ 1,211,000	\$ -	\$ -
1400709	Hendricks Co.	CR 100 N	Roundabout at CR 900 E	CE	\$ 151,375	\$ 136,238	\$ 15,137	\$ -
1400934	Indianapolis	Various Locations	Indianapolis School Zone Flashers	CE	\$ 142,900	\$ 128,610	\$ 14,290	\$ -
1401649	Pittsboro	Various Locations	Sign Inventory & Replacement	CE	\$ 3,300	\$ 2,970	\$ 330	\$ -
1401685	Bargersville	Various Locations	Sign Inventory & Replacement	CE	\$ 2,741	\$ 2,467	\$ 274	\$ -
1500404	Brownsburg	Various Locations	Pedestrian Crossing Improvements	CN	\$ 158,400	\$ 142,560	\$ 15,840	\$ -
1500404	Brownsburg	Various Locations	Pedestrian Crossing Improvements	CE	\$ 23,800	\$ 21,420	\$ 2,380	\$ -
1500423	Brownsburg	Various Locations	Traffic Signal Backplating	CE	\$ 2,333	\$ 2,100	\$ 233	\$ -
1500430	Westfield	Various Locations	Intersection Sight Distance Improvement	RW	\$ 300,000	\$ 270,000	\$ 30,000	\$ -
1500431	Westfield	151st Street	Culvert Replacement & Safety Improvements from Towne Rd. to Ditch Rd.	RW	\$ 22,222	\$ 20,000	\$ 22,222	\$ 30,000
1500435	Indianapolis	Various Locations	Delaware & 25th St. Pedestrian Improvements	CE	\$ 49,702	\$ 44,731	\$ 4,970	\$ -
1500437	Indianapolis	Various Locations	Impact Attenuators	CE	\$ 48,538	\$ 43,684	\$ 4,854	\$ -
1500439	Indianapolis	Various Locations	Washington & Arsenal Pedestrian Improvements	CE	\$ 91,459	\$ 82,313	\$ 9,146	\$ -
1500442	Hancock Co.	Various Locations	School Zone Flashing Indicators	CE	\$ 7,494	\$ 6,745	\$ 749	\$ -
1500443	Hancock Co.	Various Locations	Upgraded & Added Guardrail	CE	\$ 46,889	\$ 42,200	\$ 4,689	\$ -
1500481	Fishers	Various Locations	116th St. Crosswalk Upgrades	CN	\$ 745,000	\$ 670,500	\$ 74,500	\$ -
1500481	Fishers	Various Locations	116th St. Crosswalk Upgrades	CE	\$ 103,500	\$ 93,150	\$ 10,350	\$ -
1500571	Brownsburg	Various Locations	Regulatory Sign Replacement	CE	\$ 3,180	\$ 2,544	\$ 636	\$ -
1500613	Greenwood	Various Locations	Signal Preemption	CE	\$ 52,780	\$ 47,502	\$ 5,278	\$ -
1500685	Franklin	Jefferson Street	Jefferson St. & Westview Dr. Roundabout	RW	\$ 10,000	\$ 9,000	\$ 1,000	\$ 940,000
1592152	Fishers	126th Street	126th & Reynolds Drive Roundabout	PE	\$ 71,092	\$ 63,983	\$ 7,109	\$ -
1592152	Fishers	126th Street	126th & Reynolds Drive Roundabout	RW	\$ 200,000	\$ 180,000	\$ 20,000	\$ 1,155,000
2019								
1400280	Lawrence	Franklin Rd.	Reconstruction and safety upgrades from Pendleton Pike to 46th Street	CN	\$ 700,000	\$ 630,000	\$ 70,000	\$ -
1400280	Lawrence	Franklin Rd.	Reconstruction and safety upgrades from Pendleton Pike to 46th Street	CN	\$ 69,000	\$ 62,100	\$ 6,900	\$ -
1401015	Indianapolis	Fall Creek Pkwy	Corridor safety improvements from 38th St. to 75th St.	CE	\$ 338,367	\$ 304,530	\$ 33,837	\$ -
1401648	Avon	CR 150 S	Roundabout at Avon Avenue	CN	\$ 75,940	\$ 68,346	\$ 7,594	\$ -
1401648	Avon	CR 150 S	Roundabout at Avon Avenue	CE	\$ 135,000	\$ 121,500	\$ 13,500	\$ -
1401706	Fishers	Allisonville Rd.	Roundabout at 126th Street	CE	\$ 322,017	\$ 289,815	\$ 32,202	\$ -
1401736	Indianapolis	County Line Rd.	Intersection improvements at Madison Ave.	CN	\$ 266,709	\$ 240,038	\$ 26,671	\$ -
1401736	Indianapolis	County Line Rd.	Intersection improvements at Madison Ave.	CE	\$ 40,000	\$ 34,806	\$ 5,194	\$ -
1500429	Westfield	Various Locations	Lighting and safety improvements.	CN	\$ 900,000	\$ 810,000	\$ 90,000	\$ -
1500433	Indianapolis	Massachusetts Ave.	Pedestrian improvements at Dearborn and 21st St.	CN	\$ 186,100	\$ 167,490	\$ 18,610	\$ -
1500433	Indianapolis	Massachusetts Ave.	Pedestrian improvements at Dearborn and 21st St.	CE	\$ 27,900	\$ 24,286	\$ 3,614	\$ -
1601863	Fishers	Allisonville Rd.	Bridge 252 Replacement	CN	\$ 581,114	\$ 523,003	\$ 58,111	\$ -
1601863	Fishers	Allisonville Rd.	Bridge 252 Replacement	CE	\$ 86,627	\$ 78,450	\$ 8,177	\$ -
2020								
1500337	Brownsburg	56th Street	Intersection improvements at Wild Ridge Blvd.	CN	\$ 306,400	\$ 275,760	\$ 30,640	\$ -
1500337	Brownsburg	56th Street	Intersection improvements at Wild Ridge Blvd.	CE	\$ 25,000	\$ 22,500	\$ 2,500	\$ -
1500431	Westfield	151st Street	Culvert Replacement & Safety Improvements from Towne Rd. to Ditch Rd.	CN	\$ 30,000	\$ 27,000	\$ 3,000	\$ -
1600640	Westfield	Kinsey Avenue	Culvert Widening from 181st to 186th	CN	\$ 83,500	\$ 75,150	\$ 8,350	\$ -
1600640	Westfield	Kinsey Avenue	Culvert Widening from 181st to 186th	CE	\$ 12,500	\$ 11,250	\$ 1,250	\$ -
1600682	Hamilton Co.	Strawtown Avenue	Realignment near Prairie Baptist Rd.	CN	\$ 490,000	\$ 441,000	\$ 49,000	\$ -
1600682	Hamilton Co.	Strawtown Avenue	Realignment near Prairie Baptist Rd.	CE	\$ 73,500	\$ 66,150	\$ 7,350	\$ -
1600731	Greenwood	Smith Valley Rd.	Intersection Improvements at SR 135	CN	\$ 2,979,000	\$ 2,681,000	\$ 298,000	\$ -
1600731	Greenwood	Smith Valley Rd.	Intersection Improvements at SR 135	CE	\$ 447,000	\$ 402,000	\$ 45,000	\$ -
1600885	Carmel	Carmel Drive	Roundabout at Pennsylvania St.	CN	\$ 1,555,931	\$ 1,244,745	\$ 311,186	\$ -
1600885	Carmel	Carmel Drive	Roundabout at Pennsylvania St.	CE	\$ 300,000	\$ 240,000	\$ 60,000	\$ -
1600997	Indianapolis	Oaklandon Rd.	Intersection Improvement at Fox Rd.	CN	\$ 174,000	\$ 156,600	\$ 17,400	\$ -
1600997	Indianapolis	Oaklandon Rd.	Intersection Improvement at Fox Rd.	CE	\$ 26,100	\$ 23,490	\$ 2,610	\$ -
1601045	Brownsburg	Various Locations	Pedestrian Crosswalk Safety & Visibility around Schools	CN	\$ 531,100	\$ 477,990	\$ 53,110	\$ -
1601045	Brownsburg	Various Locations	Pedestrian Crosswalk Safety & Visibility around Schools	CE	\$ 79,700	\$ 71,730	\$ 7,970	\$ -

TABLE 5
Highway Safety Improvement Program (HSIP) Projects
State Fiscal Years 2018-2021

Des. No.	Recipient	Road Name	Project Description	Phase	Total Project Cost	Federal Funds	Local Match	Estimated Cost to Complete
2021								
1600823	IndyGo	Various Locations	Flashing Beacon Installation	CN	\$ 117,572	\$ 105,815	\$ 11,757	\$ -
1601196	Johnson Co.	Various Locations	LIRC Corridor Grade Crossing Safety Improvements	CN	\$ 4,860,000	\$ 4,374,000	\$ 486,000	\$ -
TOTAL					\$ 22,953,682	\$ 20,605,322	\$ 2,368,360	\$ 4,025,000

Project Phase Abbreviations: PE - Preliminary Engineering PL - Planning ROW - Right of Way Acquisition CN - Construction CE - Construction Engineering

TABLE 6
Congestion Mitigation & Air Quality (CMAQ) Projects
State Fiscal Years 2018-2021

Des. No.	Recipient	Road/Trail Name	Project Description	Phase	Total Project Cost	Federal Funds	Local Match
2018							
1173473	Fishers	96th Street	Roundabout at Lantern Rd.	CE	\$ 172,500	\$ 138,000	\$ 34,500
1297561	Carmel	116th Street	Roundabout at Hazel Dell Pkwy	CE	\$ 230,775	\$ 184,602	\$ 46,173
1400874	Fishers	131st Street	Roundabout at Cumberland Rd.	RW	\$ 219,250	\$ 175,400	\$ 43,850
1400926	Whitestown	Indianapolis Rd.	Roundabout at Whitestown Pkwy	CN	\$ 2,451,750	\$ 1,961,400	\$ 490,350
1400926	Whitestown	Indianapolis Rd.	Roundabout at Whitestown Pkwy	CE	\$ 354,260	\$ 283,408	\$ 70,852
1400937	Carmel	96th Street	Roundabout at Priority Way	CN	\$ 2,100,000	\$ 1,680,000	\$ 420,000
1400937	Carmel	96th Street	Roundabout at Priority Way	CE	\$ 300,000	\$ 240,000	\$ 60,000
1400938	Indianapolis	Various locations	Knozone Awareness Program	PL	\$ 268,750	\$ 215,000	\$ 53,750
1400939	Indianapolis	Various locations	Monument Circle Automated Traffic Control System	CN	\$ 1,080,000	\$ 864,000	\$ 216,000
1400993	IndyGo	Various locations	IndyGo Public Outreach	PL	\$ 1,214,112	\$ 971,290	\$ 242,822
1401713	Noblesville	19th Street	Roundabout at Pleasant Street	CN	\$ 835,625	\$ 668,500	\$ 167,125
1401713	Noblesville	19th Street	Roundabout at Pleasant Street	CE	\$ 119,375	\$ 95,500	\$ 23,875
2019							
1400940	Indianapolis	Edgewood Avenue	Roundabout at Five Points Rd.	CE	\$ 211,300	\$ 140,860	\$ 70,440
1400942	Indianapolis	Arlington Avenue	Roundabout at Shelbyville Rd.	CE	\$ 138,352	\$ 92,235	\$ 46,117
1400943	Indianapolis	Arlington Avenue	Roundabout at Edgewood Avenue	CE	\$ 114,300	\$ 76,190	\$ 38,110
1401639	CIRTA	Various locations	Commuter Connect Carpool Vanpool Program	PL	\$ 1,441,634	\$ 1,441,634	\$ -
1401641	CIRTA	Various locations	Whitestown West Connector	PL	\$ 900,000	\$ 720,000	\$ 180,000
1401714	Noblesville	186th Street	Roundabout at Cumberland Rd.	CN	\$ 54,231	\$ 43,385	\$ 10,846
1401714	Noblesville	186th Street	Roundabout at Cumberland Rd.	CE	\$ 137,375	\$ 109,875	\$ 27,500
1401716	Noblesville	Greenfield Avenue	Roundabout at Howe Rd.	CE	\$ 143,000	\$ 114,375	\$ 28,625
1401726	Indianapolis	Sherman Drive	Intersection improvements at Thompson Rd.	CE	\$ 194,500	\$ 129,782	\$ 64,718
1401727	Indianapolis	Franklin Rd.	Roundabout at Thompson Rd.	CN	\$ 917,700	\$ 734,160	\$ 183,540
1401727	Indianapolis	Franklin Rd.	Roundabout at Thompson Rd.	CE	\$ 137,700	\$ 91,770	\$ 45,930
1401728	Indianapolis	Franklin Rd.	Roundabout at Edgewood Avenue	CN	\$ 763,700	\$ 610,960	\$ 152,740
1401728	Indianapolis	Franklin Rd.	Roundabout at Edgewood Avenue	CE	\$ 114,600	\$ 76,370	\$ 38,230
1401729	Indianapolis	Five Points Rd.	Roundabout at Stop 11 Rd.	CE	\$ 322,200	\$ 214,820	\$ 107,380
1401730	Indianapolis	Combs Rd.	Roundabout at Stop 11 Rd.	CN	\$ 751,800	\$ 601,440	\$ 150,360
1401730	Indianapolis	Combs Rd.	Roundabout at Stop 11 Rd.	CE	\$ 112,800	\$ 75,180	\$ 37,620
1601002	Indianapolis	Various locations	Knozone Awareness Program	PL	\$ 262,500	\$ 210,000	\$ 52,500
2020							
1400944	Indianapolis	Monon Trail	Bicycle/Pedestrian Bridge over 38th St.	CN	\$ 2,087,500	\$ 1,670,000	\$ 417,500
1400944	Indianapolis	Monon Trail	Bicycle/Pedestrian Bridge over 38th St.	CE	\$ 405,000	\$ 302,500	\$ 102,500
1600638	CIRTA	Various locations	Commuter Connect Carpool Vanpool Program	PL	\$ 2,306,614	\$ 2,306,614	\$ -
1600824	IndyGo	Various locations	Transit Signal Priority	CN	\$ 1,691,600	\$ 1,353,280	\$ 338,320
1600999	Indianapolis	86th Street	New traffic signal at Lafayette Rd.	CN	\$ 554,000	\$ 443,200	\$ 110,800
1600999	Indianapolis	86th Street	New traffic signal at Lafayette Rd.	CE	\$ 120,000	\$ 96,000	\$ 24,000
1601002	Indianapolis	Various locations	Knozone Awareness Program	PL	\$ 268,750	\$ 215,000	\$ 53,750
2021							
1600650	Hamilton Co.	Lowes Way	Extension from Rangeline Rd. to Lowes Way	CN	\$ 2,400,000	\$ 1,920,000	\$ 480,000
1600650	Hamilton Co.	Lowes Way	Extension from Rangeline Rd. to Lowes Way	CE	\$ 300,000	\$ 240,000	\$ 60,000
1600884	Carmel	96th Street	96th St. & Keystone Parkway Interchange	CN	\$ 4,375,000	\$ 3,500,000	\$ 875,000
1601002	Indianapolis	Various locations	Knozone Awareness Program	PL	\$ 400,000	\$ 320,000	\$ 80,000
1601197	Johnson Co.	Fairview Rd.	Roundabout at Peterman Rd.	CN	\$ 1,044,000	\$ 835,200	\$ 208,800
1601197	Johnson Co.	Fairview Rd.	Roundabout at Peterman Rd.	CE	\$ 125,000	\$ 100,000	\$ 25,000
1601249	Hamilton Co.	Lowes Way	New Bridge over Cool Creek	CN	\$ 2,700,000	\$ 2,160,000	\$ 540,000
1601249	Hamilton Co.	Lowes Way	New Bridge over Cool Creek	CE	\$ 337,500	\$ 270,000	\$ 67,500
TOTAL					\$ 35,179,053	\$ 28,691,930	\$ 6,487,123

Project Phase Abbreviations: PE - Preliminary Engineering PL - Planning ROW - Right of Way Acquisition CN - Construction CE - Construction Engineering

TABLE 7
Transportation Alternatives Program (TAP) Projects
State Fiscal Years 2018-2021

Des. No.	Recipient	Trail Name	Project Description	Phase	Total Project Cost	Federal Funds	Local Match
2018							
0800025	Cumberland	Buck Creek Trail	From the Pennsy Trail to the Autumn Woods Development	CE	\$ 221,900	\$ 177,520	\$ 44,380
1173193	Westfield	Monon Trail	From 191st Street to 216th Street	CN	\$ 2,211,472	\$ 1,326,883	\$ 884,589
1173576	Speedway	B&O Trail	From Main Street to Big Eagle Creek	CN	\$ 809,950	\$ 647,960	\$ 161,990
1173576	Speedway	B&O Trail	From Main Street to Big Eagle Creek	CE	\$ 97,500	\$ 78,000	\$ 19,500
2019							
1401612	Franklin	W. Jefferson Street	From County Fair Grounds to Westview Dr.	CE	\$ 160,000	\$ 128,000	\$ 32,000
1401703	Carmel	126th Street	From Keystone Ave to Hazel Dell Pkwy	CE	\$ 232,000	\$ 185,600	\$ 46,400
1401732	Indianapolis	Pleasant Run Trail	Widen various locations on trail.	CN	\$ 1,250,000	\$ 1,000,000	\$ 250,000
1401732	Indianapolis	Pleasant Run Trail	Widen various locations on trail.	CE	\$ 156,250	\$ 125,000	\$ 31,250
1401734	Indianapolis	Park Avenue	From 17th Street to 19th Street	CE	\$ 25,092	\$ 22,583	\$ 2,509
1500045	Indianapolis	Johnson Rd. Trail	From 71st Street to Skiles Test Park	CN	\$ 772,500	\$ 618,000	\$ 154,500
1500045	Indianapolis	Johnson Rd. Trail	From 71st Street to Skiles Test Park	CE	\$ 115,000	\$ 77,250	\$ 37,750
2020							
1401733	Indianapolis	Monon Trail	Enhancements from 10th St. to 96th St.	CN	\$ 217,844	\$ 174,275	\$ 43,569
1401733	Indianapolis	Monon Trail	Enhancements from 10th St. to 96th St.	CE	\$ 340,000	\$ 260,000	\$ 80,000
1601061	Brownsburg	B&O Trail	Grade crossing at CR 300 N	CN	\$ 800,000	\$ 640,000	\$ 160,000
1601061	Brownsburg	B&O Trail	Grade crossing at CR 300 N	CE	\$ 120,000	\$ 96,000	\$ 24,000
TOTAL					\$ 7,529,508	\$ 5,557,071	\$ 1,972,437

Project Phase Abbreviations: PE - Preliminary Engineering PL - Planning ROW - Right of Way Acquisition CN - Construction CE - Construction Engineering

TABLE 8
Prior Year Balance (PYB) Projects
State Fiscal Years 2019-2020

Des. No.	Recipient	Road Name	Project Description	Phase	Total Project Cost	Federal Funds	Local Match
2019							
1383263	Indianapolis	Pennsy Trail	Phase 3A from Shortridge Rd. to Post Rd.	CN	\$ 1,892,550	\$ 1,514,040	\$ 378,510
1383265	Indianapolis	Pennsy Trail	Phase 3B from Post Rd. to German Church Rd.	CN	\$ 2,732,450	\$ 2,185,960	\$ 546,490
1400940	Indianapolis	Edgewood Avenue	Roundabout at Five Points Rd.	CN	\$ 1,408,600	\$ 1,126,880	\$ 281,720
1400942	Indianapolis	Arlington Avenue	Roundabout at Shelbyville Rd.	CN	\$ 922,348	\$ 737,878	\$ 184,470
1400943	Indianapolis	Arlington Avenue	Roundabout at Edgewood Avenue	CN	\$ 761,900	\$ 609,520	\$ 152,380
1401015	Indianapolis	Fall Creek Pkwy	Corridor safety improvements from 38th St. to 75th St.	CN	\$ 2,706,938	\$ 2,436,244	\$ 270,694
1401610	Greenwood	Worthsville Rd.	Section 3 - Reconstruction from Averitt Rd. to US 31	CN	\$ 8,188,100	\$ 6,550,500	\$ 1,637,600
1401610	Greenwood	Worthsville Rd.	Section 3 - Reconstruction from Averitt Rd. to US 31	CE	\$ 576,475	\$ 461,180	\$ 115,295
1401612	Franklin	W. Jefferson Street	Urban trail & pedestrian improvements from County Fair Grounds to Westview Dr.	CN	\$ 1,336,979	\$ 1,069,583	\$ 267,396
1401648	Avon	CR 150 S	Roundabout at Avon Avenue	CN	\$ 1,224,060	\$ 1,101,654	\$ 122,406
1401703	Carmel	126th Street	10' multi-use path from Keystone Avenue to Hazel Dell Pkwy	CN	\$ 1,547,000	\$ 1,237,600	\$ 309,400
1401706	Fishers	Allisonville Rd.	Roundabout at 126th Street	CN	\$ 2,146,780	\$ 1,932,102	\$ 214,678
1401714	Noblesville	186th Street	Roundabout at Cumberland Rd.	CN	\$ 907,175	\$ 725,740	\$ 181,435
1401716	Noblesville	Greenfield Avenue	Roundabout at Howe Rd.	CN	\$ 1,001,000	\$ 800,625	\$ 200,375
1401726	Indianapolis	Sherman Drive	Intersection improvements at Thompson Rd.	CN	\$ 1,297,824	\$ 1,038,259	\$ 259,565
1401729	Indianapolis	Five Points Rd.	Roundabout at Stop 11 Rd.	CN	\$ 2,148,200	\$ 1,718,560	\$ 429,640
1401734	Indianapolis	Park Avenue	Bike & pedestrian corridor from 17th Street to 19th Street	CN	\$ 600,500	\$ 480,400	\$ 120,100
1401734	Indianapolis	Park Avenue	Bike & pedestrian corridor from 17th Street to 19th Street	CE	\$ 41,574	\$ 37,417	\$ 4,157
2020							
1400944	Indianapolis	Monon Trail	Bicycle/Pedestrian Bridge over 38th St.	CN	\$ 937,500	\$ 750,000	\$ 187,500
1401733	Indianapolis	Monon Trail	Enhancements from 10th St. to 96th St.	CN	\$ 2,382,156	\$ 1,905,725	\$ 476,431
1500685	Franklin	Jefferson Street	Roundabout at Westview Drive	CN	\$ 840,000	\$ 756,000	\$ 84,000
1500685	Franklin	Jefferson Street	Roundabout at Westview Drive	CE	\$ 100,000	\$ 90,000	\$ 10,000
1592152	Fishers	126th Street	Intersection improvement at Reynolds Drive	CN	\$ 1,080,000	\$ 972,000	\$ 108,000
1592152	Fishers	126th Street	Intersection improvement at Reynolds Drive	CE	\$ 75,000	\$ 67,500	\$ 7,500
1600885	Carmel	Carmel Drive	Roundabout at Pennsylvania St.	CE	\$ 444,069	\$ 355,255	\$ 88,814
	Indianapolis MPO	Various Locations	Regional Safety Study	PL	\$ 111,111	\$ 100,000	\$ 11,111
TOTAL					\$ 37,410,289	\$ 30,760,622	\$ 6,649,667

Project Phase Abbreviations: PE - Preliminary Engineering PL - Planning ROW - Right of Way Acquisition CN - Construction CE - Construction Engineering

TABLE 9
Illustrative Projects

Projects in bold are considered regionally significant for air quality purposes.

Des. No.	Recipient	Road/Trail Name	Project Description	Phase	Funding Category	Total Project Cost	Federal Funds	Local Match
2018								
1400274	Avon	White Lick Creek Trail	Phase 4 from US 36 to CR 100 N	CN	TAP	\$ 849,432	\$ 679,546	\$ 169,886
1400581	Fishers	113th Street	Roundabout at Florida Rd.	CN	HSIP	\$ 1,700,000	\$ 1,530,000	\$ 170,000
1400873	Hamilton Co.	Lowes Way	New ramp construction to connect Lowes Way to southbound Keystone Pkwy	CN	CMAQ	\$ 9,080,000	\$ 4,889,200	\$ 4,190,800
1400874	Fishers	131st Street	Roundabout at Cumberland Rd.	CN	CMAQ	\$ 2,087,000	\$ 1,669,600	\$ 417,400
1400882	Greenwood	Smith Valley Rd.	Roundabout at Madison Avenue	CN	CMAQ	\$ 2,010,000	\$ 1,608,000	\$ 402,000
1400882	Greenwood	Smith Valley Rd.	Roundabout at Madison Avenue	CE	CMAQ	\$ 362,000	\$ 289,600	\$ 72,400
1400941	Indianapolis	Bridgeport Rd.	Roundabout at Morris Street	CN	CMAQ	\$ 666,500	\$ 533,200	\$ 133,300
1400941	Indianapolis	Bridgeport Rd.	Roundabout at Morris Street	CE	CMAQ	\$ 100,000	\$ 66,650	\$ 33,350
1401735	Indianapolis	Washington St.	Intersection improvements at State Rd.	CN	HSIP	\$ 660,200	\$ 594,180	\$ 66,020
1401735	Indianapolis	Washington St.	Intersection improvements at State Rd.	CE	HSIP	\$ 99,030	\$ 74,273	\$ 24,757
1500046	Indianapolis	Holt Rd.	Intersection improvements at Morris. St.	CN	HSIP	\$ 1,458,000	\$ 1,312,200	\$ 145,800
1500046	Indianapolis	Holt Rd.	Intersection improvements at Morris. St.	CE	HSIP	\$ 218,700	\$ 164,025	\$ 54,675
1500432	Indianapolis	Michigan Rd.	Pedestrian enhancements at Tecumseh	CN	HSIP	\$ 182,100	\$ 163,890	\$ 18,210
1500432	Indianapolis	Michigan Rd.	Pedestrian enhancements at Tecumseh	CE	HSIP	\$ 27,300	\$ 23,764	\$ 3,536
1500434	Indianapolis	16th Street	Pedestrian enhancements at Alabama	CN	HSIP	\$ 590,100	\$ 531,090	\$ 59,010
1500434	Indianapolis	16th Street	Pedestrian enhancements at Alabama	CE	HSIP	\$ 88,500	\$ 66,386	\$ 22,114
1500438	Indianapolis	Meridian	Pedestrian enhancements at St. Clair	CN	HSIP	\$ 583,300	\$ 524,970	\$ 58,330
1500438	Indianapolis	Meridian	Pedestrian enhancements at St. Clair	CE	HSIP	\$ 87,500	\$ 65,621	\$ 21,879
1500692	Franklin	Mallory Pkwy	Pedestrian Enhancement for FCMS	CN	HSIP	\$ 600,000	\$ 540,000	\$ 60,000
1500692	Franklin	Mallory Pkwy	Pedestrian Enhancement for FCMS	CE	HSIP	\$ 75,000	\$ 67,500	\$ 7,500
1600651	Fishers	Various Locations	School Zone Flashing Speed Limit Sign Assembly Upgrade	CN	HSIP	\$ 725,500	\$ 652,950	\$ 72,550
1600651	Fishers	Various Locations	School Zone Flashing Speed Limit Sign Assembly Upgrade	CE	HSIP	\$ 108,825	\$ 97,945	\$ 10,880
1600819	Noblesville	Midland Trace Trail	From Hazel Dell to Willowview	CN	TAP	\$ 1,715,788	\$ 1,286,841	\$ 428,947
2019								
1401610	Greenwood	Worthsville Rd.	Section 3 - Reconstruction from Averitt Rd. to US 31	CE	STP	\$ 651,550	\$ 521,420	\$ 130,130
1401704	Fishers	Cumberland Rd.	Reconstruction from 106th St. to 116th St.	CN	STP	\$ 3,791,172	\$ 3,033,492	\$ 757,680
1401704	Fishers	Cumberland Rd.	Reconstruction from 106th St. to 116th St.	CE	STP	\$ 568,260	\$ 454,608	\$ 113,652
1401719	Indianapolis	38th Street	38th St. over CSX Rehabilitation	CN	STP	\$ 4,365,358	\$ 3,492,286	\$ 873,072
1401719	Indianapolis	38th Street	38th St. over CSX Rehabilitation	CE	STP	\$ 545,670	\$ 436,536	\$ 109,134
1401721	Indianapolis	Senate Avenue	Senate Ave. over Fall Creek Rehabilitation	CN	STP	\$ 3,575,000	\$ 2,860,000	\$ 715,000
1401721	Indianapolis	Senate Avenue	Senate Ave. over Fall Creek Rehabilitation	CE	STP	\$ 446,500	\$ 357,500	\$ 89,000
1401722	Indianapolis	Dandy Trail	Dandy Trail over Big Eagle Creek Rehabilitation	CN	STP	\$ 3,602,000	\$ 2,881,600	\$ 720,400
1401722	Indianapolis	Dandy Trail	Dandy Trail over Big Eagle Creek Rehabilitation	CE	STP	\$ 450,250	\$ 360,200	\$ 90,050
1592387	Fishers	Cumberland Rd.	Bridge #262 over Sand Creek Rehabilitation	CN	STP	\$ 1,132,428	\$ 906,108	\$ 226,320
1592387	Fishers	Cumberland Rd.	Bridge #262 over Sand Creek Rehabilitation	CE	STP	\$ 169,740	\$ 135,792	\$ 33,948
2020								
1601001	Indianapolis	Various Locations	Safe Routes to Transit - North	CN	HSIP	\$ 4,210,000	\$ 3,789,000	\$ 421,000
1601001	Indianapolis	Various Locations	Safe Routes to Transit - North	CE	HSIP	\$ 631,500	\$ 568,350	\$ 63,150
1600986	Indianapolis	Fall Creek Trail	Enhancement from 38th St. to 39th St.	CN	TAP	\$ 1,666,250	\$ 1,333,000	\$ 333,250
1600986	Indianapolis	Fall Creek Trail	Enhancement from 38th St. to 39th St.	CE	TAP	\$ 250,000	\$ 200,000	\$ 50,000
1600987	Indianapolis	Fall Creek Trail	Extension between Meridian St. and the Canal	CN	TAP	\$ 2,475,000	\$ 1,980,000	\$ 495,000
1600987	Indianapolis	Fall Creek Trail	Extension between Meridian St. and the Canal	CE	TAP	\$ 371,000	\$ 296,800	\$ 74,200
2021								
1600633	Hancock Co.	CR 600 W	Added travel lanes from CR 300 N to CR 400 N	CN	STP	\$ 6,943,900	\$ 5,555,120	\$ 1,388,780
1600633	Hancock Co.	CR 600 W	Added travel lanes from CR 300 N to CR 400 N	CE	STP	\$ 770,700	\$ 616,560	\$ 154,140
1600657	Beech Grove	Lick Creek Greenway	Phase 1 from 13th St. to Hornet Drive	CN	TAP	\$ 2,900,000	\$ 2,320,000	\$ 580,000
1600657	Beech Grove	Lick Creek Greenway	Phase 1 from 13th St. to Hornet Drive	CE	TAP	\$ 400,000	\$ 320,000	\$ 80,000
2022								
	Avon	Various Locations	School Zone Flashing Beacons	CN	HSIP	\$ 132,030	\$ 118,827	\$ 13,203
	Avon	Various Locations	School Zone Flashing Beacons	CE	HSIP	\$ 16,503	\$ 14,853	\$ 1,650
	Bargersville	Various Locations	Signal Preemption	CN	HSIP	\$ 152,926	\$ 125,329	\$ 27,597
	Bargersville	Various Locations	Signal Preemption	CE	HSIP	\$ 22,175	\$ 18,173	\$ 4,002
	Brownsburg	Airport Rd.	Roundabout at Green Street	CN	STP	\$ 2,010,000	\$ 1,608,000	\$ 402,000
	Brownsburg	Airport Rd.	Roundabout at Green Street	CE	STP	\$ 251,250	\$ 201,000	\$ 50,250
	Brownsburg	E. Co. Rd. 700 N	Reconstruction from Arbor Springs Dr. to N. Co. Rd. 900 E	CN	STP	\$ 4,327,000	\$ 3,461,600	\$ 865,400
	Brownsburg	E. Co. Rd. 700 N	Reconstruction from Arbor Springs Dr. to N. Co. Rd. 900 E	CE	STP	\$ 540,875	\$ 432,700	\$ 108,175
	Carmel	116th Street	Roundabout at College Avenue	CN	CMAQ	\$ 2,350,000	\$ 1,880,000	\$ 470,000
	Carmel	116th Street	Roundabout at College Avenue	CE	CMAQ	\$ 282,000	\$ 225,600	\$ 56,400
	Carmel	116th Street	Roundabout at Guilford Rd.	CN	CMAQ	\$ 1,700,000	\$ 1,360,000	\$ 340,000
	Carmel	116th Street	Roundabout at Guilford Rd.	CE	CMAQ	\$ 204,000	\$ 163,200	\$ 40,800
	Fishers	Cyntheanne Rd.	Roundabout at Southeastern Pkwy	CN	CMAQ	\$ 2,512,000	\$ 2,010,000	\$ 502,500
	Fishers	Cyntheanne Rd.	Roundabout at Southeastern Pkwy	CE	CMAQ	\$ 314,063	\$ 251,250	\$ 62,813
	Fishers	Saxony Intracoastal Trail	Phase 1B from 126th St. to 113th St.	CN	TAP	\$ 1,900,750	\$ 1,520,600	\$ 380,150
	Greenwood	Main Street	Roundabout at Meadowview Dr.	CN	STP	\$ 823,000	\$ 658,400	\$ 164,600
	Greenwood	Main Street	Roundabout at Meadowview Dr.	CE	STP	\$ 102,875	\$ 82,300	\$ 20,575
	Hamilton Co.	191st St.	Roundabout at Grassy Branch Rd.	CN	CMAQ	\$ 2,440,000	\$ 1,952,000	\$ 488,000

TABLE 9
Illustrative Projects

Projects in bold are considered regionally significant for air quality purposes.

Des. No.	Recipient	Road/Trail Name	Project Description	Phase	Funding Category	Total Project Cost	Federal Funds	Local Match
	Hamilton Co.	191st St.	Roundabout at Grassy Branch Rd.	CE	CMAQ	\$ 305,000	\$ 244,000	\$ 61,000
	Hancock Co.	Pennsy Trail	From CR 400 W to CR 500 W	CN	TAP	\$ 700,000	\$ 560,000	\$ 140,000
	Indianapolis	Various Locations	Knozone Awareness Program	PL	CMAQ	\$ 400,000	\$ 320,000	\$ 80,000
	Indianapolis	Various Locations	Bike Share Extension	CN	CMAQ	\$ 1,200,000	\$ 960,000	\$ 240,000
	Indianapolis	Southport Rd.	New signal installation at Mann Rd.	CN	HSIP	\$ 522,330	\$ 470,097	\$ 52,233
	Indianapolis	Southport Rd.	New signal installation at Mann Rd.	CE	HSIP	\$ 75,740	\$ 68,166	\$ 7,574
	Indianapolis	Various Locations	Safe Routes to Transit South - Bike/Ped Improvements	CN	HSIP	\$ 3,195,000	\$ 2,875,500	\$ 319,500
	Indianapolis	Various Locations	Safe Routes to Transit South - Bike/Ped Improvements	CE	HSIP	\$ 399,375	\$ 359,438	\$ 39,937
	Indianapolis	Various Locations	Pedestrian Crash Focus Area 9	CN	HSIP	\$ 879,000	\$ 791,100	\$ 87,900
	Indianapolis	Various Locations	Pedestrian Crash Focus Area 9	CE	HSIP	\$ 109,875	\$ 98,888	\$ 10,987
	Indianapolis	Various Locations	Pedestrian Crash Focus Area 5	CN	HSIP	\$ 516,000	\$ 464,400	\$ 51,600
	Indianapolis	Various Locations	Pedestrian Crash Focus Area 5	CE	HSIP	\$ 77,400	\$ 69,660	\$ 7,740
	Indianapolis	Various Locations	Pedestrian Crash Focus Area 3	CN	HSIP	\$ 1,397,000	\$ 1,257,300	\$ 139,700
	Indianapolis	Various Locations	Pedestrian Crash Focus Area 3	CE	HSIP	\$ 209,625	\$ 157,163	\$ 52,462
	Indianapolis	16th Street	Bridge rehab over Little Eagle Creek	CN	STP	\$ 1,085,000	\$ 868,000	\$ 217,000
	Indianapolis	16th Street	Bridge rehab over Little Eagle Creek	CE	STP	\$ 135,625	\$ 108,500	\$ 27,125
	Indianapolis	30th Street	Bridge rehab over the White River	CN	STP	\$ 7,225,000	\$ 5,780,000	\$ 1,445,000
	Indianapolis	30th Street	Bridge rehab over the White River	CE	STP	\$ 903,125	\$ 722,500	\$ 180,625
	Indianapolis	Washington St.	Bridge rehab over Big Eagle Creek	CN	STP	\$ 2,090,000	\$ 1,672,000	\$ 418,000
	Indianapolis	Washington St.	Bridge rehab over Big Eagle Creek	CE	STP	\$ 261,250	\$ 209,000	\$ 52,250
	Indianapolis	Emerson Avenue	Road widening from Stop 11 to Southport Crossing	CN	STP	\$ 6,945,006	\$ 5,556,005	\$ 1,389,001
	Indianapolis	Emerson Avenue	Road widening from Stop 11 to Southport Crossing	CE	STP	\$ 855,626	\$ 684,501	\$ 171,125
	Indianapolis	White River Greenway	Trail connection at 10th Street	CN	TAP	\$ 996,000	\$ 796,800	\$ 199,200
	IndyGo	Various Locations	Bus Replacement	PL	STP	\$ 6,084,421	\$ 4,867,537	\$ 1,216,884
1298645	Lawrence	Fox Rd.	Pedestrian enhancement from Amy Beverland to Penncroft Dr.	CN	STP	\$ 2,027,000	\$ 1,621,600	\$ 405,400
1298645	Lawrence	Fox Rd.	Pedestrian enhancement from Amy Beverland to Penncroft Dr.	CE	STP	\$ 253,375	\$ 202,700	\$ 50,675
	New Palestine	CR 300 S	Roundabout at Gem Rd.	CN	STP	\$ 1,000,000	\$ 800,000	\$ 200,000
	New Palestine	CR 300 S	Roundabout at Gem Rd.	CE	STP	\$ 125,000	\$ 100,000	\$ 25,000
	Noblesville	Allisonville Rd.	Multi-use path from Wellington Pkwy to Greenfield Ave	CN	STP	\$ 2,701,573	\$ 2,161,258	\$ 540,315
	Speedway	Crawfordsville Rd.	Center turn lane at Cunningham Rd.	CN	HSIP	\$ 72,000	\$ 64,800	\$ 7,200
	Speedway	Crawfordsville Rd.	Center turn lane at Cunningham Rd.	CE	HSIP	\$ 10,440	\$ 9,396	\$ 1,044
	Westfield	161st Street	Roundabout at Union Rd.	CN	CMAQ	\$ 2,520,000	\$ 2,016,000	\$ 504,000
	Westfield	161st Street	Roundabout at Union Rd.	CE	CMAQ	\$ 315,000	\$ 252,000	\$ 63,000
	Westfield	East Street	New road extension from 196th St. to SR 38	CN	STP	\$ 6,125,000	\$ 4,900,000	\$ 1,225,000
	Westfield	East Street	New road extension from 196th St. to SR 38	CE	STP	\$ 765,625	\$ 612,500	\$ 153,125
TOTAL						\$ 136,554,911	\$ 108,634,444	\$ 27,920,967

Project Phase Abbreviations: PE - Preliminary Engineering PL - Planning ROW - Right of Way Acquisition CN - Construction CE - Construction Engineering

TABLE 10.1
Indiana Department of Transportation (INDOT)
Interstate Projects

Projects in bold are considered regionally significant for air quality purposes.

Des. No.	County	Work Type	Project Description/Length (mi.)	INDOT District	Fund Type	Phase	SFY	Total Cost	Federal Funds	State Match
I-465										
1298193	Marion Co.	Br Repl, Comp.Cont.Pres.Conc.Bulb T-Beam	Bridge Replacement on Ditch Road over I-465, 1.50 miles W of US 31 Dist:N/A	G	Other	CN	2018	\$ 2,224,836	\$ 2,002,352	\$ 222,484
1400034	Marion Co.	Br Repl, Comp. Cont. Conc. Construction	Bridge replacement on I-465 over W 96th Street, 1.22 miles W of US 421 (parallel structure to DES # 1400035) Dist:N/A	G	IM	CN	2019	\$ 5,728,069	\$ 5,155,262	\$ 572,807
1400034	Marion Co.	Br Repl, Comp. Cont. Conc. Construction	Bridge replacement on I-465 over W 96th Street, 1.22 miles W of US 421 (parallel structure to DES # 1400035) Dist:N/A	G	IM	RW	2019	\$ 10,000	\$ 9,000	\$ 1,000
1400035	Marion Co.	Br Repl, Comp. Cont. Conc. Construction	Bridge replacement project on I-465 over W 96th Street, 1.22 miles W of US 421 Dist:N/A	G	IM	CN	2019	\$ 5,728,069	\$ 5,155,262	\$ 572,807
1400035	Marion Co.	Br Repl, Comp. Cont. Conc. Construction	Bridge replacement project on I-465 over W 96th Street, 1.22 miles W of US 421 Dist:N/A	G	IM	RW	2019	\$ 10,000	\$ 9,000	\$ 1,000
1400037	Boone Co.	Replace Superstructure	Replace bridge superstructure on I-465 directional ramp over I-865, 2.19 miles W of US 421 in Boone County Dist:N/A	G	IM	CN	2019	\$ 2,846,000	\$ 2,561,400	\$ 284,600
1400038	Marion Co.	Bridge Deck Overlay	Bridge deck overlay on I-465 bridge over W 96th Street, 4.4 miles N of I-65 Dist:N/A	G	IM	CN	2019	\$ 759,198	\$ 683,278	\$ 75,920
1400039	Marion Co.	Bridge Deck Overlay	Bridge deck overlay on I-465 over W 96th Street, 4.4 miles N of I-65 Dist:N/A	G	IM	CN	2019	\$ 759,198	\$ 683,278	\$ 75,920
1400041	Marion Co.	Replace Superstructure	I-465; 1.58 miles West of SR-135 Dist:N/A	G	BR	CN	2020	\$ 5,375,216	\$ 4,837,694	\$ 537,522
1400042	Marion Co.	Replace Superstructure	I-465; 1.58 miles West of SR-135 Dist:N/A	G	BR	CN	2020	\$ 5,375,216	\$ 4,837,694	\$ 537,522
1400076	Marion Co.	Added Travel Lanes	I-465, I-465 from 2.25 mi W of I-69 (White River Bridge/Allisonville Rd) to I-69 Dist:2.3	G	STP-ST	CN	2019	\$ 19,177,599	\$ 15,342,079	\$ 3,835,520
1500340	Marion Co.	Bridge Rehabilitation Or Repair	I-465 EBL over Spring Mill Run Dist:N/A	G	BR	CN	2018	\$ 690,273	\$ 621,246	\$ 69,027
1500341	Marion Co.	Bridge Maintenance And Repair	I-465 WBL over Spring Mill Run Dist:N/A	G	BR	CN	2018	\$ 690,273	\$ 621,246	\$ 69,027
1500799	Hamilton Co.	Bridge Deck Overlay	I-465 Eastbound over US-31; Remove and replace existing deck overlay to extend the deck surface of the structure. Dist:N/A	G	BR	CN	2018	\$ 618,951	\$ 557,056	\$ 61,895
1500800	Hamilton Co.	Bridge Deck Overlay	I-465 Westbound over US-31; Remove and replace existing overlay to lengthen the life cycle of the existing structure. Dist:N/A	G	BR	CN	2018	\$ 618,951	\$ 557,056	\$ 61,895
1500805	Marion Co.	Pipe Lining	Project to line small structure with a liner to lengthen the serviceability of the structure. Dist:N/A	G	NHPP	CN	2018	\$ 115,525	\$ 103,973	\$ 11,552
1500810	Hamilton Co., Hancock Co.	HMA Overlay, Preventive Maintenance	I-465 from US-31 (North Side) to Bridge over White River; Remove and replace pavement to extend the life of the roadway. Dist:3.89	G	IM	CN	2018	\$ 2,558,491	\$ 2,046,793	\$ 511,698
1592307	Marion Co.	Bridge Deck Replacement	Replace existing Bridge Deck with New Bridge Deck to extend service life of existing structure Dist:0	G	STP-ST	CN	2019	\$ 1,767,798	\$ 1,591,018	\$ 176,780
1593088	Marion Co.	Bridge Deck Overlay	Thin Bridge Deck Overlay to extend the life of the current bridge deck Dist:N/A	G	NHPP	CN	2019	\$ 147,111	\$ 132,400	\$ 14,711
1593105	Marion Co.	Bridge Deck Overlay	Thin Bridge Deck Overlay to extend the service life of the existing bridge deck Dist:N/A	G	NHPP	CN	2019	\$ 220,114	\$ 198,103	\$ 22,011
1593106	Marion Co.	Bridge Deck Overlay	Thin Bridge Deck Overlay to extend the service life of the existing bridge deck Dist:N/A	G	NHPP	CN	2019	\$ 347,888	\$ 313,099	\$ 34,789
1593112	Hamilton Co.	Bridge Deck Overlay	I465, EB over Williams Creek, 0.72 miles W of US 31 Dist:N/A	G	BR	CN	2018	\$ 684,470	\$ 616,023	\$ 68,447
1593113	Hamilton Co.	Bridge Deck Overlay	I465, WB over Williams Creek, 0.72 miles W of US 31 Dist:N/A	G	BR	CN	2018	\$ 684,470	\$ 616,023	\$ 68,447
1600034	Marion Co.	Bridge Deck Overlay	Perform a Thin Bridge Deck Overlay to extend the life of the current Bridge Deck Dist:N/A	G	BR	CN	2018	\$ 512,290	\$ 461,061	\$ 51,229
1600035	Marion Co.	Bridge Deck Overlay	Perform a thin bridge deck overlay to extend the service life of the deck. Dist:N/A	G	BR	CN	2018	\$ 512,290	\$ 461,061	\$ 51,229

TABLE 10.1
Indiana Department of Transportation (INDOT)
Interstate Projects

Projects in bold are considered regionally significant for air quality purposes.

Des. No.	County	Work Type	Project Description/Length (mi.)	INDOT District	Fund Type	Phase	SFY	Total Cost	Federal Funds	State Match
1600036	Marion Co.	Bridge Deck Overlay	Perform Thin Bridge Deck Overlay to extend the service Life of the bridge deck Dist:N/A	G	BR	CN	2018	\$ 95,500	\$ 85,950	\$ 9,550
1600037	Marion Co.	Bridge Deck Overlay	Thin Bridge Deck overlay project to extend the service life of the existing bridge deck. Dist:N/A	G	BR	CN	2018	\$ 95,500	\$ 85,950	\$ 9,550
1600038	Marion Co.	Bridge Deck Overlay	Thin Bridge Deck Overlay project to extend the service life of the existing bridge deck Dist:N/A	G	BR	CN	2018	\$ 258,300	\$ 232,470	\$ 25,830
1600039	Marion Co.	Bridge Deck Overlay	Thin Bridge Deck Overlay project to extend the service life of the existing bridge deck. Dist:N/A	G	BR	CN	2018	\$ 237,200	\$ 213,480	\$ 23,720
1600040	Marion Co.	Bridge Deck Overlay	Thin Bridge Deck Overlay to extend the service life of the existing bridge deck Dist:N/A	G	BR	CN	2018	\$ 60,000	\$ 54,000	\$ 6,000
1600041	Marion Co.	Bridge Deck Patching	Thin Bridge Deck Overlay project to extend the service life of the existing bridge deck. Dist:N/A	G	BR	CN	2018	\$ 60,000	\$ 54,000	\$ 6,000
1602156	Boone Co.	Bridge Painting	Bridge Painting on I-465 NB to I-865 WB over I-865. Existing Bridge Structure No. (I865)I465-136-05473 Dist:N/A	G	IM	CN	2020	\$ 81,819	\$ 73,637	\$ 8,182
1602178	Marion Co.	Bridge Deck Overlay	BRIDGE OVERLAY OF I-465 EB OVER EAST HANNA AVENUE, 01.69 W I-74 Dist:N/A	G	STP-ST	CN	2020	\$ 172,526	\$ 155,273	\$ 17,253
1602179	Marion Co.	Bridge Deck Overlay	I 465, WB OVER EAST HANNA AVENUE, 01.69 W I-74 Dist:N/A	G	BR	CN	2020	\$ 172,526	\$ 155,273	\$ 17,253
1602182	Marion Co.	Bridge Deck Overlay	I 465, EB OVER CSX RR, 01.53 W I-74 Dist:N/A	G	BR	CN	2020	\$ 199,483	\$ 179,535	\$ 19,948
1602184	Marion Co.	Bridge Deck Overlay	I 465, WB OVER CSX RR, 01.53 W I-74 Dist:N/A	G	BR	CN	2020	\$ 199,483	\$ 179,535	\$ 19,948
1602186	Marion Co.	Bridge Deck Overlay	I 465, NB OVER US 52 Dist:N/A	G	BR	CN	2020	\$ 285,746	\$ 257,171	\$ 28,575
1602188	Marion Co.	Bridge Deck Overlay	I 465, SB OVER US 52 Dist:N/A	G	BR	CN	2020	\$ 285,746	\$ 257,171	\$ 28,575
1602190	Marion Co.	Bridge Deck Overlay	I 465, NB OVER CSX RR, 00.17 N US 52 Dist:N/A	G	BR	CN	2020	\$ 228,582	\$ 205,724	\$ 22,858
1602191	Marion Co.	Bridge Deck Overlay	I 465, SB OVER CSX RR, 00.17 N US 52 Dist:N/A	G	BR	CN	2020	\$ 228,582	\$ 205,724	\$ 22,858
1602192	Marion Co.	Bridge Deck Overlay	I 465, NB OVER EAST TENTH STREET, 00.63 N US 40 Dist:N/A	G	BR	CN	2020	\$ 202,704	\$ 182,434	\$ 20,270
1602193	Marion Co.	Bridge Deck Overlay	I 465, SB OVER EAST TENTH STREET, 00.63 N US 40 Dist:N/A	G	STP-ST	CN	2020	\$ 202,704	\$ 182,433	\$ 20,271
1602194	Marion Co.	Bridge Deck Overlay	I 465, NB OVER EAST 21ST STREET, 00.18 S I-70 Dist:N/A	G	STP-ST	CN	2020	\$ 210,252	\$ 189,227	\$ 21,025
1602195	Marion Co.	Bridge Deck Overlay	I 465, SB OVER EAST 21ST STREET, 00.18 S I-70 Dist:N/A	G	STP-ST	CN	2020	\$ 210,252	\$ 189,227	\$ 21,025
1602196	Marion Co.	Bridge Deck Overlay	I 465, NB OVER I-70, WB RAMP Dist:N/A	G	STP-ST	CN	2020	\$ 368,749	\$ 331,874	\$ 36,875
1602197	Marion Co.	Bridge Deck Overlay	I 465, SB OVER I-70, WB RAMP Dist:N/A	G	STP-ST	CN	2020	\$ 325,621	\$ 293,059	\$ 32,562
1602198	Marion Co.	Bridge Deck Overlay	I 465, NB RAMP OVER I-74 WB RAMP TO I-465 NB Dist:N/A	G	STP-ST	CN	2020	\$ 319,152	\$ 287,237	\$ 31,915
1602199	Marion Co.	Bridge Deck Overlay	I 465, NB RAMP OVER I-465, 00.52 S US 52 Dist:N/A	G	STP-ST	CN	2020	\$ 481,962	\$ 433,766	\$ 48,196
1602206	Marion Co.	Bridge Deck Overlay	I 465, DRE - RAMP OVER EAST 21ST STREET, 00.18 S I-70 Dist:N/A	G	STP-ST	CN	2020	\$ 149,872	\$ 134,885	\$ 14,987
1602207	Marion Co.	Bridge Deck Overlay	I 465, DRW - RAMP OVER EAST 21ST STREET, 00.18 S I-70 Dist:N/A	G	STP-ST	CN	2020	\$ 133,699	\$ 120,329	\$ 13,370
1602209	Marion Co.	Bridge Deck Overlay	US 31, OVER I-465 EB/WB, LICK CR	G	STP-ST	CN	2020	\$ 574,689	\$ 517,220	\$ 57,469
1602212	Marion Co.	Bridge Deck Overlay	US 31, OVER BUCK CREEK, 01.16 S I-465	G	STP-ST	CN	2020	\$ 353,654	\$ 318,289	\$ 35,365
1602220	Marion Co.	Bridge Deck Overlay	CARSON AVENUE OVER I-465, LICK CREEK, 01.96 E US 31	G	STP-ST	CN	2020	\$ 48,884	\$ 43,996	\$ 4,888
1602227	Marion Co.	Bridge Deck Overlay	EMERSON AVENUE OVER I-465 EB/WB, 01.25 E I-65	G	STP-ST	CN	2020	\$ 743,968	\$ 669,571	\$ 74,397
1700278	Marion Co.	Traffic Signal Visibility Improvements	I 465, (SB Ramp) at 38th Street Dist:N/A	G	HSIP-ST	CN	2020	\$ 50,753	\$ 50,753	\$-
1700281	Marion Co.	Traffic Signal Visibility Improvements	I 465, NB Ramp at W. 38th St. Dist:N/A	G	HSIP-ST	CN	2020	\$ 50,753	\$ 50,753	\$-
1700282	Marion Co.	Traffic Signal Visibility Improvements	US 40, (W. Washington St.) at Bridgeport Road Dist:N/A	G	HSIP-ST	CN	2020	\$ 50,753	\$ 50,753	\$-
1700284	Marion Co.	Traffic Signal Visibility Improvements	I 465, (NB Ramp) at US 136 Dist:N/A	G	HSIP-ST	CN	2020	\$ 50,753	\$ 50,753	\$-
1700285	Marion Co.	Traffic Signal Visibility Improvements	I 465, (SB Ramp) at US 136 Dist:N/A	G	HSIP-ST	CN	2020	\$ 50,753	\$ 50,753	\$-
1700286	Marion Co.	Traffic Signal Visibility Improvements	I 465, (NB Ramp) at US 40 (W. Washington St.) Dist:N/A	G	HSIP-ST	CN	2020	\$ 50,753	\$ 50,753	\$-

TABLE 10.1
Indiana Department of Transportation (INDOT)
Interstate Projects

Projects in bold are considered regionally significant for air quality purposes.

Des. No.	County	Work Type	Project Description/Length (mi.)	INDOT District	Fund Type	Phase	SFY	Total Cost	Federal Funds	State Match
1700287	Marion Co.	Traffic Signal Visibility Improvements	I 465, (SB Ramp) at US 40 (W. Washington St.) Dist:N/A	G	HSIP-ST	CN	2020	\$ 50,753	\$ 50,753	\$-
1700288	Marion Co.	Traffic Signal Visibility Improvements	I 465, (SB Ramp) at W. 10th Street Dist:N/A	G	HSIP-ST	CN	2020	\$ 50,753	\$ 50,753	\$-
1700289	Marion Co.	Traffic Signal Visibility Improvements	I 465, (NB Ramp) at W. 10th Street Dist:N/A	G	HSIP-ST	CN	2020	\$ 50,753	\$ 50,753	\$-
1700290	Marion Co.	Traffic Signal Visibility Improvements	I 465, (SB Ramp) at Sam Jones Expressway Dist:N/A	G	HSIP-ST	CN	2019	\$ 50,753	\$ 50,753	\$-
1700291	Marion Co.	Traffic Signal Visibility Improvements	I 465, (NB Ramp) at Sam Jones Expressway Dist:N/A	G	HSIP-ST	CN	2020	\$ 50,753	\$ 50,753	\$-
I-65										
1006353	Marion Co.	Br Repl, Cont, Pres. Conc. Blub T-Beam(SMPL)	1.15 N. of I-465 NB over Keystone Ave Dist:N/A	G	BR	PE	2018	\$ 10,000	\$ 9,000	\$ 1,000
1006353	Marion Co.	Br Repl, Cont, Pres. Conc. Blub T-Beam(SMPL)	1.15 N. of I-465 NB over Keystone Ave Dist:N/A	G	BR	CN	2019	\$ 2,081,000	\$ 1,872,900	\$ 208,100
1006354	Marion Co.	Br Repl, Cont, Pres. Conc. Blub T-Beam(SMPL)	1.15 N of I-465 SB over Keystone Ave Dist:N/A	G	BR	PE	2018	\$ 10,000	\$ 9,000	\$ 1,000
1006354	Marion Co.	Br Repl, Cont, Pres. Conc. Blub T-Beam(SMPL)	1.15 N of I-465 SB over Keystone Ave Dist:N/A	G	BR	CN	2019	\$ 2,081,000	\$ 1,872,900	\$ 208,100
1296580	Marion Co.	Bridge Deck Overlay	2.26 mi N I-70 over College Ave Dist:N/A	G	BR	CN	2018	\$ 852,000	\$ 766,800	\$ 85,200
1296590	Marion Co.	Bridge Deck Overlay	2.26 mi N of I-70 Dist:N/A	G	IM	CN	2018	\$ 708,591	\$ 637,732	\$ 70,859
1296613	Marion Co.	Replace Superstructure	I-65; at 1.1 mile N I-70, CSX RR and Ohio St (I-65-112-02431 AO) Dist:N/A	G	STP-ST	CN	2018	\$ 5,640,265	\$ 5,076,239	\$ 564,026
1296620	Marion Co.	Bridge Deck Reconstruction	0.92 mi N of I-70 (Washington St - old US 40) Dist:N/A	G	BR	CN	2018	\$ 4,700,000	\$ 4,230,000	\$ 470,000
1296648	Marion Co.	Bridge Deck Reconstruction	Bridge Deck Reconstruction on I-65, 2.26 miles N of I-70 (College Avenue) NBL Dist:N/A	G	IM	CN	2018	\$ 1,142,519	\$ 1,028,267	\$ 114,252
1296944	Marion Co.	Bridge Deck Overlay	I-65; at 1.02 mi N I-70; East 10th St (I65-113-05738-B5BL) RP 112.22 Dist:N/A	G	IM	CN	2018	\$ 756,042	\$ 680,438	\$ 75,604
1298261	Marion Co.	Bridge Deck Overlay	Bridge Deck Overlay on I-65 over Market Street, 1.00 mile N of I-70 Dist:N/A	G	IM	CN	2018	\$ 2,472,093	\$ 2,224,884	\$ 247,209
1298262	Marion Co.	New Bridge, Steel Construction	New Bridge Steel Construction on I-65 over New York Street, 1.19 miles N of I-70 Dist:N/A	G	IM	CN	2018	\$ 4,441,596	\$ 3,997,436	\$ 444,160
1298264	Marion Co.	Bridge Deck Overlay	Bridge Deck Overlay on I-65 over Michigan Street NBL, 1.39 miles N of I-70 Dist:N/A	G	IM	CN	2018	\$ 1,006,735	\$ 906,062	\$ 100,673
1298265	Marion Co.	Bridge Deck Overlay	Bridge Deck Overlay on I-65 over Michigan Street SBL, 1.39 miles N of I-70 Dist:N/A	G	IM	CN	2018	\$ 1,331,127	\$ 1,198,014	\$ 133,113
1298267	Marion Co.	Bridge Deck Overlay	Bridge Deck Overlay on I-65 over I-65 ramp NB, 1.43 miles N of I-70 Dist:N/A	G	IM	CN	2018	\$ 1,241,640	\$ 1,117,476	\$ 124,164
1298268	Marion Co.	Bridge Deck Overlay	Bridge Deck Overlay on I-65 over St. Clair Street NBL, 1.65 miles N of I-70 Dist:N/A	G	IM	CN	2018	\$ 1,577,218	\$ 1,419,496	\$ 157,722
1298269	Marion Co.	Bridge Deck Overlay	Bridge Deck Overlay on I-65 over St. Clair Street SBL, 1.65 miles N of I-70 Dist:N/A	G	IM	CN	2018	\$ 1,599,590	\$ 1,439,631	\$ 159,959
1298270	Marion Co.	Bridge Deck Overlay	Bridge Deck Overlay on I-65 over proposed ramp NBL, 2.12 miles N of I70 Dist:N/A	G	IM	CN	2018	\$ 793,446	\$ 755,051	\$ 38,395
1298271	Marion Co.	Bridge Deck Overlay	Bridge Deck Overlay on I-65 ramp over I-70 WB and CD, 2.12 miles N of I-70 Dist:N/A	G	IM	CN	2018	\$ 1,118,594	\$ 1,006,735	\$ 111,859
1298272	Marion Co.	Bridge Deck Overlay	Bridge Deck Overlay on I-65 over I-70 WBL and I-65 SBL, 2.21 miles N of I-70 Dist:N/A	G	IM	CN	2018	\$ 917,247	\$ 825,522	\$ 91,725
1298273	Marion Co.	Bridge Deck Overlay	Bridge Deck Overlay on I-69 over I-70 WBL and ramp (BNBL), 2.21 miles N of I-70 Dist:N/A	G	IM	CN	2018	\$ 917,247	\$ 825,522	\$ 91,725
1298276	Marion Co.	Replace Superstructure	I-65; at 2.26 mile N of I-70, over College Ave (05745A) Dist:N/A	G	BR	CN	2018	\$ 1,394,087	\$ 1,254,678	\$ 139,409
1298277	Marion Co.	Replace Superstructure	Replace Superstructure on I-65 over College Avenue, 2.26 miles N of I-70 Dist:N/A	G	IM	CN	2018	\$ 1,394,087	\$ 1,254,678	\$ 139,409
1298278	Marion Co.	Bridge Deck Overlay	Bridge Deck Overlay on I-65 over Central Avenue, 2.52 miles N of I-70 Dist:N/A	G	IM	CN	2018	\$ 1,845,680	\$ 1,661,112	\$ 184,568
1298279	Marion Co.	Bridge Deck Overlay	Bridge Deck Overlay on I-65 Ramp, 3.61 miles N of I-70 Dist:N/A	G	IM	CN	2018	\$ 1,395,849	\$ 1,256,264	\$ 139,585

TABLE 10.1
Indiana Department of Transportation (INDOT)
Interstate Projects

Projects in bold are considered regionally significant for air quality purposes.

Des. No.	County	Work Type	Project Description/Length (mi.)	INDOT District	Fund Type	Phase	SFY	Total Cost	Federal Funds	State Match
1298280	Marion Co.	Bridge Deck Overlay	Bridge Deck Overlay on I-65 over Ramp I-S-N, 3.61 miles N of I-70 Dist:N/A	S	IM	CN	2018	\$ 1,062,665	\$ 956,399	\$ 106,266
1298281	Marion Co.	Bridge Deck Overlay	Bridge Deck Overlay on I-65 over Ramp I-S-N, 3.65 miles N of I-70 Dist:N/A	G	IM	CN	2018	\$ 1,185,710	\$ 1,067,139	\$ 118,571
1298283	Marion Co.	Bridge Deck Replacement	Bridge Deck Replacement of I-65 EB and I-65 NB over East 10th Street, 1.92 miles N of I-70 Dist:N/A	G	IM	CN	2018	\$ 2,153,294	\$ 1,937,965	\$ 215,329
1298649	Marion Co.	Replace Superstructure	Replace Superstructure on I-65 at 0.13 mile S of I-70 over Morris and Prospect Streets Dist:N/A	G	IM	CN	2018	\$ 892,216	\$ 802,994	\$ 89,222
1400071	Boone Co.	Interchange Modification	I-65/SR 267 Interchange Modification, 4.5 miles north of I-865 Dist:1.41	C	NHPP	RW	2018	\$ 143,800	\$ 129,420	\$ 14,380
1400071	Boone Co.	Interchange Modification	I-65/SR 267 Interchange Modification, 4.5 miles north of I-865 Dist:1.41	C	NHPP	RW	2019	\$ 10,000,000	\$ 9,000,000	\$ 1,000,000
1400071	Boone Co.	Interchange Modification	I-65/SR 267 Interchange Modification, 4.5 miles north of I-865 Dist:1.41	C	NHPP	CE	2020	\$ 4,500,000	\$ 4,050,000	\$ 450,000
1400071	Boone Co.	Interchange Modification	I-65/SR 267 Interchange Modification, 4.5 miles north of I-865 Dist:1.41	C	NHPP	CN	2020	\$ 29,676,000	\$ 26,708,400	\$ 2,967,600
1400073	Marion Co.	Added Travel Lanes	Added Travel Lanes on I-65 from 0.20 mile N of I-465 to 0.05 mile No of I-70 in South Indianapolis Dist:4.11	G	STP-ST	CN	2019	\$ 32,298,353	\$ 25,838,682	\$ 6,459,671
1500165	Marion Co.	New Br, Precast Box Culvert	New Bridge on I-65 at 1.3 miles N of I-70 Dist:N/A	G	IM	CN	2018	\$ 1,412,779	\$ 1,271,501	\$ 141,278
1500792	Marion Co.	Bridge Deck Overlay	Bridge Deck Overlay on I 65 over White River, Canal, Parkways; 5.94 Miles S of I-465 Dist:N/A	G	IM	CN	2018	\$ 5,523,744	\$ 4,971,370	\$ 552,374
1592313	Marion Co.	Bridge Rehabilitation Or Repair	Bridge deck overlay on Fletcher Ave over I-65. Dist:N/A	G	NHPP	CN	2018	\$ 1,505,925	\$ 1,355,333	\$ 150,592
1592385	Marion Co.	Interchange Modification, Multi-Level	Interchange modification of the I-65/I-70 north split with a bridge rehabilitation project; encompassing a footprint from Central Avenue to Commerce Avenue to Vermont Street. Dist:N/A	G	IM	CN	2019	\$ 122,227,660	\$ 110,004,894	\$ 12,222,766
1592385	Marion Co.	Interchange Modification, Multi-Level	Interchange modification of the I-65/I-70 north split with a bridge rehabilitation project; encompassing a footprint from Central Avenue to Commerce Avenue to Vermont Street. Dist:N/A	G	IM	PE	2018	\$ 11,500,000	\$ 10,350,000	\$ 1,150,000
1592385	Marion Co.	Interchange Modification, Multi-Level	Interchange modification of the I-65/I-70 north split with a bridge rehabilitation project; encompassing a footprint from Central Avenue to Commerce Avenue to Vermont Street. Dist:N/A	G	IM	RW	2018	\$ 1,000,000	\$ 900,000	\$ 100,000
1592385	Marion Co.	Interchange Modification, Multi-Level	Interchange modification of the I-65/I-70 north split with a bridge rehabilitation project; encompassing a footprint from Central Avenue to Commerce Avenue to Vermont Street. Dist:N/A	G	IM	CN	2020	\$ 60,201,684	\$ 54,181,515	\$ 6,020,169
1592385	Marion Co.	Interchange Modification, Multi-Level	Interchange modification of the I-65/I-70 north split with a bridge rehabilitation project; encompassing a footprint from Central Avenue to Commerce Avenue to Vermont Street. Dist:N/A	G	IM	PE	2019	\$ 10,000,000	\$ 9,000,000	\$ 1,000,000
1592537	Marion Co.	Bridge Painting	Bridge Painting I-65 Ramp 7 SW over Morris St/Prospect St. Dist:N/A	G	NHPP	CN	2018	\$ 138,368	\$ 124,532	\$ 13,836
1593072	Johnson Co.	Raised Pavement Markings, Refurbished	Safety project in Seymour District various locations on I-65, I-74, I-265, I-64, US 31 and I-275. Dist:N/A	S	HSIP-ST	CN	2018	\$ 450,000	\$ 405,000	\$ 45,000
1593122	Marion Co.	Bridge Deck Overlay	Bridge Deck Overlay on I-65 over 16th Street; 3.88 miles N of I-70 Dist:N/A	G	IM	CN	2018	\$ 1,802,089	\$ 1,621,880	\$ 180,209
1600315	Boone Co.	HMA Overlay, Preventive Maintenance	HMA Overlay, Preventive Maintenance From 1.38 mi N of I-865 to 1.66 mi S of SR 39 (pvm transition from HMA to PCCP) Dist:7.07	C	NHPP	CN	2019	\$ 12,558,000	\$ 11,302,200	\$ 1,255,800
1600522	Marion Co.	Auxillary Lane Construction	I 65, at Northbound Loop Entrance Ramp from Southport Road, 2.9 Miles South of I-465 Dist:N/A	G	NHPP	CN	2021	\$ 1,321,184	\$ 1,056,947	\$ 264,237
1600662	Marion Co.	Tower Lighting	Install Tower Light near Morris/Prospect & I-65/I-70 and Virginia St & I-65/I-70 Dist:N/A	G	IM	CN	2019	\$ 100,000	\$ 90,000	\$ 10,000

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Des. No.	County	Work Type	Project Description/Length (mi.)	INDOT District	Fund Type	Phase	SFY	Total Cost	Federal Funds	State Match
1600808	Marion Co.	Interchange Modification, Multi-Level	Modification of the I-65 & I-70 interchange just north of downtown Indianapolis. The interchange modification encompasses a footprint from Central Ave to Commerce Ave to Vermont St. There will be several new bridges and alignment changes within the interchange modification footprint. Dist:N/A	G	IM	CN	2018	\$ 32,115,281	\$ 28,903,753	\$ 3,211,528
1600808	Marion Co.	Interchange Modification, Multi-Level	Modification of the I-65 & I-70 interchange just north of downtown Indianapolis. The interchange modification encompasses a footprint from Central Ave to Commerce Ave to Vermont St. There will be several new bridges and alignment changes within the interchange modification footprint. Dist:N/A	G	IM	RW	2018	\$ 1,000,000	\$ 900,000	\$ 100,000
1600903	Marion Co.	Pipe Lining	Pipe Lining on I-65, 3.747 mi. N. of Marion/Johnson Co. Line. Small Structure No. CV I65-049-104.53 Dist:N/A	G	IM	RW	2020	\$ 5,000	\$ 4,500	\$ 500
1600903	Marion Co.	Pipe Lining	Pipe Lining on I-65, 3.747 mi. N. of Marion/Johnson Co. Line. Small Structure No. CV I65-049-104.53 Dist:N/A	G	IM	CN	2021	\$ 250,000	\$ 225,000	\$ 25,000
1600904	Marion Co.	Pipe Lining	Pipe Lining on I-65, 5.08 mi. N of Marion/Johnson Co. Line. Small Structure No. CV I65-049-105.89 Dist:N/A	G	IM	CN	2021	\$ 114,327	\$ 102,894	\$ 11,433
1600905	Marion Co.	Pipe Lining	Pipe Lining on I-65, 5.08 mi. N of Marion/Johnson Co. Line. Small Structure No. CV I65-049-105.91 Dist:N/A	G	IM	CN	2021	\$ 228,654	\$ 205,789	\$ 22,865
1600908	Marion Co.	Pipe Lining	Pipe Lining on I-65, 5.08 mi. N of Marion/Johnson Co. Line. Small Structure No. CV I65-049-107.64 Dist:N/A	G	IM	RW	2020	\$ 10,000	\$ 9,000	\$ 1,000
1600908	Marion Co.	Pipe Lining	Pipe Lining on I-65, 5.08 mi. N of Marion/Johnson Co. Line. Small Structure No. CV I65-049-107.64 Dist:N/A	G	IM	CN	2021	\$ 297,251	\$ 267,526	\$ 29,725
1602149	Marion Co.	Bridge Painting	Bridge Painting on I-65 over Clifton Street, 6.00 mi. N of I-70. Existing Bridge Structure No. I65-116-04914C Dist:N/A	G	IM	CN	2020	\$ 310,912	\$ 279,821	\$ 31,091
1602150	Marion Co.	Bridge Painting	Bridge Painting on I-65 NB over Crooked Creek, 5.05 mi. S of I-465. Existing Bridge Structure No. I65-117-04838CNBL Dist:N/A	G	IM	CN	2020	\$ 174,547	\$ 157,092	\$ 17,455
1602151	Marion Co.	Bridge Painting	Bridge Painting on I-65 SB over Crooked Creek, 5.05 mi. S of I-465. Existing Bridge Structure No. I65-117-04838JDSBL Dist:N/A	G	IM	CN	2020	\$ 201,820	\$ 181,638	\$ 20,182
1602216	Marion Co.	Bridge Painting	Bridge Painting on I-65 SB Ramp over Fall Creek & Fall Creek Boulevard, 4.33 mi. N of I-70. Existing Bridge Structure No. I65-114-05368-DRC Dist:N/A	G	IM	CN	2020	\$ 327,283	\$ 294,555	\$ 32,728
1602230	Marion Co.	Bridge Deck Overlay	Bridge Deck Overlay on I-65 SB Ramp over I-65 NB Connector, 0.26 mi. N of I-465. Existing Bridge Structure No. (I65)I465-145-04567 Dist:N/A	G	IM	CN	2020	\$ 814,341	\$ 732,907	\$ 81,434
I-69										
1400075	Marion Co.	Interchange Modification	Added Travel Lanes: I-69 from I-465 to 1 mile North of I-465 (82nd Street) Northbound Only Dist:N/A	G	STP-ST	RW	2018	\$ 1,000,000	\$ 800,000	\$ 200,000
1400075	Marion Co.	Interchange Modification	Added Travel Lanes: I-69 from I-465 to 1 mile North of I-465 (82nd Street) Northbound Only Dist:N/A	G	STP-ST	CN	2020	\$ 29,795,809	\$ 23,836,647	\$ 5,959,162
1602208	Hamilton Co.	Small Structure Replacement	2.25 Miles North of County Line, Small Structure Boring under I-69	G	STP-ST	CN	2019	\$ 481,105	\$ 432,995	\$ 48,110
I-70										
1296927	Marion Co.	Bridge Deck Overlay	0.25 mi E I-65, Lewis St. and Monon Trail Dist:N/A	G	IM	CN	2018	\$ 2,793,492	\$ 2,514,143	\$ 279,349

TABLE 10.1
Indiana Department of Transportation (INDOT)
Interstate Projects

Projects in bold are considered regionally significant for air quality purposes.

Des. No.	County	Work Type	Project Description/Length (mi.)	INDOT District	Fund Type	Phase	SFY	Total Cost	Federal Funds	State Match
1298087	Marion Co.	Small Structure Replacement	I-70; 4.123 mile E of I-465 (located below Tibbs Ave S side bridge str) Dist:0.00	G	BR	CN	2020	\$ 334,650	\$ 301,185	\$ 33,465
1298089	Marion Co.	Pipe Lining	Reline the existing structure with a liner to extend the service life of the structure - 3.95 Miles East of the Eastbound Split with I-65, North of Michigan St. Dist:0	G	IM	CN	2018	\$ 499,320	\$ 449,388	\$ 49,932
1298167	Marion Co.	Bridge Rehabilitation Or Repair	Rehabilitation of the Bridge to extend the life of the structure. Dist:N/A	G	BR	CN	2019	\$ 763,087	\$ 687,778	\$ 75,309
1298168	Marion Co.	Bridge Rehabilitation Or Repair	Bridge rehabilitation project to extend the life of the structure. Dist:N/A	G	BR	CN	2019	\$ 394,001	\$ 355,601	\$ 38,400
1298178	Marion Co.	Bridge Rehabilitation Or Repair	Bridge Rehabilitation project to extend the life of the structure. Dist:N/A	G	BR	CN	2019	\$ 332,904	\$ 299,614	\$ 33,290
1298179	Marion Co.	Bridge Rehabilitation Or Repair	Bridge Rehabilitation to extend the life of the structure. Dist:N/A	G	BR	CN	2019	\$ 366,194	\$ 329,575	\$ 36,619
1298184	Marion Co.	Bridge Rehabilitation Or Repair	Bridge Rehabilitation project to extend the life of the existing structure Dist:N/A	G	BR	CN	2019	\$ 311,976	\$ 280,778	\$ 31,198
1298185	Marion Co.	Bridge Rehabilitation Or Repair	Bridge Rehabilitation project to extend the life of the existing structure. Dist:N/A	G	BR	CN	2019	\$ 405,097	\$ 365,587	\$ 39,510
1298188	Marion Co.	Bridge Rehabilitation Or Repair	Bridge Rehabilitation project to extend the life of the existing structure Dist:N/A	G	BR	CN	2019	\$ 490,108	\$ 442,097	\$ 48,011
1298191	Hancock Co.	Bridge Replacement, Concrete	I-70 at 1.30 mile W of SR 9, Fortville Pike over I 70 Dist:N/A	G	BR	CN	2018	\$ 2,000,752	\$ 1,800,677	\$ 200,075
1298282	Marion Co.	Bridge Deck Overlay	Bridge Deck Overlay on I-70, 0.15 mile W of I-65 over I-65 SBL Dist:N/A	G	IM	CN	2018	\$ 614,174	\$ 552,757	\$ 61,417
1298284	Marion Co.	Bridge Deck Overlay	Bridge Deck Overlay on I-70 (I-70 over I-65 NBL), 0.47 mile E of I-65 Dist:N/A	G	IM	CN	2018	\$ 1,440,516	\$ 1,296,464	\$ 144,052
1298285	Marion Co.	Bridge Deck Overlay	Bridge Deck Overlay on I-70 and Ramp over Proposed Ramp, 0.32 mile E of I-65 Dist:N/A	G	IM	CN	2018	\$ 1,697,353	\$ 1,527,618	\$ 169,735
1383301	Marion Co.	Bridge Deck Replacement	Bridge Deck Replacement on I-70 WB bridge over East 10th Street, 0.52 mile E of I-65 Dist:N/A	G	IM	CN	2018	\$ 2,062,119	\$ 1,855,907	\$ 206,212
1400046	Marion Co.	Br Repl, Comp. Cont. Conc. Construction	Replace the bridge on German Church Rd. over I-70. Dist:N/A	G	BR	PE	2018	\$ 200,000	\$ 180,000	\$ 20,000
1400046	Marion Co.	Br Repl, Comp. Cont. Conc. Construction	Replace the bridge on German Church Rd. over I-70. Dist:N/A	G	BR	RW	2018	\$ 20,000	\$ 18,000	\$ 2,000
1400046	Marion Co.	Br Repl, Comp. Cont. Conc. Construction	Replace the bridge on German Church Rd. over I-70. Dist:N/A	G	BR	CN	2020	\$ 1,735,876	\$ 1,562,288	\$ 173,588
1500003	Marion Co.	Install New Cable Rail Barriers	I-70; 0.22 mile E of Hendricks/Marion CL to 0.57 mile, E of centerline of I-465 (W-Leg Dist:4	G	NHPP	CN	2020	\$ 969,071	\$ 969,071	\$-
1500115	Hendricks Co.	Pipe Lining	On I 70, Small Structure Pipe Lining 0.35 miles west of SR 39 Dist:N/A	C	NHPP	RW	2018	\$ 25,000	\$ 22,500	\$ 2,500
1500627	Hendricks Co.	Pipe Lining	Small Structure Pipe Lining 1.00 mi W of SR 39 Dist:N/A	C	NHPP	CN	2018	\$ 650,000	\$ 585,000	\$ 65,000
1500785	Marion Co.	Bridge Painting	I-70 EB C-D Over Shadeland Ave and RD, 0.57 Miles W I-465 Dist:N/A	G	STP-ST	CN	2019	\$ 339,371	\$ 305,434	\$ 33,937
1500789	Marion Co.	Bridge Deck Overlay	Bridge deck overlay on I-70 over Big Eagle Creek, 3.67 miles W I-65 Dist:N/A	G	BR	CN	2021	\$ 2,137,911	\$ 1,924,120	\$ 213,791
1500793	Marion Co.	Bridge Deck Overlay	Bridge Deck Overlay on I-70 over CSX WYE tracks, 3.68 miles E I-465 Dist:N/A	G	BR	PE	2018	\$ 10,000	\$ 9,000	\$ 1,000
1500793	Marion Co.	Bridge Deck Overlay	Bridge Deck Overlay on I-70 over CSX WYE tracks, 3.68 miles E I-465 Dist:N/A	G	BR	CN	2021	\$ 4,468,987	\$ 4,022,088	\$ 446,899
1500794	Marion Co.	Bridge Deck Overlay	Bridge deck overlay I-70 WB over Morris Street, 3.21 miles E I-465 Dist:N/A	G	BR	CN	2021	\$ 925,665	\$ 740,532	\$ 185,133
1500795	Marion Co.	Bridge Deck Overlay	Bridge Deck Overlay on EB over Morris Street, 3.21 Miles E I-465 Dist:N/A	G	BR	CN	2021	\$ 1,004,111	\$ 803,289	\$ 200,822
1592305	Marion Co.	Bridge Rehabilitation Or Repair	Bridge Rehabilitation on I-70 EB over Lewis St & Monon Greenway Dist:N/A	G	IM	CN	2018	\$ 5,574,753	\$ 5,017,278	\$ 557,475
1592545	Marion Co.	Concrete Pavement Restoration (CPR)	Concrete Pavement Restoration (CPR), I-70 from N split of I-65 to 1.385 mi of I-465 (Post Road) Dist:7.45	G	STP-ST	CN	2020	\$ 3,951,876	\$ 3,161,501	\$ 790,375

TABLE 10.1
Indiana Department of Transportation (INDOT)
Interstate Projects

Projects in bold are considered regionally significant for air quality purposes.

Des. No.	County	Work Type	Project Description/Length (mi.)	INDOT District	Fund Type	Phase	SFY	Total Cost	Federal Funds	State Match
1592551	Marion Co.	Bridge Painting	Bridge Painting on I-70 4.10 E of I-654 over Tibbs Avenue Dist:N/A	G	BR	CN	2018	\$ 205,660	\$ 185,094	\$ 20,566
1592553	Marion Co.	Bridge Painting	Bridge painting on I-70 WB over Morris 3.21 miles E of I-465 Dist:N/A	G	BR	CN	2018	\$ 259,781	\$ 25,978	\$ 233,803
1592554	Marion Co.	Bridge Painting	Bridge painting on I-70 over Big Eagle Creek, 3.67 miles W of I-65 Dist:N/A	G	BR	CN	2018	\$ 638,628	\$ 574,765	\$ 63,863
1592555	Marion Co.	Bridge Painting	Bridge painting on I-70 EB over Warram Avenue, 4.63 miles E of I-465 Dist:N/A	G	BR	CN	2019	\$ 108,242	\$ 97,418	\$ 10,824
1592556	Marion Co.	Bridge Painting	Bridge painting on I-70 WB over Warman Avenue 4.63 miles E of I-465 Dist:N/A	G	BR	CN	2019	\$ 108,242	\$ 97,418	\$ 10,824
1592557	Marion Co.	Bridge Painting	Bridge painting on I-70, EB over CSX RR Spu 2.84 miles E of I-465 Dist:N/A	G	BR	CN	2021	\$ 282,308	\$ 254,077	\$ 28,231
1592558	Marion Co.	Bridge Painting	Bridge painting on I-70, WB over CSX RR Spur 2.84 miles E of I-465 Dist:N/A	G	BR	PE	2018	\$ 4,451	\$ 4,006	\$ 445
1592558	Marion Co.	Bridge Painting	Bridge painting on I-70, WB over CSX RR Spur 2.84 miles E of I-465 Dist:N/A	G	BR	CN	2021	\$ 282,308	\$ 254,077	\$ 28,231
1592559	Marion Co.	Bridge Painting	Bridge Painting on I-70 over CSX Wye Tracks, 3.88 Miles of I-465 Dist:N/A	G	BR	CN	2021	\$ 1,462,147	\$ 1,315,932	\$ 146,215
1593094	Marion Co.	Traffic Signals Modernization	This is 3 out of 9 traffic signal modernizations all under one DES (1593094):I-70 & McCarty & Pennsylvania-I-70 & Illinois & McCarty-I-70 & Capitol & McCartyThe other 6 are located in Madison county. Dist:N/A	G	HSIP-ST	CN	2018	\$ 909,941	\$ 818,947	\$ 90,994
1593135	Marion Co.	Bridge Deck Barrier Wall	Bridge Thin Deck Overlay on I-70 EB over Roosevelt Av and Comm Ave Dist:N/A	G	BR	CN	2020	\$ 271,616	\$ 225,186	\$ 46,430
1593136	Marion Co.	Bridge Deck Overlay	Bridge Thin Deck Overlay over WB over Roosevelt Ave and Common Ave Dist:N/A	G	BR	CN	2020	\$ 271,616	\$ 225,186	\$ 46,430
1593137	Marion Co.	Bridge Deck Overlay	Bridge Deck Overlay, I-70 WB over Valley Avenue Dist:N/A	G	BR	CN	2020	\$ 183,561	\$ 146,849	\$ 36,712
1593138	Marion Co.	Bridge Deck Overlay	Bridge Deck Overlay, I-70 EB over Valley Avenue Dist:N/A	G	BR	CN	2020	\$ 183,561	\$ 146,849	\$ 36,712
1593141	Marion Co.	Bridge Deck Overlay	Bridge Deck Deck, I-70 EB over Roosevelt Avenue at Winter Avenue Dist:N/A	G	BR	CN	2020	\$ 226,751	\$ 181,401	\$ 45,350
1593142	Marion Co.	Bridge Deck Overlay	Bridge Deck Overlay, I-70 WB over Roosevelt Avenue at Winter Avenue Dist:N/A	G	BR	CN	2020	\$ 226,751	\$ 181,401	\$ 45,350
1593143	Marion Co.	Bridge Deck Overlay	Bridge Deck Overlay, I-70 EB over Bloyd Avenue, CSX RR Dist:N/A	G	BR	CN	2020	\$ 491,294	\$ 393,036	\$ 98,258
1593144	Marion Co.	Bridge Deck Overlay	Bridge Deck Overlay, I-70, WB over Bloyd Avenue, CSX RR Dist:N/A	G	BR	CN	2020	\$ 431,907	\$ 345,516	\$ 86,391
1593162	Marion Co.	Bridge Deck Overlay	Bridge Deck Overlay, I-70 over Sherman Drive, CSX RR Dist:N/A	G	BR	CN	2020	\$ 993,386	\$ 794,709	\$ 198,677
1600384	Hendricks Co.	Bridge Deck Replacement & Widening	I 70 EB Bridge Deck Replacement and Widening over Branch McCracken Creek	C	NHPP	CN	2018	\$ 1,362,128	\$ 1,225,915	\$ 136,213
1601820	Marion Co.	Barrier Wall	Noise abatement on I 70 from 3.17 mi E of I-465 E Jct to 3.40 mi E of I-465 E Jct Dist:.23	G	Other	CN	2019	\$ 615,181	\$ 553,663	\$ 61,518
1601861	Marion Co.	Bridge Rehabilitation Or Repair	I-70, Bride Rehabilitation over White River, 1.723 miles W of I-65 Dist:N/A	G	BR	CN	2018	\$ 619,413	\$ 495,530	\$ 123,883
1601862	Marion Co.	Bridge Rehabilitation Or Repair	Bridge rehabilitation over Ramp 8E-N @ Madison Ave, IJ RR, 0.65 miles West of I-65 Dist:N/A	G	BR	CN	2018	\$ 562,792	\$ 450,234	\$ 112,558
1602181	Marion Co.	Bridge Painting	Bridge Painting on I-70 WB C-D over Shadeland Avenue & Shadeland Road, 0.57 mi. W of I-465. Existing Bridge Structure No. I70-088-05711-CDW Dist:N/A	G	IM	CN	2018	\$ 174,547	\$ 157,092	\$ 17,455
1700271	Hendricks Co.	Traffic Signal Visibility Improvements	I 70, EB Ramp at Six Points Rd./Ameriplex/Ronald Regan Dist:N/A	G	HSIP-ST	CN	2020	\$ 50,753	\$ 50,753	\$-
1700272	Hendricks Co.	Traffic Signal Visibility Improvements	I 70, WB Ramp at Six points Rd./Ameriplex/Ronald Reagan Dist:N/A	G	HSIP-ST	CN	2020	\$ 50,753	\$ 50,753	\$-

I-74										
1296063	Hendricks Co.	Bridge Deck Overlay	I-74 Bridge Deck Overlay on EB Bridge over SR 267 SB & NB Dist:N/A	C	IM	CN	2018	\$ 486,000	\$ 437,400	\$ 48,600

TABLE 10.1
Indiana Department of Transportation (INDOT)
Interstate Projects

Projects in bold are considered regionally significant for air quality purposes.

Des. No.	County	Work Type	Project Description/Length (mi.)	INDOT District	Fund Type	Phase	SFY	Total Cost	Federal Funds	State Match
1296064	Hendricks Co.	Bridge Deck Overlay	I-74 Bridge Deck Overlay on WB Bridge over SR 267 SB & NB Dist:N/A	C	IM	CN	2018	\$ 500,000	\$ 450,000	\$ 50,000
1298230	Marion Co., Shelby Co.	Install New Cable Rail Barriers	Install New Cable Rail Barriers, on I-74, from I-465 to Eastern District Line Dist:30.17	G	NHS	CN	2018	\$ 3,160,080	\$ 3,160,080	\$-
1500786	Shelby Co.	Bridge Painting	Bridge Painting on Route I-74, location I-74 EB Over West Little Sugar Creek, 8.32 miles E I-465 Dist:N/A	G	STP-ST	CN	2018	\$ 53,991	\$ 48,592	\$ 5,399
1592528	Marion Co.	Bridge Painting	EB over Buck Creek Dist:N/A	G	IM	CN	2018	\$ 91,198	\$ 82,079	\$ 9,119
1592552	Marion Co.	Bridge Painting	Bridge painting on I-70; EB over Morris Street 3.21 miles E of I-465 Dist:N/A	G	BR	CN	2018	\$ 281,429	\$ 253,286	\$ 28,143
1592751	Hendricks Co.	Bridge Deck Overlay	West Fork of White Lick Creek, 03.65 W SR 267, District Bridge Project Rehab, Bridge Thin Deck Overlay Dist:N/A	C	NHPP	CN	2018	\$ 131,000	\$ 117,900	\$ 13,100
1592752	Hendricks Co.	Bridge Deck Overlay	West Fork of White Lick Creek, 03.65 W SR 267, WBL Dist:N/A	C	NHPP	CN	2018	\$ 123,000	\$ 110,700	\$ 12,300
1592759	Hendricks Co.	Bridge Deck Overlay	Bridge Thin Deck Overlay Rehab of I 74 bridge at Big White Lick Creek. Dist:N/A	C	NHPP	CN	2018	\$ 140,000	\$ 126,000	\$ 14,000
1592760	Hendricks Co.	Bridge Deck Overlay	Thin Deck Overlay Bridge Rehab of I74 bridge, WBL, at Big White Lick Creek Dist:N/A	C	NHPP	CN	2018	\$ 132,000	\$ 118,800	\$ 13,200
1592772	Hendricks Co.	Bridge Painting	I-74 Eastbound Bridge over CSX RR, 3.62mi W I-465 Dist:N/A	C	NHPP	CN	2020	\$ 180,000	\$ 162,000	\$ 18,000
1592773	Hendricks Co.	Bridge Painting	I-74 Westbound Bridge over CSX RR, 3.62miles west of I-465 Dist:N/A	C	NHPP	CN	2020	\$ 180,000	\$ 162,000	\$ 18,000
1602067	Hendricks Co.	Bridge Deck Overlay	Ronald Reagan Parkway over I-74 Eastbound & Westbound, 2.38 miles east of SR 267 Dist:N/A	C	NHPP	PE	2018	\$ 50,000	\$ 45,000	\$ 5,000
1602067	Hendricks Co.	Bridge Deck Overlay	Ronald Reagan Parkway over I-74 Eastbound & Westbound, 2.38 miles east of SR 267 Dist:N/A	C	NHPP	CN	2020	\$ 350,000	\$ 315,000	\$ 35,000
I-865										
1006453	Boone Co.	Bridge Deck Replacement	4.1 mi E I-65 over Eagle Creek - JCEB Dist:N/A	G	BR	CN	2019	\$ 2,707,163	\$ 2,436,447	\$ 270,716
1006454	Boone Co.	Bridge Deck Replacement	4.1 mi E I-65 over Eagle Creek - CWBL Dist:N/A	G	BR	CN	2019	\$ 1,981,648	\$ 1,783,483	\$ 198,165
1298094	Boone Co.	Pipe Lining	Small structure pipe lining on I-865, 0.310 mile E of I-65 Dist:N/A	G	BR	CN	2018	\$ 361,438	\$ 325,294	\$ 36,144
1298102	Boone Co.	Pipe Lining	Small structure pipelining on I-865 at 0.580 mile E of I-65 Dist:N/A	G	IM	CN	2018	\$ 350,871	\$ 315,784	\$ 35,087
1500814	Boone Co.	HMA Overlay, Preventive Maintenance	HMA PM project to extend the service life of the existing pavement Dist:4.9	G	IM	CN	2018	\$ 2,021,404	\$ 1,617,123	\$ 404,281
1602157	Boone Co.	Bridge Painting	Bridge Painting on I-865. Location: I-65 SB Ramp to I-865 EB over I-65, 0.54 mi. E of I-65. Existing Bridge Structure No. (I865)I465-140-04809 Dist:N/A	G	IM	CN	2020	\$ 156,001	\$ 140,401	\$ 15,600
FUNDING TOTAL							SFY	Total Cost	Federal Funds	State Match
							2018	\$ 139,624,945	\$ 125,358,428	\$ 14,266,517
							2019	\$ 237,686,948	\$ 208,779,733	\$ 28,907,215
							2020	\$ 154,423,820	\$ 135,471,482	\$ 18,952,338
							2021	\$ 12,774,853	\$ 11,172,271	\$ 1,602,582
							TOTAL	\$ 544,510,566	\$ 480,781,914	\$ 63,728,652

INDOT District Abbreviations: G - Greenfield C - Crawfordsville S - Seymour

INDOT District Abbreviations: G - Greenfield C - Crawfordsville S - Seymour

TABLE 10.2
Indiana Department of Transportation (INDOT)
State Road Projects

Projects in bold are considered regionally significant for air quality purposes.

Des. No.	County	Work Type	Project Description/Length (mi.)	INDOT District	Fund Type	Phase	SFY	Total Cost	Federal Funds	State Match
SR 9										
1602146	Hancock Co., Shelby Co.	HMA Overlay, Preventive Maintenance	Project is to preserve the existing pavement, replace needed pavement and extend the life of the roadway. Dist:8.971	G	STP-ST	CN	2020	\$ 3,811,083	\$ 3,048,866	\$ 762,217
SR 32										
1006257	Hamilton Co.	Small Structure Replacement	Small structure replacement on SR 32, 3.582 miles E of E Jct with SR 38 in Hamilton County Dist:N/A	G	STP-ST	CN	2018	\$ 213,826	\$ 171,061	\$ 42,765
1400065	Hamilton Co.	Intersect. Improv. W/ Added Turn Lanes	Adding travel lanes to add capacity on an existing road Dist:.49	G	NHS	RW	2018	\$ 200,000	\$ 160,000	\$ 40,000
1400065	Hamilton Co.	Intersect. Improv. W/ Added Turn Lanes	Adding travel lanes to add capacity on an existing road Dist:.49	G	NHS	CN	2019	\$ 1,784,816	\$ 1,427,853	\$ 356,963
1593196	VARIOUS	HMA Overlay, Preventive Maintenance	SR 32, From SR 37 to 6.78 miles E of SR 13 (WCL Anderson) Dist:14.3	G	STP-ST	CN	2020	\$ 5,131,173	\$ 4,104,938	\$ 1,026,235
1593236	Hamilton Co.	Bridge Replacement, Concrete	Bridge Replace over Stony Creek on SR 32, 1.69 miles E of SR 38 (Jct) Dist:N/A	G	BR	CN	2018	\$ 697,365	\$ 557,892	\$ 139,473
1593237	Hamilton Co.	Bridge Replacement, Concrete	Bridge Replacement on SR 32 over Stony Creek, 5.37 miles E of SR 38 (E. Jct.) Dist:N/A	G	BR	CN	2018	\$ 871,692	\$ 697,354	\$ 174,338
1601806	Hamilton Co.	Traffic Signals Modernization	Modernization of Traffic Signals to bring older signals up to current standards. Dist:N/A	G	HSIP-ST	CN	2019	\$ 146,332	\$ 146,332	\$-
1601807	Hamilton Co.	Traffic Signals Modernization	Modernization of existing Traffic Signals to bring up to current standards Dist:N/A	G	HSIP-ST	CN	2019	\$ 146,332	\$ 146,332	\$-
1601808	Hamilton Co.	Traffic Signals Modernization	Modernization of antiquated Traffic Signals to bring up to current standards Dist:N/A	G	HSIP-ST	CN	2019	\$ 156,773	\$ 156,773	\$-
1601809	Hamilton Co.	Traffic Signals Modernization	Modernization of existing Traffic Signals to being Antiquated signals up to standards. Dist:N/A	G	HSIP-ST	CN	2019	\$ 114,967	\$ 114,967	\$-
1601810	Hamilton Co.	Traffic Signals Modernization	Modernization of existing Traffic Signals to bring antiquated signals up to current standards. Dist:N/A	G	HSIP-ST	CN	2019	\$ 99,290	\$ 99,290	\$-
1601811	Hamilton Co.	Traffic Signals Modernization	Modernization of existing Traffic Signals to bring antiquated signal up to standard Dist:N/A	G	HSIP-ST	CN	2019	\$ 125,418	\$ 125,418	\$-
1601812	Hamilton Co.	Traffic Signals Modernization	Modernization of existing Traffic Signals to bring up to current standards Dist:N/A	G	HSIP-ST	CN	2019	\$ 151,547	\$ 151,547	\$-
1601813	Hamilton Co.	Traffic Signals Modernization	Modernization of existing antiquated Traffic Signals to current standards Dist:N/A	G	HSIP-ST	CN	2019	\$ 156,773	\$ 156,773	\$-
1601814	Hamilton Co.	Traffic Signals Modernization	Modernization of existing antiquated Traffic Signals to bring up to current standards Dist:N/A	G	HSIP-ST	CN	2019	\$ 146,332	\$ 146,332	\$-
1601832	Hamilton Co.	Traffic Signal Visibility Improvements	Improving the traffic signal visibility along SR32 at the following intersections; Spring Mill Rd, Dartown Rd, Oak Ridge Rd, Grassy Branch Rd/Carey Rd, Gunther Blvd and Moontown Rd/Gray Rd. Dist:N/A	G	HSIP-ST	CN	2019	\$ 208,704	\$ 208,704	\$-
1601996	Boone Co.	Bridge Deck Overlay	SR 32 Bridge over Mounts Run, 2.26 miles west of US 421 Dist:N/A	C	NHPP	PE	2018	\$ 50,000	\$ 40,000	\$ 10,000
1601996	Boone Co.	Bridge Deck Overlay	SR 32 Bridge over Mounts Run, 2.26 miles west of US 421 Dist:N/A	C	NHPP	CN	2020	\$ 41,000	\$ 32,800	\$ 8,200
SR 37										
1296847	Hamilton Co.	Intersection Improvement, Roundabout	Intersection of SR 37 and Strawtown Ave (6.34 miles N of SR 32/SR 38 Connor St) in Hamilton County Dist:N/A	G	STP-ST	CN	2018	\$ 883,468	\$ 706,774	\$ 176,694

TABLE 10.2
Indiana Department of Transportation (INDOT)
State Road Projects

Projects in bold are considered regionally significant for air quality purposes.

Des. No.	County	Work Type	Project Description/Length (mi.)	INDOT District	Fund Type	Phase	SFY	Total Cost	Federal Funds	State Match
1593201	Hamilton Co.	Bridge Deck Overlay	Bridge deck overlay located on S.R. 37 0.4 miles S. of S.R. 213 over White River Dist:N/A	G	BR	CN	2018	\$ 1,248,200	\$ 998,560	\$ 249,640
1600081	Johnson Co.	Bridge Deck Overlay	Bridge thin deck overlay on SR 37, 0.03 mile South of SR 144 at Bluff Creek SBL Dist:N/A	S	NHPP	CN	2018	\$ 80,000	\$ 64,000	\$ 16,000
1600082	Johnson Co.	Bridge Deck Overlay	Bridge thin deck overlay on SR 37, 0.03 miles S of SR 144 at Bluff Creek Dist:N/A	S	NHPP	CN	2018	\$ 108,000	\$ 86,400	\$ 21,600
1601871	Hamilton Co.	Traffic Signals Modernization	This project will update the current signal configuration from a z-span to a box span at Greenfield Ave & SR 37 to improve the overall function and maintainability of this intersection. Dist:N/A	G	Other	CN	2018	\$ 127,891	\$ 127,891	\$-
SR 42										
1400251	Morgan Co.	Pavement Replacement	Small Town project in the Town of Mooresville from 0.43 miles West of SR 267 (White Lick Creek) to SR 67; scope includes pavement, curb, sidewalk & ADA improvements Dist:1.06	C	NHPP	PE	2018	\$ 250,000	\$ 200,000	\$ 50,000
1400251	Morgan Co.	Pavement Replacement	Small Town project in the Town of Mooresville from 0.43 miles West of SR 267 (White Lick Creek) to SR 67; scope includes pavement, curb, sidewalk & ADA improvements Dist:1.06	C	NHPP	RW	2020	\$ 50,000	\$ 40,000	\$ 10,000
1400251	Morgan Co.	Pavement Replacement	Small Town project in the Town of Mooresville from 0.43 miles West of SR 267 (White Lick Creek) to SR 67; scope includes pavement, curb, sidewalk & ADA improvements Dist:1.06	C	NHPP	CN	2021	\$ 9,150,000	\$ 7,320,000	\$ 1,830,000
1602002	Morgan Co.	Bridge Deck Overlay	SR 42 Bridge over Little White Lick Creek, 0.07 miles west of SR 67 Dist:N/A	C	NHPP	PE	2018	\$ 50,000	\$ 40,000	\$ 10,000
1602002	Morgan Co.	Bridge Deck Overlay	SR 42 Bridge over Little White Lick Creek, 0.07 miles west of SR 67 Dist:N/A	C	NHPP	CN	2020	\$ 172,000	\$ 137,600	\$ 34,400
SR 44										
1600866	Johnson Co.	Road Reconstruction (3R/4R Standards)	Road reconstruction on SR 44, 0.11 miles West of I-65 to 0.15 mile East of I-65 Dist:N/A	S	NHPP	PE	2018	\$ 150,000	\$ 120,000	\$ 30,000
1600866	Johnson Co.	Road Reconstruction (3R/4R Standards)	Road reconstruction on SR 44, 0.11 miles West of I-65 to 0.15 mile East of I-65 Dist:N/A	S	NHPP	CN	2021	\$ 920,000	\$ 736,000	\$ 184,000
SR 67										
1298451	Morgan Co.	Pipe Lining	Approximately 4.5 miles north of SR 39 on SR 67 Dist:N/A	S	STP-ST	CN	2018	\$ 146,868	\$ 117,494	\$ 29,374
1383728	Morgan Co.	Replace Superstructure	to replace a superstructure on SR 67 0.1 mile South of SR 144 over Little White Lick Creek NBL Dist:N/A	S	STP-ST	PE	2018	\$ 125,000	\$ 100,000	\$ 25,000
1383728	Morgan Co.	Replace Superstructure	to replace a superstructure on SR 67 0.1 mile South of SR 144 over Little White Lick Creek NBL Dist:N/A	S	BR	CE	2021	\$ 75,000	\$ 60,000	\$ 15,000
1383728	Morgan Co.	Replace Superstructure	to replace a superstructure on SR 67 0.1 mile South of SR 144 over Little White Lick Creek NBL Dist:N/A	S	BR	CN	2021	\$ 2,059,900	\$ 1,647,920	\$ 411,980
1383734	Morgan Co.	Replace Superstructure	To replace the superstructure on SR 67, 0.1 mile S of SR 144 over Little White Lick Creek SBL Dist:N/A	S	STP-ST	PE	2018	\$ 125,000	\$ 100,000	\$ 25,000
1383734	Morgan Co.	Replace Superstructure	To replace the superstructure on SR 67, 0.1 mile S of SR 144 over Little White Lick Creek SBL Dist:N/A	S	BR	CE	2021	\$ 75,000	\$ 60,000	\$ 15,000

TABLE 10.2
Indiana Department of Transportation (INDOT)
State Road Projects

Projects in bold are considered regionally significant for air quality purposes.

Des. No.	County	Work Type	Project Description/Length (mi.)	INDOT District	Fund Type	Phase	SFY	Total Cost	Federal Funds	State Match	
1383734	Morgan Co.	Replace Superstructure	To replace the superstructure on SR 67, 0.1 mile S of SR 144 over Little White Lick Creek SBL Dist:N/A	S	BR	CN	2021	\$ 2,059,900	\$ 1,647,920	\$ 411,980	
1602001	Morgan Co.	Bridge Deck Overlay	SR 67 Northbound Bridge over Silon Creek (Moons Branch), 1.70 miles north of SR 144 Dist:N/A	C	NHPP	PE	2018	\$ 50,000	\$ 40,000	\$ 10,000	
1602001	Morgan Co.	Bridge Deck Overlay	SR 67 Northbound Bridge over Silon Creek (Moons Branch), 1.70 miles north of SR 144 Dist:N/A	C	NHPP	CN	2020	\$ 57,000	\$ 45,600	\$ 11,400	
1602047	Morgan Co.	Bridge Deck Overlay	SR 67 Bridge over Silon Creek, 1.70 miles north of SR 144 Dist:N/A	C	NHPP	PE	2018	\$ 50,000	\$ 40,000	\$ 10,000	
1602047	Morgan Co.	Bridge Deck Overlay	SR 67 Bridge over Silon Creek, 1.70 miles north of SR 144 Dist:N/A	C	NHPP	CN	2020	\$ 72,000	\$ 57,600	\$ 14,400	
SR 135											
0013870	Marion Co.	Pavement Replacement, HMA	From 0.52 mi S of US 31 to US 31 Dist:0.472	G	IM	CN	2018	\$ 1,760,000	\$ 1,408,000	\$ 352,000	
1006395	Johnson Co.	Small Structure Replacement	SR 135 Bridge Replacement, .8 mi. N of SR 144 Dist:N/A	S	STP-ST	CN	2018	\$ 423,000	\$ 338,400	\$ 84,600	
1593189	Marion Co.	Bridge Deck Overlay	New Bridge Deck Overlay to extend the service life of the bridge deck Dist:N/A	G	STP-ST	CN	2019	\$ 913,099	\$ 821,789	\$ 91,310	
1601834	Marion Co.	Traffic Signal Visibility Improvements	Visibility improvement on Traffic Signals at 5 various locations within Marion County Dist:N/A	G	HSIP-ST	CN	2019	\$ 174,360	\$ 174,360	\$-	
SR 144											
1602163	Morgan Co.	HMA Overlay, Preventive Maintenance	Road resurface project (HMA Overlay, Preventive Maintenance) on SR 144, from SR 67 to SR 37 Dist:6.58	S	NHPP	PE	2018	\$ 40,000	\$ 36,000	\$ 4,000	
1602163	Morgan Co.	HMA Overlay, Preventive Maintenance	Road resurface project (HMA Overlay, Preventive Maintenance) on SR 144, from SR 67 to SR 37 Dist:6.58	S	NHPP	CN	2020	\$ 2,426,000	\$ 2,183,400	\$ 242,600	
1602169	Johnson Co.	HMA Overlay, Preventive Maintenance	This is road resurface project (HMA Overlay Preventive Maintenance) on SR 144, from SR 135 to SR 44 Dist:4+43	S	NHPP	PE	2018	\$ 25,000	\$ 22,500	\$ 2,500	
1602169	Johnson Co.	HMA Overlay, Preventive Maintenance	This is road resurface project (HMA Overlay Preventive Maintenance) on SR 144, from SR 135 to SR 44 Dist:4+43	S	NHPP	CN	2020	\$ 1,352,000	\$ 1,216,800	\$ 135,200	
SR 234											
1600699	Hancock Co.	New Flasher Installation	Construct a diagonal span flasher with all red indications at SR 234 & Fortville Pike. Poles should be on the NE and SW quadrants of the intersection. Dist:N/A	G	STP-ST	CN	2019	\$ 37,922	\$ 30,338	\$ 7,584	
SR 252											
1592647	Johnson Co., Shelby Co.	HMA Overlay, Preventive Maintenance	Resurface project on SR 252 from US 31 to I-65 Dist:N/A	S	STP-ST	CN	2018	\$610,000	\$488,000	\$122,000	
SR 267											
1602035	Hendricks Co.	Bridge Deck Overlay	CR 725E Bridge over I-70 EB/WB, 1.44 miles west of SR 267 Dist:N/A	C	NHPP	CN	2020	\$ 107,000	\$ 96,300	\$ 10,700	
1602065	Hendricks Co.	Bridge Deck Overlay	SR 267 Bridge over White Lick Creek, 2.05 mi north of I-74 Dist:N/A	C	NHPP	PE	2018	\$ 50,000	\$ 40,000	\$ 10,000	
1602065	Hendricks Co.	Bridge Deck Overlay	SR 267 Bridge over White Lick Creek, 2.05 mi north of I-74 Dist:N/A	C	NHPP	CN	2020	\$ 98,000	\$ 78,400	\$ 19,600	
FUNDING TOTAL								SFY	Total Cost	Federal Funds	State Match
								2018	\$ 8,335,310	\$ 6,700,326	\$ 1,634,984
								2019	\$ 4,362,665	\$ 3,906,808	\$ 455,857
								2020	\$ 13,317,256	\$ 11,042,304	\$ 2,274,952
								2021	\$ 14,339,800	\$ 11,471,840	\$ 2,867,960
								TOTAL	\$ 40,355,031	\$ 33,121,278	\$ 7,233,753

INDOT District Abbreviations: G - Greenfield C - Crawfordsville S - Seymour

INDOT District Abbreviations: G - Greenfield C - Crawfordsville S - Seymour

TABLE 10.3
Indiana Department of Transportation (INDOT)
US Highway Projects

Projects in bold are considered regionally significant for air quality purposes.

Des. No.	County	Work Type	Project Description/Length (mi.)	INDOT District	Fund Type	Phase	SFY	Total Cost	Federal Funds	State Match
US 31										
0100721	Marion Co.	HMA Overlay, Functional	US 31 - 1.55 mi S I-465 to .39 mi N I-465 Dist:1.96	G	NHS	CN	2018	\$ 2,138,958	\$ 1,711,166	\$ 427,792
1006188	Marion Co.	Intersect. Improv. W/ Added Turn Lanes	.35 mi S of I-465 at Thompson Road Dist:N/A	G	STP-ST	CN	2018	\$ 538,000	\$ 430,400	\$ 107,600
1593208	Marion Co.	HMA Overlay, Preventive Maintenance	Resurface US-31 to extend the service life of the existing pavement Dist:2.97	G	NHPP	CN	2019	\$ 2,391,457	\$ 1,913,166	\$ 478,291
1600830	Johnson Co.	Median Construction	Install a close median/install raised median at Simon Road in Johnson County on US 31 Dist:N/A	S	NHPP	PE	2018	\$ 25,000	\$ 20,000	\$ 5,000
1600830	Johnson Co.	Median Construction	Install a close median/install raised median at Simon Road in Johnson County on US 31 Dist:N/A	S	NHPP	CN	2021	\$ 64,000	\$ 51,200	\$ 12,800
1600878	Johnson Co.	Other Intersection Improvement	construct a Median UTurn/Jturn at US 31 and Tracy Road in New Whiteland Dist:N/A	S	NHPP	PE	2018	\$ 100,000	\$ 80,000	\$ 20,000
1600878	Johnson Co.	Other Intersection Improvement	construct a Median UTurn/Jturn at US 31 and Tracy Road in New Whiteland Dist:N/A	S	NHPP	CN	2021	\$ 257,000	\$ 205,600	\$ 51,400
1601835	Marion Co.	Traffic Signal Visibility Improvements	Imporve visibility of existing Traffic Signals Dist:N/A	G	HSIP-ST	CN	2019	\$ 313,847	\$ 313,847	\$-
1602148	Johnson Co.	HMA Overlay, Preventive Maintenance	Road resurface project on US 31, 0.16 mile S of SR 44 (Young's Creek Bridge) to 1.02 mile N of SR 44 (Westview Dr). Dist:1.29	S	NHPP	PE	2018	\$ 7,500	\$ 6,750	\$ 750
1602148	Johnson Co.	HMA Overlay, Preventive Maintenance	Road resurface project on US 31, 0.16 mile S of SR 44 (Young's Creek Bridge) to 1.02 mile N of SR 44 (Westview Dr). Dist:1.29	S	NHPP	CN	2020	\$ 828,900	\$ 746,010	\$ 82,890
1602167	Johnson Co.	HMA Overlay, Preventive Maintenance	To construct a road resurface on US 31, 0.33 mile South of I-65 to North Junction of SR 252. Dist:8.06	S	NHPP	PE	2018	\$ 45,000	\$ 40,500	\$ 4,500
1602167	Johnson Co.	HMA Overlay, Preventive Maintenance	To construct a road resurface on US 31, 0.33 mile South of I-65 to North Junction of SR 252. Dist:8.06	S	NHPP	CN	2020	\$ 5,886,100	\$ 5,297,490	\$ 588,610
US 36										
1298333	Hendricks Co.	New Br, Pipe Arch Or Culvert	New bridge, pipe arch or culvert on US 36, 0.58 mile W of SR 39 W Jct in Hendricks County Dist:N/A	C	NHPP	CN	2018	\$ 782,000	\$ 625,600	\$ 156,400
1298333	Hendricks Co.	New Br, Pipe Arch Or Culvert	New bridge, pipe arch or culvert on US 36, 0.58 mile W of SR 39 W Jct in Hendricks County Dist:N/A	C	NHPP	RW	2018	\$ 25,000	\$ 20,000	\$ 5,000
1600627	Marion Co.	Intersect. Improv. W/ Added Turn Lanes	US 36, 0.11 miles W of I-465 EB at High School Road Dist:N/A	G	NHPP	PE	2018	\$ 152,000	\$ 121,600	\$ 30,400
1600627	Marion Co.	Intersect. Improv. W/ Added Turn Lanes	US 36, 0.11 miles W of I-465 EB at High School Road Dist:N/A	G	NHPP	RW	2020	\$ 100,000	\$ 80,000	\$ 20,000
1600627	Marion Co.	Intersect. Improv. W/ Added Turn Lanes	US 36, 0.11 miles W of I-465 EB at High School Road Dist:N/A	G	NHPP	CN	2021	\$ 265,795	\$ 212,636	\$ 53,159
1601093	Hendricks Co.	Bridge Replacement, Other Construction	US 36 Bridge over White Lick Creek, 0.96 miles west of SR 267 Dist:N/A	C	NHPP	PE	2018	\$ 50,000	\$ 40,000	\$ 10,000
1601093	Hendricks Co.	Bridge Replacement, Other Construction	US 36 Bridge over White Lick Creek, 0.96 miles west of SR 267 Dist:N/A	C	NHPP	RW	2019	\$ 5,000	\$ 4,000	\$ 1,000
1601093	Hendricks Co.	Bridge Replacement, Other Construction	US 36 Bridge over White Lick Creek, 0.96 miles west of SR 267 Dist:N/A	C	NHPP	RW	2020	\$ 25,000	\$ 20,000	\$ 5,000
1601093	Hendricks Co.	Bridge Replacement, Other Construction	US 36 Bridge over White Lick Creek, 0.96 miles west of SR 267 Dist:N/A	C	NHPP	CN	2021	\$ 2,317,000	\$ 1,853,600	\$ 463,400
1602054	Hendricks Co.	Bridge Deck Overlay	US 36 Eastbound Bridge over Abner Creek, 2.39 miles west of SR 267 Dist:N/A	C	NHPP	PE	2018	\$ 50,000	\$ 40,000	\$ 10,000
1602054	Hendricks Co.	Bridge Deck Overlay	US 36 Eastbound Bridge over Abner Creek, 2.39 miles west of SR 267 Dist:N/A	C	NHPP	CN	2020	\$ 114,000	\$ 91,200	\$ 22,800
1602055	Hendricks Co.	Bridge Deck Overlay	US 36 Westbound Bridge over Abner Creek, 2.39 miles west of SR 267 Dist:N/A	C	NHPP	PE	2018	\$ 50,000	\$ 40,000	\$ 10,000
1602055	Hendricks Co.	Bridge Deck Overlay	US 36 Westbound Bridge over Abner Creek, 2.39 miles west of SR 267 Dist:N/A	C	NHPP	CN	2020	\$ 114,000	\$ 91,200	\$ 22,800
US 40										
1602223	Marion Co.	Bridge Deck Overlay	US 40 EB OVER GRASSY CREEK, 02.47 E I-465	G	STP-ST	CN	2020	\$ 97,039	\$ 77,631	\$ 19,408
1602224	Marion Co.	Bridge Deck Overlay	US 40, WB OVER GRASSY CREEK, 02.47 E I-465	G	STP-ST	CN	2020	\$ 97,039	\$ 77,631	\$ 19,408
1700273	Marion Co.	Traffic Signal Visibility Improvements	US 40, (W. Washington St.) at High School road Dist:N/A	G	HSIP-ST	CN	2020	\$ 50,753	\$ 50,753	\$-

TABLE 10.3
Indiana Department of Transportation (INDOT)
US Highway Projects

Projects in bold are considered regionally significant for air quality purposes.

Des. No.	County	Work Type	Project Description/Length (mi.)	INDOT District	Fund Type	Phase	SFY	Total Cost	Federal Funds	State Match
1700275	Marion Co.	Traffic Signal Visibility Improvements	US 40, (W. Washington St.) at Girls School Road Dist:N/A	G	HSIP-ST	CN	2020	\$ 50,753	\$ 50,753	\$-
1700277	Marion Co.	Traffic Signal Visibility Improvements	US 40, (W. Washington St.) at Victor St. Dist:N/A	G	HSIP-ST	CN	2020	\$ 50,753	\$ 50,753	\$-
1700283	Marion Co.	Traffic Signal Visibility Improvements	US 136, at Waterfront Parkway West Dist:N/A	G	HSIP-ST	CN	2020	\$ 50,753	\$ 50,753	\$-
US 52										
1400033	Marion Co.	Br Repl, Comp. Cont. Conc. Construction	US 52, 7.72 Miles W SR 9 Dist:N/A	G	BR	CN	2019	\$ 711,542	\$ 569,234	\$ 142,308
1400069	Hancock Co.	Intersect. Improv. W/ Added Turn Lanes	Intersection Improvement project with added Turn Lanes in the Town of New Palestine Dist:0.00	G	NHS	RW	2018	\$ 210,000	\$ 168,000	\$ 42,000
1400069	Hancock Co.	Intersect. Improv. W/ Added Turn Lanes	Intersection Improvement project with added Turn Lanes in the Town of New Palestine Dist:0.00	G	NHS	CN	2019	\$ 206,243	\$ 164,994	\$ 41,249
1400069	Hancock Co.	Intersect. Improv. W/ Added Turn Lanes	Intersection Improvement project with added Turn Lanes in the Town of New Palestine Dist:0.00	G	NHS	PE	2019	\$ 10,000	\$ 8,000	\$ 2,000
US 136										
1700274	Marion Co.	Traffic Signal Visibility Improvements	US 136, at Tansel Road Dist:N/A	G	HSIP-ST	CN	2020	\$ 50,753	\$ 50,753	\$-
1700276	Marion Co.	Traffic Signal Visibility Improvements	US 136, at Dandy Trail/Country Club Rd. Dist:N/A	G	HSIP-ST	CN	2020	\$ 50,753	\$ 50,753	\$-
1700279	Marion Co.	Traffic Signal Visibility Improvements	US 136, at Girls School Rd. (SR 134) Dist:N/A	G	HSIP-ST	CN	2020	\$ 50,753	\$ 50,753	\$-
1700280	Marion Co.	Traffic Signal Visibility Improvements	US 136, at Waterfront Parkway East Dist:N/A	G	HSIP-ST	CN	2020	\$ 50,753	\$ 50,753	\$-
US 421										
1592834	Boone Co.	Bridge Deck Overlay	US 421 Bridge over Little Eagle Creek, 3.59 miles north of I-465 Dist:N/A	C	NHPP	CN	2019	\$ 740,000	\$ 592,000	\$ 148,000
1592962	Boone Co.	HMA Overlay, Preventive Maintenance	US 421, from 0.19 miles north of SR 32 to 0.06 miles south of SR 47 Dist:6.20	C	NHPP	PE	2018	\$ 50,000	\$ 40,000	\$ 10,000
1592962	Boone Co.	HMA Overlay, Preventive Maintenance	US 421, from 0.19 miles north of SR 32 to 0.06 miles south of SR 47 Dist:6.20	C	NHPP	CN	2020	\$ 1,758,000	\$ 1,406,400	\$ 351,600
Various										
1600463	Various	Pavement Design	Statewide on-call pavement design.	G, C, S	STP-ST	PE	2018	\$ 2,130,218	\$ 1,704,174	\$ 426,044
FUNDING TOTAL							SFY	Total Cost	Federal Funds	State Match
							2018	\$ 6,353,676	\$ 5,088,190	\$ 1,265,486
							2019	\$ 4,378,089	\$ 3,565,241	\$ 812,848
							2020	\$ 9,426,102	\$ 8,293,586	\$ 1,132,516
							2021	\$ 2,903,795	\$ 2,323,036	\$ 580,759
							TOTAL	\$ 23,061,662	\$ 19,270,053	\$ 3,791,609

INDOT District Abbreviations: G - Greenfield C - Crawfordsville S - Seymour

TABLE 11
State Transportation Alternative Program (TAP) Projects
State Fiscal Years 2018-2021

Des. No.	Recipient	Road Name	Project Description	Phase	Total Project Cost	Federal Funds	Local Match
2018							
1400298	Franklin	King Street	Roadway maintenance and pedestrian improvements from Eastview Dr. to Fairway Lakes Dr.	CN	\$ 2,320,000	\$ 1,856,000	\$ 464,000
TOTAL					\$ 2,320,000	\$ 1,856,000	\$ 464,000

Project Phase Abbreviations: PE - Preliminary Engineering PL - Planning ROW - Right of Way Acquisition CN - Construction CE - Construction Engineering

TABLE 12
Recreational Trail Program (RTP) Projects
State Fiscal Years 2018-2021

Des. No.	Recipient	Road Name	Project Description	Phase	Total Project Cost	Federal Funds	Local Match
2018							
1401067	INDOT	Various	RTP Administration Grant (Statewide), awarded to Indiana DNR	PL	\$ 20,150	\$ 16,120	\$ 4,030
1592320	INDOT	Various	RTP Administration Grant (Statewide), awarded to Indiana DNR	PL	\$ 30,000	\$ 24,000	\$ 6,000
1592321	INDOT	Various	RTP Administration Grant (Statewide), awarded to Indiana DNR	PL	\$ 210,756	\$ 168,605	\$ 42,151
1601749	INDOT	Various	RTP Administration Grant (Statewide), awarded to Indiana DNR	PL	\$ 30,000	\$ 24,000	\$ 6,000
1601751	INDOT	Various	RTP Bicycle Grant (Statewide), awarded to Indiana DNR	PL	\$ 15,448	\$ 12,358	\$ 3,090
2019							
1592320	INDOT	Various	RTP Administration Grant (Statewide), awarded to Indiana DNR	PL	\$ 43,057	\$ 34,445	\$ 8,612
1601749	INDOT	Various	RTP Administration Grant (Statewide), awarded to Indiana DNR	PL	\$ 44,098	\$ 35,278	\$ 8,820
TOTAL					\$ 393,509	\$ 314,806	\$ 78,703

Project Phase Abbreviations: PE - Preliminary Engineering PL - Planning ROW - Right of Way Acquisition CN - Construction CE - Construction Engineering

TABLE 13
Intelligent Transportation System (ITS) Projects
Fiscal Years 2018-2021

Des. No.	Recipient	Work Type	Project Description	INDOT District	Fund Type	Phase	SFY	Total Cost	Federal Funds	Match
1383639	INDOT	ITS Program Contracted Services	Software License for Statewide ATMS for 2018	Various	State STP	PE	2018	\$ 990,000	\$ 891,000	\$ 99,000
1383641	INDOT	ITS Program Contracted Services	Statewide TMC Dispatcher Operations Contract for 2018	Various	State STP	PE	2018	\$ 1,500,000	\$ 1,350,000	\$ 150,000
1383642	INDOT	ITS Operations And Maintenance Contracts	Statewide O&M fee for CARS (Condition Acquisition & Reporting Systems) for 2018	Various	State STP	PE	2018	\$ 485,000	\$ 388,000	\$ 97,000
1401057	INDOT	ITS Traffic Management Systems	Statewide Signal Systems Communications Upgrade	Various	State CMAQ	PE	2018	\$ 300,000	\$ 240,000	\$ 60,000
1401057	INDOT	ITS Traffic Management Systems	Statewide Signal Systems Communications Upgrade	Various	State CMAQ	CN	2019	\$ 3,000,000	\$ 2,400,000	\$ 600,000
1401861	INDOT	ITS Program Contracted Services	Software License for Statewide ATMS for FY 19	Various	State STP	PE	2019	\$ 990,000	\$ 891,000	\$ 99,000
1401862	INDOT	ITS Program Contracted Services	Statewide TMC Dispatcher Operations contract for FY 19	Various	State STP	PE	2019	\$ 1,500,000	\$ 1,350,000	\$ 150,000
1401863	INDOT	ITS Operations And Maintenance Contracts	Statewide O&M fee for CARS (Condition Acquisition & Reporting System) for FY 19	Various	State STP	PE	2019	\$ 510,000	\$ 408,000	\$ 102,000
1500217	INDOT	ITS Communications Systems	ITS Communications Systems on I-465 from I-70 E to SR 67 W and on I-69 from I-465 to SR 13 (fiber optics) in Marion and Hamilton counties	G	State CMAQ	CN	2018	\$ 6,926,537	\$ 6,233,883	\$ 692,654
1500218	INDOT	ITS Traveller Informations Systems	ITS Traveler Information Systems in the Indianapolis Area on I-465, I-65, I-69 and I-70	G	State CMAQ	CN	2018	\$ 2,663,853	\$ 2,397,448	\$ 266,405
1500220	INDOT	ITS Program Equipment	Traffic Management Equipment - Hoosier Helper Vehicles for Indianapolis	Various	State CMAQ	CN	2018	\$ 1,000,000	\$ 900,000	\$ 100,000
1592007	INDOT	ITS Traffic Management Systems	FY 2020 Placeholder for ITS Projects	Various	State STP	CN	2020	\$ 2,300,000	\$ 1,840,000	\$ 460,000
1592487	INDOT	ITS Program Contracted Services	Statewide INRIX Traffic Data for FY 18	Various	State STP	PE	2018	\$ 700,000	\$ 630,000	\$ 70,000
1592488	INDOT	ITS Program Contracted Services	Statewide INRIX Traffic Data for FY 19	Various	State STP	PE	2019	\$ 700,000	\$ 630,000	\$ 70,000
1593097	INDOT	ITS Program Contracted Services	Software License for Statewide ATMS for FY 20	Various	State STP	PE	2020	\$ 1,075,000	\$ 967,500	\$ 107,500
1593098	INDOT	ITS Program Contracted Services	Statewide TMC Dispatcher Operations contract for FY 20	Various	State STP	PE	2020	\$ 1,500,000	\$ 1,350,000	\$ 150,000
1593099	INDOT	ITS Operations And Maintenance Contracts	Statewide O&M fee for CARS (Condition Acquisition & Reporting System) for FY 20	Various	State STP	PE	2020	\$ 425,000	\$ 340,000	\$ 85,000
1593100	INDOT	ITS Program Contracted Services	Statewide INRIX Traffic Data for FY 20	Various	State STP	PE	2020	\$ 700,000	\$ 630,000	\$ 70,000
1601730	INDOT	ITS Traffic Management Systems	FY 2021 Placeholder for ITS Projects	Various	State STP	CN	2021	\$ 2,400,000	\$ 1,920,000	\$ 480,000
1602174	INDOT	ITS Program Contracted Services	Software License for Statewide ATMS for FY 21	Various	State STP	PE	2021	\$ 1,075,000	\$ 967,500	\$ 107,500
1602175	INDOT	ITS Program Contracted Services	Statewide TMC Dispatcher Operations contract for FY 21	Various	State STP	PE	2021	\$ 1,500,000	\$ 1,350,000	\$ 150,000
1602176	INDOT	ITS Operations And Maintenance Contracts	Statewide O&M fee for CARS (Condition Acquisition & Reporting System) for FY 21	Various	State STP	PE	2021	\$ 425,000	\$ 340,000	\$ 85,000
1602177	INDOT	ITS Program Contracted Services	Statewide INRIX Traffic Data for FY 21	Various	State STP	PE	2021	\$ 700,000	\$ 630,000	\$ 70,000
TOTAL								\$ 31,440,390	\$ 25,130,331	\$ 4,321,059

Project Phase Abbreviations: PE - Preliminary Engineering PL - Planning ROW - Right of Way Acquisition CN - Construction CE - Construction Engineering

TABLE 14
Group III Surface Transportation Program (STP) Projects
State Fiscal Years 2018-2021

Projects in bold are considered regionally significant for air quality purposes.

Des. No.	Recipient	Road Name	Project Description	Project Length (mi.)	Phase	Total Project Cost	Federal Funds	Local Match
2018								
1400811	Fishers	136th St.	Roundabout at Cyntheanne Road	-	CN	\$ 1,950,000	\$ 1,560,000	\$ 390,000
1400811	Fishers	136th St.	Roundabout at Cyntheanne Road	-	CE	\$ 240,000	\$ 192,000	\$ 48,000
1400864	Westfield	Towne Rd.	Safety upgrades from 156th St. to 166th St.	1.10	RW	\$ 271,000	\$ 186,000	\$ 85,000
1400864	Westfield	Towne Rd.	Safety upgrades from 156th St. to 166th St.	1.10	CN	\$ 2,315,000	\$ 1,620,000	\$ 695,000
2019								
1401650	Westfield	Westfield Blvd.	Connector project from SR 32 to 169th St.	0.78	CN	\$ 5,000,000	\$ 4,000,000	\$ 1,000,000
1401650	Westfield	Westfield Blvd.	Connector project from SR 32 to 169th St.	0.78	CE	\$ 625,000	\$ 500,000	\$ 125,000
TOTAL						\$ 10,401,000	\$ 8,058,000	\$ 2,343,000

Project Phase Abbreviations: PE - Preliminary Engineering PL - Planning ROW - Right of Way Acquisition CN - Construction CE - Construction Engineering

TABLE 15
Group IV Rural Surface Transportation Program (STP) Projects
State Fiscal Years 2018-2021

Projects in bold are considered regionally significant for air quality purposes.

Des. No.	Recipient	Road Name	Project Description	Project Length (mi.)	Phase	Total Project Cost	Federal Funds	Local Match
2018								
1005947	Johnson Co.	CR 700 N & 750 N	New 2 lane roadway between CR 325 E. and CR 400 E	1.16	CN	\$ 2,829,243	\$ 2,295,111	\$ 534,132
1005947	Johnson Co.	CR 700 N & 750 N	New 2 lane roadway between CR 325 E. and CR 400 E	1.16	CE	\$ 302,112	\$ 236,889	\$ 65,223
1400760	Hamilton Co.	236th St.	Widen narrow lanes, add 6' paved shoulders, add a 10' multiuse path, and improve side ditch drainage west of US 31 to Hamilton Co. Bridge #201.	2.20	PE	\$ 100,000	\$ 80,000	\$ 20,000
1400760	Hamilton Co.	236th St.	Widen narrow lanes, add 6' paved shoulders, add a 10' multiuse path, and improve side ditch drainage west of US 31 to Hamilton Co. Bridge #201.	2.20	RW	\$ 825,000	\$ 660,000	\$ 165,000
1400788	Hamilton Co.	236th St.	Widen narrow lanes, add 6' paved shoulders, add a 10' multiuse path, and improve side ditch drainage east of US 31 from Deming Rd. to Tollgate Rd.	3.30	RW	\$ 1,000,000	\$ 800,000	\$ 200,000
2019								
1297608	Hancock Co.	CR 600 W	Relocate a reimburseable utility, install a large storm sewer, and reconstruct the roadway.	-	UT	\$ 525,300	\$ 420,240	\$ 105,060
1400760	Hamilton Co.	236th St.	Widen narrow lanes, add 6' paved shoulders, add a 10' multiuse path, and improve side ditch drainage west of US 31 to Hamilton Co. Bridge #201.	2.20	CN	\$ 5,465,000	\$ 4,372,000	\$ 1,093,000
1400760	Hamilton Co.	236th St.	Widen narrow lanes, add 6' paved shoulders, add a 10' multiuse path, and improve side ditch drainage west of US 31 to Hamilton Co. Bridge #201.	2.20	CE	\$ 615,000	\$ 492,000	\$ 123,000
1400788	Hamilton Co.	236th St.	Widen narrow lanes, add 6' paved shoulders, add a 10' multiuse path, and improve side ditch drainage east of US 31 from Deming Rd. to Tollgate Rd.	3.30	CN	\$ 8,500,000	\$ 6,800,000	\$ 1,700,000
1400788	Hamilton Co.	236th St.	Widen narrow lanes, add 6' paved shoulders, add a 10' multiuse path, and improve side ditch drainage east of US 31 from Deming Rd. to Tollgate Rd.	3.30	CE	\$ 960,500	\$ 768,400	\$ 192,100
1400744	Hancock Co.	CR 300 N	Widen bridge 63.	-	CN	\$ 290,666	\$ 247,200	\$ 43,466
1400744	Hancock Co.	CR 300 N	Widen bridge 63.	-	CE	\$ 36,333	\$ 30,900	\$ 5,433
2020								
1297608	Hancock Co.	CR 600 W	Relocate a reimburseable utility, install a large storm sewer, and reconstruct the roadway.	-	CN	\$ 3,872,285	\$ 3,097,828	\$ 774,457
1297608	Hancock Co.	CR 600 W	Relocate a reimburseable utility, install a large storm sewer, and reconstruct the roadway.	-	CE	\$ 484,036	\$ 387,229	\$ 96,807
1400744	Hancock Co.	CR 300 N	Widen bridge 63.	-	CN	\$ 1,379,170	\$ 1,103,336	\$ 275,834
1400744	Hancock Co.	CR 300 N	Widen bridge 63.	-	CE	\$ 172,396	\$ 137,917	\$ 34,479
TOTAL						\$ 27,357,041	\$ 21,929,050	\$ 5,427,991

Project Phase Abbreviations: PE - Preliminary Engineering PL - Planning ROW - Right of Way Acquisition CN - Construction CE - Construction Engineering

TABLE 16
Local Bridge Program Projects
State Fiscal Years 2018-2021

Des. No.	Recipient	Road Name	Project Description	Phase	Total Project Cost	Federal Funds	Local Match
2018							
1005699	Johnson Co.	Franklin Rd.	Franklin Road Bridge Replacement, 0.1 mile north of CR 1000 N; bridge replacement.	CN	\$ 675,000	\$ 540,000	\$ 135,000
1005699	Johnson Co.	Franklin Rd.	Franklin Road Bridge Replacement, 0.1 mile north of CR 1000 N; bridge replacement.	CE	\$ 101,250	\$ 81,000	\$ 20,250
1382122	Morgan Co.	Various	County wide bridge inspection & inventory program.	PE	\$ 9,900	\$ 7,920	\$ 1,980
1500209	Johnson Co.	Various	County wide bridge inspection & inventory program.	PE	\$ 123,639	\$ 98,911	\$ 24,728
1500227	Boone Co.	Various	County wide bridge inspection & inventory program.	PE	\$ 312,719	\$ 250,175	\$ 62,544
1500281	Hamilton Co.	Various	County wide bridge inspection & inventory program.	PE	\$ 390,469	\$ 312,375	\$ 78,094
1500282	Hancock Co.	Various	County wide bridge inspection & inventory program.	PE	\$ 106,560	\$ 85,248	\$ 21,312
1500290	Shelby Co.	Various	County wide bridge inspection & inventory program.	PE	\$ 146,653	\$ 117,322	\$ 29,331
2019							
1500209	Johnson Co.	Various	County wide bridge inspection & inventory program.	PE	\$ 12,441	\$ 9,953	\$ 2,488
1500211	Morgan Co.	Various	County wide bridge inspection & inventory program.	PE	\$ 131,280	\$ 105,024	\$ 26,256
1500227	Boone Co.	Various	County wide bridge inspection & inventory program.	PE	\$ 13,782	\$ 11,026	\$ 2,756
1500281	Hamilton Co.	Various	County wide bridge inspection & inventory program.	PE	\$ 19,500	\$ 15,600	\$ 3,900
1500282	Hancock Co.	Various	County wide bridge inspection & inventory program.	PE	\$ 4,800	\$ 3,840	\$ 960
1500290	Shelby Co.	Various	County wide bridge inspection & inventory program.	PE	\$ 28,119	\$ 22,495	\$ 5,624
2020							
1500209	Johnson Co.	Various	County wide bridge inspection & inventory program.	PE	\$ 131,915	\$ 105,532	\$ 26,383
1500227	Boone Co.	Various	County wide bridge inspection & inventory program.	PE	\$ 128,931	\$ 103,145	\$ 25,786
1500281	Hamilton Co.	Various	County wide bridge inspection & inventory program.	PE	\$ 161,557	\$ 129,246	\$ 32,311
1500282	Hancock Co.	Various	County wide bridge inspection & inventory program.	PE	\$ 88,440	\$ 70,752	\$ 17,688
1500290	Shelby Co.	Various	County wide bridge inspection & inventory program.	PE	\$ 147,231	\$ 117,785	\$ 29,446
2021							
1500211	Morgan Co.	Various	County wide bridge inspection & inventory program.	PE	\$ 15,120	\$ 12,096	\$ 3,024
1500227	Boone Co.	Various	County wide bridge inspection & inventory program.	PE	\$ 11,830	\$ 9,464	\$ 2,366
1500281	Hamilton Co.	Various	County wide bridge inspection & inventory program.	PE	\$ 9,363	\$ 7,490	\$ 1,873
1500282	Hancock Co.	Various	County wide bridge inspection & inventory program.	PE	\$ 4,920	\$ 3,936	\$ 984
1500290	Shelby Co.	Various	County wide bridge inspection & inventory program.	PE	\$ 29,349	\$ 23,479	\$ 5,870
TOTAL					\$ 2,804,768	\$ 2,243,814	\$ 560,954

Project Phase Abbreviations: PE - Preliminary Engineering PL - Planning ROW - Right of Way Acquisition CN - Construction CE - Construction Engineering

TABLE 17
FTA Section 5311 - Rural Transit Projects
State Fiscal Years 2018-2021

GRANT NUMBER: IN-18-X033

Des. No.	INDOT	Applicant	Project Description							Net Project Cost	Operating Revenue	Total Cost
	Project Number	(Recipient) Service Area		Federal		State		Local				
				Operating	Capital	Operating	Capital	Operating	Capital			
2018												
1500263	Capital and Operating Assistance-Category A											
	18032430	Hendricks Co.	Operating	\$ 595,287	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 595,287	\$ -	\$ 595,287
	18032560	Hancock Co.	Operating	\$ 198,978	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 198,978	\$ -	\$ 198,978
	18032590	Boone Co.	Operating	\$ 178,697	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 178,697	\$ -	\$ 178,697
	18032680	Hamilton Co.	Operating	\$ 630,227	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 630,227	\$ -	\$ 630,227
	18032270	Johnson Co.	Operating	\$ 755,219	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 755,219	\$ -	\$ 755,219
2019												
1500264	Capital and Operating Assistance-Category A											
	18032430	Hendricks Co.	Operating	\$ 595,287	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 595,287	\$ -	\$ 595,287
	18032560	Hancock Co.	Operating	\$ 198,978	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 198,978	\$ -	\$ 198,978
	18032590	Boone Co.	Operating	\$ 178,697	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 178,697	\$ -	\$ 178,697
	18032680	Hamilton Co.	Operating	\$ 630,227	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 630,227	\$ -	\$ 630,227
	18032270	Johnson Co.	Operating	\$ 755,219	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 755,219	\$ -	\$ 755,219
TOTAL				\$ 4,716,816	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,716,816	\$ -	\$ 4,716,816

NOTE: Rural Transit projects may be approved at a later date and amended into Table 17.

TABLE 18
FTA Section 5339 - Bus and Bus Facilities
State Fiscal Years 2018-2021

GRANT NUMBER: IN-34-0008

Des. No.	INDOT Project Number	Applicant (Recipient) Service Area	Quantity	Project Description	Federal		State		Local		Net Project Cost	Operating Revenue	Total Cost
					Operating	Capital	Operating	Capital	Operating	Capital			
					2018								
1382402	Capital Assistance-Category A												
	3403356C	Hancock Co.	1	MNV - Low Floor Mini-Van	\$ -	\$ 27,410	\$ -	\$ -	\$ -	\$ 6,853	\$ 34,263	\$ -	\$ 34,263
	3403368C	Hamilton Co.	5	BOVC - Medium Transit Vehicle	\$ -	\$ 184,464	\$ -	\$ -	\$ -	\$ 46,116	\$ 230,580	\$ -	\$ 230,580

NOTE: Bus & Bus Facilities projects may be approved at a later date and amended into Table 18.

TABLE 19
Federal Earmark Fund Projects
State Fiscal Years 2018-2021

Des. No.	Recipient	Road Name	Project Description	Phase	Fund Type	Total Cost	Federal Funds	Local Match
2018								
1400280	Lawrence	Franklin Rd.	Reconstruction and safety upgrades from Pendleton Pike to 46th Street	RW	Earmark	\$ 460,000	\$ 368,000	\$ 92,000
1500276	Lawrence	E. 56th Street	Pedestrian enhancement from Franklin Rd. to Boy Scout Rd.	CN	Earmark	\$ 132,876	\$ 106,301	\$ 26,575
1500276	Lawrence	E. 56th Street	Pedestrian enhancement from Franklin Rd. to Boy Scout Rd.	CE	Earmark	\$ 22,535	\$ 18,028	\$ 4,507
1500444	Carmel	Carmel Drive	Roundabout at Old Meridian	CN	Earmark	\$ 1,009,595	\$ 743,670	\$ 265,925
1500444	Carmel	Carmel Drive	Roundabout at Old Meridian	CE	Earmark	\$ 136,835	\$ 100,820	\$ 36,015
2019								
1400280	Lawrence	Franklin Rd.	Reconstruction and safety upgrades from Pendleton Pike to 46th Street	CN	Earmark	\$ 654,405	\$ 523,524	\$ 130,881
1400280	Lawrence	Franklin Rd.	Reconstruction and safety upgrades from Pendleton Pike to 46th Street	CE	Earmark	\$ 50,000	\$ 40,000	\$ 10,000
TOTAL						\$ 2,466,246	\$ 1,900,343	\$ 565,903

Project Phase Abbreviations: PE - Preliminary Engineering PL - Planning ROW - Right of Way Acquisition CN - Construction CE - Construction Engineering

TABLE 20
Federal Relinquishment Projects
State Fiscal Years 2018-2021

Des. No.	Recipient	Road Name	Project Description	Phase	Total Cost	Federal Funds	Local Match
2018							
1400297	Franklin	Jefferson Street	Reconstruction and pedestrian improvements from Crowell Street to Eastview Drive	CN	\$ 5,195,471	\$ 5,195,471	\$ -
1400297	Franklin	Jefferson Street	Reconstruction and pedestrian improvements from Crowell Street to Eastview Drive	CE	\$ 488,505	\$ 488,505	\$ -
1400298	Franklin	King Street	Reconstruction and pedestrian improvements from Eastview Drive to Bartram Parkway	CN	\$ 2,244,688	\$ 2,244,688	\$ -
1400299	Franklin	Arvin Drive	Intersection Improvement at Commerce Parkway	CN	\$ 100,000	\$ 100,000	\$ -
1400301	Franklin	Eastview Drive	Intersection Improvement at Upper Shelbyville Road	CN	\$ 100,000	\$ 100,000	\$ -
1400302	Franklin	Eastview Drive	Intersection Improvement at Hurricane Road	CN	\$ 100,000	\$ 100,000	\$ -
TOTAL					\$ 8,228,664	\$ 8,228,664	\$ -

Project Phase Abbreviations: PE - Preliminary Engineering PL - Planning ROW - Right of Way Acquisition CN - Construction CE - Construction Engineering

TABLE 21
Indianapolis Public Transportation Corporation - (IndyGo)
Federal Fiscal Years 2016 - 2019

Des. No.	Project Description	Phase	SFY	Total Project Cost	Federal Funds	Local Match
CMAQ						
1400993	This program is to fund IndyGo Public Transit Outreach for 2016-2018 in central Indiana.	PL	2018	\$ 1,214,112	\$ 971,290	\$ 242,822
1600824	Project would provide signal priority for transit buses in the most heavily traveled corridors.	CN	2020	\$ 1,691,600	\$ 1,353,280	\$ 338,320
1600823	Flashing Beacon Installation at unsignalized Red Line Pedestrian Crossings.	CN	2021	\$ 117,572	\$ 105,815	\$ 11,757
Section 5307						
1600262	5307 formula funds for facilities and equip FY2018	PL	2018	\$ 1,500,000	\$ 1,200,000	\$ 300,000
1600265	Transit security for 5307 formula FY2018	PL	2018	\$ 175,000	\$ 140,000	\$ 35,000
1600264	Transit enhancements for 5307 formula FY2018	PL	2018	\$ 175,000	\$ 140,000	\$ 35,000
1600259	2018 Replacement 40FT Buses	PL	2018	\$ 1,290,000	\$ 1,032,000	\$ 258,000
1600287	Acquire support vehicles	PL	2018	\$ 100,000	\$ 80,000	\$ 20,000
1600261	Acquire shop equipment	PL	2018	\$ 600,000	\$ 480,000	\$ 120,000
1600263	Preventative Maintenance	PL	2018	\$ 10,000,000	\$ 8,000,000	\$ 2,000,000
1600286	Replacement <40 ft buses	PL	2018	\$ 2,795,840	\$ 2,236,672	\$ 559,168
1700431	2017 Non Fixed Route ADA Paratransit Service	PL	2018	\$ 3,466,885	\$ 2,773,508	\$ 693,377
1600270	2019 Facilities and equip for 5307 formula funds	PL	2019	\$ 1,500,000	\$ 1,200,000	\$ 300,000
1600271	2019 Transit security for 5307 formula funds	PL	2019	\$ 175,000	\$ 140,000	\$ 35,000
1600273	2019 Transit enhancements for 5307 formula funds	PL	2019	\$ 175,000	\$ 140,000	\$ 35,000
1600274	2019 40FT Buses for 5307 formula funds	PL	2019	\$ 1,290,000	\$ 1,032,000	\$ 258,000
1600276	2019 Support Vehicle Acquisition for 5307 formula funds	PL	2019	\$ 100,000	\$ 80,000	\$ 20,000
1600277	2019 Acquisition of Shop Equipment for 5307 formula funds	PL	2019	\$ 600,000	\$ 480,000	\$ 120,000
1600278	2019 Preventative Maintenance for 5307 formula funds	PL	2019	\$ 10,000,000	\$ 8,000,000	\$ 2,000,000
1600279	2019 40ft Buses for 5307 formula funds	PL	2019	\$ 2,795,840	\$ 2,236,672	\$ 559,168
1700432	2018 Non Fixed Route Paratransit Service	PL	2019	\$ 3,466,885	\$ 2,773,508	\$ 693,377
1700434	2019 Non Fixed Route ADA Paratransit Service	PL	2020	\$ 3,412,885	\$ 2,773,508	\$ 639,377
Section 5310						
1600283	5310 formula <30 ft. buses	PL	2018	\$ 3,700,000	\$ 2,960,000	\$ 740,000
1700463	2017 Taxi Vouchers	PL	2018	\$ 220,000	\$ 110,000	\$ 110,000
1600282	2019 5310 formula <30 ft buses	PL	2019	\$ 2,030,200	\$ 1,290,200	\$ 740,000
Section 5339						
1600285	Replacement <30 ft buses	PL	2018	\$ 570,000	\$ 456,000	\$ 114,000
1600284	Replacement <40 ft buses	PL	2018	\$ 1,290,000	\$ 1,032,000	\$ 258,000
1600280	2019 <30 ft buses	PL	2019	\$ 570,000	\$ 456,000	\$ 114,000
1600281	2019 40 FT BUSES	PL	2019	\$ 1,290,000	\$ 1,032,000	\$ 258,000
STP						
1600647	Purchase replacement transit buses.	CN	2020	\$ 7,062,500	\$ 5,650,000	\$ 1,412,500
TOTAL				\$63,374,319	\$50,354,453	\$13,019,866

Project Phase Abbreviations: PE - Preliminary Engineering PL - Planning ROW - Right of Way Acquisition CN - Construction CE - Construction Engineering

Pursuant to the Indianapolis Public Transportation Corporation Resolution No. 2002-09 adopting the Public Participation Process of the Indianapolis Metropolitan Planning Organization, this publication complies with the requirements of the public participation process as set forth.

TABLE 22
Rail Projects
State Fiscal Years 2018-2021

Des. No.	Recipient	Project Description	Phase	Fund Type	Total Cost	Federal Funds	Match
2018							
1400624	INDOT	Grade Crossing on Ritter Ave. at CSX Railroad	CN	STP Rail/Hwy	\$ 300,000	\$ 300,000	\$ -
TOTAL					\$ 300,000	\$ 300,000	\$ -

Project Phase Abbreviations: PE - Preliminary Engineering PL - Planning ROW - Right of Way Acquisition CN - Construction CE - Construction Engineering

Table 23
Regionally Significant Projects in the Previous (2016-2019) IRTIP

Des. No.	Project Location	Transportation Plan ID #	Project Status
Boone County			
1383408	400 S / 300 S Connector	ID # 1103	In construction
Town of Brownsburg			
1401647	E. Northfield Dr. from CR 300 to CR 400 N	ID # 4302	Scheduled for CN in SFY 2019
Town of Fishers			
1383177	96th Street from just east of Lantern Road to just west of Cumberland Road., road widening	ID # 2104	Scheduled for CN in SFY 2019
City of Greenwood			
1600687	Worthsville Rd. from SR 135 to Five Points Rd.	ID # 5202	Scheduled for CN in SFY 2021
Hamilton County			
1401702	Phase 3: 146th St. Towne Rd. to Shelborne Rd.	ID # 2111	Scheduled for CN in SFY 2019
1401701	Phase 4: 146th St. Shelborne Rd. to Hamilton/Boone Co. Line	ID # 2112	Scheduled for CN in SFY2020
Hancock County			
1600633	600 W from CR 300 N to CR 400 N	ID # 3101	Scheduled for CN in SFY 2021
Indianapolis Department of Public Works			
1383172	82nd Street, Lantern Road to Fall Creek Road	ID # 6113	Scheduled for CN in SFY2018
Indiana Department of Transportation			
1383343	I-65, from 0.50 mile N of County Line Rd. to Southport Road in Marion County	ID # 6035	Complete
1383336	I-69, from 0.50 mile north of Old SR 238 to 0.50 mile north of Hamilton/Madison County line.	ID # 2015	In construction
1383332	I-69, from SR 37 N jct to 0.50 mile north of Old SR 238 in Hamilton County.	ID # 2014	In construction
City of Westfield			
1401650	Westfield Boulevard Connector from 161st Street to 169th Street	ID #2407	Scheduled for CN in SFY 2019

Table 24
Regionally Significant Projects in the 2018-2021 IRTIP
with Reference to the LRTP (CN Phase)

Des. No.	Project Location	Transportation Plan ID #	Project Description
Boone County			
1383408	CR 400 S/300 S Connector	ID # 1103	New Roadway
Town of Brownsburg			
1401647	E. Northfield Dr. from CR 300 N to CR 400 N	ID # 4302	New Roadway
Town of Fishers			
1383177	96th Street from just east of Lantern Road to just west of Cumberland Road.	ID # 2104	Roadway widening from 2 to 4 lanes
City of Greenwood			
1600687	SR 135 to Five Points Rd	ID # 5202	New Roadway
Hamilton County			
1401702	Phase 3: 146t St. Towne Road to Shelborne Rd.	ID # 2111	Roadway widening from 2 to 4 lanes
1401701	Phase 4: 146t St. Shelborne Rd. to Hamilton/Boone Co.line	ID # 2112	Roadway widening from 2 to 4 lanes
Hancock County			
1600633	600 W from CR 300 N to CR 400 N	ID # 3101	Roadway widening from 2 to 4 lanes
Indianapolis Department of Public Works			
1383172	82nd Street, Lantern Road to Fall Creek Road	ID # 6113	Roadway widening from 2 to 4 lanes
Indiana Department of Transportation			
1383343	I-65, from 0.50 mile N of County Line Rd. to Southport Road in Marion County	ID # 6035	Roadway widening from 4 to 6 lanes
1383336	I-69, from 0.50 mile north of Old SR 238 to 0.50 mile north of Hamilton/Madison County line.	ID # 2015	Roadway widening from 4 to 6 lanes
1383332	I-69, from SR 37 N jct to 0.50 mile north of Old SR 238 in Hamilton County.	ID # 2014	Roadway widening from 4 to 6 lanes
City of Westfield			
1401650	Westfield Blvd, connector from 161st St. to 169th St.	ID # 2407	New Roadway

APPENDICES A - F

Appendix A

Call for Projects Application Packet

Appendix “A” provides detailed information about the process by which LPA’s submit project applications, as well as the MPO project selection and TIP development process. This information was provided to each eligible LPA in the Indianapolis MPA with the call for projects issued by the MPO in September 2016.

SFY 2022 Illustrative Projects

2018-2021

**INDIANAPOLIS REGIONAL
TRANSPORTATION IMPROVEMENT PROGRAM
(IRTIP)**

MiTiP APPLICATION PACKET

Indianapolis Metropolitan Planning Organization
October 2016

This packet contains instructions on how to navigate MiTIP to submit new projects to be considered for programming on the Illustrative List for the new 2018-2021 IRTIP. All projects must be submitted in MiTIP for the 2016 Call for SFY 2022 Illustrative Projects. To help make this information as useful as possible, the MPO would ask that you send any comments or suggestions to:

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PART 1 - OVERVIEW

INTRODUCTION

This application packet is provided to each participating member of the Indianapolis Regional Transportation Council's Technical Committee as an overview of the Indianapolis Regional Transportation Improvement Program (IRTIP) to help Local Public Agencies (LPAs) submit project applications in MiTIP for the Indianapolis MPO's Calls for Projects.

The application packet is divided into three parts as shown in the table of contents. The first part provides an overview of the MPO and IRTIP. The second part describes in more detail the process used to develop the IRTIP and the third part provides specific application information.

Applicants are encouraged to carefully read through the packet as complete and accurate information is necessary for the MPO staff to consider current or proposed projects for inclusion in the Illustrative List of the new 2018-2021 IRTIP.

New Projects

Beginning Monday, October 3, 2016, the MPO will accept applications for projects requesting CMAQ, HSIP, STP Group 1 (Urban), and TAP funds in SFY 2022. **Applications must be submitted to the MPO via MiTIP no later than Wednesday, November 23, 2016 at 5:00 p.m.** Projects should be developed beyond the feasibility or planning stages and must be able to proceed to letting **no later than February 2022**. Ideally, projects will have completed the preliminary engineering and right-of-way phases prior to application. A local match commitment (in the form of a signed letter from the highest local official) must accompany all submittals to be considered for funding. Please note that it is the MPO's intention to fund the CONSTRUCTION (CN) AND CONSTRUCTION INSPECTION (CE) phases of projects with this call; however, due to INDOT's annual allocation rules, it may be necessary from time to time to fund other project phases such as preliminary engineering and/or right-of-way acquisition. As such, all phases should be included in the programming information regardless of funding source. If the MPO determines the need to fund these additional phases, notice will be given at that time.

PLEASE NOTE: All applications for regionally significant (i.e. added capacity, new roadways, etc.) projects must be coordinated with the MPO's Long Range Transportation Planning section prior to submittal. Documentation of this coordination with the LRTP section must be uploaded with the project application or it will NOT BE ACCEPTED. Projects will need to be submitted in the subsequent 2045 Long Range Transportation Plan (LRTP) call for projects in early 2017 to be considered for Federal funding in SFY 2022 of the TIP. Because of the different timing of the TIP call for projects and the LRTP call for projects, staff may recommend projects for inclusion in the TIP prior to inclusion in the LRTP. Should this happen, TIP staff will coordinate with the LPA and the LRTP staff to determine appropriate timing for official inclusion in the new TIP.

Annual Allocation

The MPO will recommend projects for funding based on the estimated annual allocation provided by INDOT at the time of the call. The current 2022 Estimated Annual Allocation is approximately \$29.7M STP, \$5M HSIP, \$8M CMAQ, and \$2.4M TAP.

WHAT IS A METROPOLITAN PLANNING ORGANIZATION (MPO)?

Every Urbanized Area with a population of more than 50,000 is required to have a designated Metropolitan Planning Organization (MPO) with the responsibility of conducting a continuing, cooperative, and comprehensive transportation planning process. In the Indianapolis region, the Indianapolis Department of Metropolitan Development (DMD) is the designated MPO and the Indianapolis Regional Transportation Council's Policy Committee is the policy-making body of the MPO.

The MPO is currently governed by federal transportation legislation entitled the Fixing America's Surface Transportation Act or "FAST Act", which was enacted on December 4th, 2015. The MPO will program projects based on the estimated annual allocations from the FAST Act as provided by INDOT. The MPO planning process is required in order for the area to receive federal funds for transit and highway transportation improvements.

The core activities of the MPO include the Long Range Transportation Plan (LRTP), the Indianapolis Regional Transportation Improvement Program (IRTIP), Air Quality Conformity Analysis (for both the LRTP and the IRTIP), and the Unified Planning Work Program (UPWP) which documents studies and activities to be undertaken by the MPO staff and its contracted consultants. Indianapolis and other MPOs serving populations over 200,000 are referred to as Transportation Management Areas (TMA) and have additional responsibilities such as the development of a Congestion Management Process and added public participation and certification requirements.

WHAT IS THE INDIANAPOLIS REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (IRTIP)?

The IRTIP programs all federally funded transportation programs and projects identified in the Indianapolis MPA using available federal dollars within a four-year period and is amended as necessary to reflect changing conditions and project priorities. In addition, the IRTIP should include all locally funded projects that are considered regionally significant or that intend to be used as local match to a future federally funded project. Unlike the LRTP, the IRTIP is short-term in nature and is intended primarily as an implementation tool. Member jurisdictions that are in good standing within the MPA are eligible to submit funding applications for a wide variety of surface transportation related activities that range from traditional road projects to bicycle and pedestrian activities. There is a public review and comment period for the IRTIP to allow the public the opportunity to have their comments considered in the development of the IRTIP.

WHAT AREA DOES THE IRTIP COVER?

The MPO is responsible for transportation planning in the Indianapolis urbanized area, as defined by the most current Census, as well as the area projected to become urbanized by the year 2030. This area is known as the Metropolitan Planning Area (MPA) and was approved in 2012. The current Urbanized Area is based on 2010 Census data and was also approved in 2012. The area included in the MPA contains all of Marion County and portions of the surrounding counties of Boone, Hamilton, Hancock, Hendricks, Morgan, Johnson, and Shelby where suburban growth has occurred (see the MPO's [website](#) for a map of the Urbanized Area and the MPA). The MPA includes all of the cities and towns shown on the list in Appendix A. The IRTIP includes all federally funded transportation projects in the MPA regardless of sponsoring agency.

WHAT TYPES OF PROJECTS CAN BE INCLUDED IN THE IRTIP?

Federal regulations require that any transportation project within the MPA that is funded with U.S. Department of Transportation funds be included in a metropolitan area's TIP. Eligible project types include projects on the federal aid system such as road and bridge construction, reconstruction or rehabilitation, public transportation projects such as vehicle maintenance or operations, capital improvement projects or mass transit system construction. Eligible project types that are not on the federal aid system include bicycle and pedestrian facilities.

The available funding options for projects shown in the IRTIP reflect a variety of sources (see funding chart in Appendix E). Many of these projects are defined and selected through separate processes. For example, INDOT has sole purview over programming of state highway and interstate projects, whereas the MPO administers the selection and programming of Transportation Alternatives Program (TAP), Congestion Mitigation and Air Quality (CMAQ), Highway Safety Improvement Program (HSIP) and STP Group 1 (Urban). Regardless of the funding source, all of these projects must be shown in the IRTIP.

WHO CAN SUBMIT IRTIP PROJECT APPLICATIONS?

Any LPA in good standing within the Indianapolis MPA that currently has a full-time employee (not consultant) certified by INDOT as an Employee in Responsible Charge (ERC) can submit a project application in MiTIP. To become an ERC, email LPAQuestions@indot.in.gov for further direction.

This includes transit agencies as well as city, county, and town governments. In addition, all INDOT funded projects must be included in the IRTIP, even though typically, they are not seeking competitive funds.

The IRTIP is a reimbursement program. Thus, only those LPAs which can enter into an agreement with INDOT can apply for federal transportation funds. Private individuals and

organizations may recommend projects as long as the project is sponsored by the LPA in which the project is located and the project application must be submitted by the sponsoring LPA.

PART 2 – IRTIP DEVELOPMENT PROCESS

IRTIP DEVELOPMENT PROCEDURES

Planning Considerations

The MPO develops a new IRTIP usually every other year in conjunction with INDOT's STIP development schedule which targets July 1st as the final date of approval. However, due to annual allocation requirements established by INDOT, the MPO must maintain a list of projects for at least five years. As a result, the MPO will issue a call for new illustrative projects each October with applications due just before Thanksgiving.

Agencies interested in submitting new projects for funding should provide the MPO with appropriate descriptive and fiscal material (see Part 3) as well as project selection criteria information for each proposed project. Please note that the MPO may not accept new project applications for every IRTIP cycle depending on funding availability. The MPO then compiles projects from all agencies and assesses each project according to the following major planning considerations:

- **Long Range Transportation Plan (LRTP):** a comprehensive listing of recommended, regional, long-range, capital-intensive improvements. Projects that are air quality non-exempt or otherwise deemed "regionally significant" must be consistent with the Regional Transportation Plan. The LRTP also provides the policy support, as exhibited in its "goals and objectives", for all planning and programming activities;
- **State Implementation Plan (SIP):** a plan to attain national standards for ozone (both 1r and 8-hour standards), fine particulates (PM_{2.5} standard), and carbon monoxide (a 16-block downtown area for US EPA unclassified designation);
- **Federal Functional Classification System for Indianapolis Urbanized Area:** the organized structure of streets and highways comprised of freeways, expressways, arterials, and collector streets. In most cases, projects applying for federal funds must be on a facility that is listed on the Federal Aid functional classification system. To determine the classification of your project application, please see the [functional classification map](#) listed on the MPO's website.
- **Jurisdictional Classification System:** a system defining who is responsible for each section of street and highway, method of funding and source of funding. The 1991 Intermodal Surface Transportation Equity Act (ISTEA) mandated the development of the National Highway System (NHS) that was officially recognized by Congress in 1995. The Surface Transportation Program may be used by the State and localities for any roads that are not functionally classified as local or rural minor; and,

- **Fiscal Analysis:** Surface Transportation Program funds estimates were provided by INDOT for the four-year program period and the illustrative years to guide the development of a fiscally constrained program.

Policy Guidelines

The MPO administers the competitive selection process for the CMAQ, HSIP, STP Group 1 (Urban), and TAP funds.

STP Group 1 (Urban) and TAP projects are funded at an 80% federal share while HSIP projects are funded at a 90% federal share. CMAQ projects are typically funded at an 80% federal share, but may at times be funded at 100% depending on project type and MPO needs. Projects that provide more than a 20% local match (or 10% for HSIP) may be given special consideration.

Due to INDOT Annual Allocation rules, the MPO no longer reserves funds for advice-of-changes (change orders) over the awarded bid amount. All funding change requests are reviewed individually and the MPO's ability to fund them depends on the MPO's current balance of annual allocation funds at that time. If the MPO cannot fund the request, the local public agency will be responsible for the increased costs associated with the project.

The MPO will compile a listing of all applications to review and score based on the designated policy guidelines and selection criteria. Once project recommendations have been developed, staff will send the IRTC Administrative Committee the recommendation and seek concurrence to move forward with the recommendation. If necessary, the MPO will hold an additional meeting with the IRTC Administrative Committee to discuss the project selection process and recommendation. The full IRTC is provided with a 14-day review and comment period after the Administrative Committee. If no further issues are raised, the recommended projects will then be advertised for a 14-day public review and comment period unless they are part of the development of a new TIP in which case it is a 30-day review prior to approval at the 2nd quarter IRTC Technical and Policy Committee meetings. It should be noted that additional meetings of the IRTC Administrative Committee may be necessary if public comments are received during the public review period.

The CMAQ Project Selection Criteria, last revised in December 2012, will be used by the MPO in the selection and prioritization of CMAQ funded projects. The MPO identifies transportation projects and programs that will relieve congestion, improve air quality and reduce transportation-related emissions and demonstrate that the project is not primarily recreational. Because federal law requires the timely implementation of transportation control measures in air quality plans, the highest priority for funding under the CMAQ Program is implementation of such measures. Major emphasis is placed upon projects that support alternative modes of transportation, provide congestion relief measures, provide non-polluting transit vehicles and equipment, and provide new technologies or improvements geared toward providing a more efficient and safer transportation system.

The nine counties in Central Indiana are in attainment of the 2008 ozone National Ambient Air Quality standard. Additionally, Hamilton, Hendricks, Johnson, Marion, and Morgan Counties will be in attainment of the 1997 standard for fine particulate matter (PM 2.5) as of October 24, 2016. The implications of this redesignation are not fully known at this time. As a result, the process will continue as in past calls for projects.

CMAQ funding can be used for any project that meets the eligibility test and that is approved by the IRTC Policy Board. Each eligible project must be fiscally constrained and demonstrate the ability to reduce congestion and/or emissions in order to move forward. Match requirements will be determined at the time of the request and will be set at either the 80% or 100% federal participation level.

Examples of eligible projects/programs include:

- Pedestrian/bicycle facilities that are not for recreational purposes
- Traffic management/monitoring/congestion relief strategies
- Transit (new system/service expansion or operations)
- Alternative fuel projects (including vehicle refueling infrastructure, clean fuel fleet programs and conversions)
- Vehicle inspection and maintenance (I/M) programs
- Intermodal freight
- Telework/telecommuting programs
- Travel demand management
- Public education and outreach activities
- Rideshare programs
- Experimental pilot projects
- Other transportation projects with air quality benefits

Note: The construction of projects that add new roadway capacity for single-occupancy vehicles are not eligible to use CMAQ funds.

All projects and programs eligible for CMAQ funds must be consistent with the conformity provisions contained in section 176(C) of the Clean Air Act (CAA) and the Transportation Conformity Rule. Projects also need to complete the National Environmental Policy Act (NEPA) requirements and meet basic eligibility requirements for funding under titles 23 and 49 of the United States Code.

The criteria used to judge the value of a project or program include the total emissions reduction and project cost effectiveness. Air quality analyses will be conducted by the MPO by reviewing emission reductions for the screened projects and by performing the emissions calculations. The results of this analysis will be scored for each application within MiTIP using the criteria of the total grams removed and the cost per ton of emissions removed as a result of the implementation of the project or program. **The average score for CMAQ projects over the last two Calls for Projects is 46.7 out of 55 with the lowest funded project scoring 36 points.**

The HSIP Project Selection Criteria, last revised in June 2013, will be used by the MPO in the selection and prioritization of the HSIP funded projects. The overall purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements.

The following funding limitations will be applied to each transportation improvement project requesting HSIP funding through the IMPO. NOTE: All candidate projects for HSIP funding must address one or more of the emphasis areas described in the current Indiana Strategic Highway Safety Plan that may be obtained at [www.in.gov/indot/files/shsp\(1\).pdf](http://www.in.gov/indot/files/shsp(1).pdf). All projects must be consistent with and meet the minimum standards of INDOT's Highway Safety Improvement Program Local Project Selection Guide. This document is available at: <http://www.in.gov/indot/files/LocalHSIPProjectSelectionGuidance.pdf>. This is consistent with Goal 1, Objective 2 of the Indianapolis Metropolitan Planning Area 2035 Long-Range Transportation Plan shown below:

Goals	Objective
Goal 1: Preserve, make safe, and improve utilization of the existing transportation system.	Objective 2: Use cost-effective transportation system management, transportation demand management, intelligent transportation system, and operational improvements and <u>techniques to increase the efficiency and safety of the existing transportation system.</u>

The criteria used to judge the value of a project includes:

1. Existing safety conditions;
2. Project's expected impact on safety;
3. Status of the project;
4. Primary road functional classification; and
5. The effect on route continuity and corridor completions.

The average score for HSIP projects over the last two Calls for Projects is 46.8 out of 100 with the lowest funded project scoring 34 points. It should be noted that low cost systematic projects are scored out of a total of 50 points.

The STP Group 1 (Urban) Project Selection Criteria, last revised in August 2009, will be used by the MPO in the selection and prioritization of STP Group 1 (Urban) funded projects. This Selection Criteria provides an objective basis for evaluating the relative importance of projects

and is intended to be used as a guide in the selection and prioritization of eligible projects. The Selection Criteria adheres to the Policy Guidelines as revised and shown below:

The proposed program should emphasize preservation of and efficiency improvements to the existing transportation system without placing excessive reliance on projects which increase roadway capacity (and the reliance on single occupancy vehicles) and their subsequent impact upon the region's air quality (Goal 1 of the LRTP). Emphasis should be placed on preservation rather than expansion.

The IRTIP should follow the priority established in the LRTP in implementing projects of regional significance. Although program equity is a key component of the IRTIP, no sub-allocation of federal funds will be used to replace the project staging and priorities established in the LRTP to advance the overall interrelated regional interests.

PLEASE NOTE: All applications for regionally significant (i.e. added capacity, new roadways, etc.) projects must be coordinated with the MPO's Long Range Transportation Planning section prior to submittal. Documentation of this coordination with the LRTP section must be uploaded with the project application or it will NOT BE ACCEPTED. Projects will need to be submitted in the subsequent 2045 Long Range Transportation Plan (LRTP) call for projects in early 2017 to be considered for funding in SFY 2022 of the TIP. Because of the different timing of the TIP call for projects and the LRTP call for projects, staff may recommend projects for inclusion in the TIP prior to inclusion in the LRTP. Should this happen, staff will coordinate with the LPA and the LRTP staff to determine appropriate timing for official inclusion in the new TIP.

Proposed projects within the region that have a proven potential to enhance economic development, stimulate the economy, and assist in job creation should be given additional consideration for inclusion in the program. Projects that have the potential to positively impact the quality of life for the area's residents should be considered in the development of the program. Projects should:

- Be consistent and not in conflict with local and/or county comprehensive plans (i.e. the project implements a solution or addresses a problem identified in the plan)
- Provide improvements to air quality (improvement is consistent with the CMAQ eligibility requirements)
- Provide aesthetic improvements where appropriate (provision of landscaping or other scenic beautification)
- Provide access to major generators (including multi-modal and intra-modal facilities, cultural and recreational sites)

In addition to the policy guidelines listed above, the MPO takes into consideration eight planning factors revised under SAFETEA-LU. The project selection criteria for the IRTIP have been updated to reflect these factors. The factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation, and improve quality of life;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system.

The criteria used to score the project is based on its project specific priority worksheet, such as:

1. New Signalization
2. Existing Roadway Capacity Improvement
3. New Roadway Construction
4. Roadway Reconstruction/Rehabilitation
5. Roadway Resurfacing
6. Bridge Replacement
7. Bridge Rehabilitation
8. Intersection Improvements
9. Bicycle Enhancements
10. Pedestrian Enhancements
11. Freight Enhancements
12. Transit Enhancement Capital Projects

All STP Group 1 (Urban) projects are scored out of 100 points. The average scores over the last two Calls for Projects are listed below:

Pavement Preservation:	61.5
Bridge Preservation:	69.2
Expansion:	60.6
Bike/Ped Enhancement:	83.0
Transit:	85.0

Furthermore, the lowest funded project scores have been:

Pavement Preservation:	47.0
Bridge Preservation:	61.1
Expansion:	57.0
Bike/Ped Enhancement:	70.0
Transit:	70.0

The TAP Project Selection Criteria, last revised in 2015, will be used by the MPO in the selection and prioritization of the TAP funded projects.

Transportation Alternatives as defined in 23 U.S.C. 101(a) (29) (MAP-21 §1103) include the following:

1. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.).
2. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
3. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
4. Construction of turnouts, overlooks, and viewing areas.
5. Community improvement activities, which include but are not limited to:
 - A. Inventory, control, or removal of outdoor advertising;
 - B. Historic preservation and rehabilitation of historic transportation facilities;
 - C. Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - D. Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.
6. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to-
 - A. Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
 - B. Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
7. The recreational trails program under section 206 of title 23. *(This program is NOT administered by the Indianapolis MPO. If you are interested in applying for these funds, visit the Indiana Department of Natural Resources (IDNR) website for the application and contact information: <http://www.in.gov/dnr/outdoor/4101.htm>)*
8. The safe routes to school program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU:
 - A. Infrastructure-related projects.
 - B. Non-infrastructure related activities.
 - C. Safe Routes to School coordinator.
9. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

The criteria used to judge the value of a project includes general criteria such as the projects relationship to transportation, benefit, need, & quality of the project, and whether or not there is evidence of public participation and community support. Additionally, the project will be scored specifically in relation to its type such as provision of facilities for pedestrians and

bicycles, preservation of an abandoned railroad corridor, and safe routes to school infrastructure and non-infrastructure.

The average score for TAP projects over the last two Calls for Projects is 66.1 out of 100 with the lowest funded project scoring 59.3 points.

Air Quality Determination and Reporting Requirements

In order to comply with the regulations of the 1990 Clean Air Act Amendment (CAAA), a detailed analysis is performed on the non-exempt projects included in the IRTIP. The analysis is typically performed as part of an update or amendment to the Indianapolis Regional Transportation Plan that precedes or is accomplished in conjunction with the development of the IRTIP. The analysis assesses how well the Regional Transportation Plan conforms to the air quality goals and whether or not any of the emissions budgets are exceeded. **All non-exempt IRTIP project submittals must be included in the conforming Regional Transportation Plan in order to be placed in the IRTIP. See the Introduction section regarding specific requirements for non-exempt projects for this Call for Projects.**

Formally, the IRTIP is reviewed relative to air quality status, and an air quality determination is reached. However, provided all the IRTIP non-exempt projects are included in the Regional Plan, then theoretically no obstacles to a successful conformity determination should exist.

The MPO resolution approving the conforming Long Range Transportation Plan is included in the IRTIP document and the air quality conformity documentation is available for review at the offices of the Indianapolis Metropolitan Planning Organization and on the MPO's website.

APPROVAL PROCESS

Public Involvement

The public is given an opportunity to review the list of recommended illustrative and the draft 2018-2021 IRTIP, including the associated Air Quality analysis, during a 30-day public review and comment period. The comment period is announced in the public notice section of the Indianapolis Star and on the MPO's website.

- The IRTIP amendments will be made available on the MPO's website announcing the public review and comment period.
- Public comments are accepted by the MPO staff in writing, via e-mail, in person, or via phone. All significant public comments (or a summary of like comments) and responses to all public comments will be included in a summary memorandum provided to and discussed with both the IRTC Technical Committee and Policy Committee prior to approval.

Approval Process

Once project recommendations and the draft IRTIP have been developed, staff will send the IRTC Administrative Committee the recommendations and draft IRTIP seeking concurrence to move forward with the recommendation. If necessary, the MPO will hold an additional meeting with the IRTC Administrative Committee to discuss the project selection process and recommendation. The full IRTC is provided with a 14-day review and comment period after the Administrative Committee. If no further issues are raised, the recommended projects will then be advertised for a 14-day public review and comment period unless they are part of the development of a new TIP in which case it is a 30-day review prior to approval at the 2nd quarter IRTC Technical and Policy Committee meetings. It should be noted that additional meetings of the IRTC Administrative Committee may be necessary if significant public comments are received during the public review period.

PART 3 – IRTIP PROJECT APPLICATION GUIDELINES

APPLICATION REQUIREMENTS

In order for a project application to be submitted to the MPO for consideration of Federal funds, the following items must be submitted to the MPO using MiTIP, the MPO's online TIP database:

- Thoroughly complete the IRTIP project information in MiTIP
- Mapped project location in database
- Supporting documentation for STP Group 1 (Urban) selection criteria
- Supporting documentation of safety data from RoadHAT for HSIP Projects
- Supporting documentation of air quality analysis for CMAQ Projects
- A letter of local match commitment signed by the highest local official of the submitting LPA
- Copy of the INDOT Certificate of Attendance for the submitting LPA's certified Employee in Responsible Charge (ERC)
- A detailed cost estimate that provides itemized unit and quantity detail, is calculated in Year of Expenditure (YOE) dollars (SFY 2022) and is signed by a certified engineer must be uploaded with the application. **YOE should be calculated using a 2% annual compounding interest with no more than a 15% contingency.** Note: Construction Engineering (CE) should be 14.5% of the CN costs if the CN total is less than \$500,000 and 12.5% of the CN costs if the CN total is greater than \$500,000 per INDOT guidelines.
- Memorandum or emails with the MPO's LRTP section documenting the projects current status in the Long Range Transportation Plan.

EXPLANATION OF MiTIP'S PROJECT SUBMITTAL PROCESS

MiTIP, the Indianapolis MPO's online TIP database, has replaced the IRTIP in its previous form. All new projects are now required to be submitted in MiTIP. Paper applications are no longer accepted.

Access MiTIP

The IRTIP Project Form in MiTIP can be accessed at <https://mitip.indympo.org/secure>.

Login/Create Account

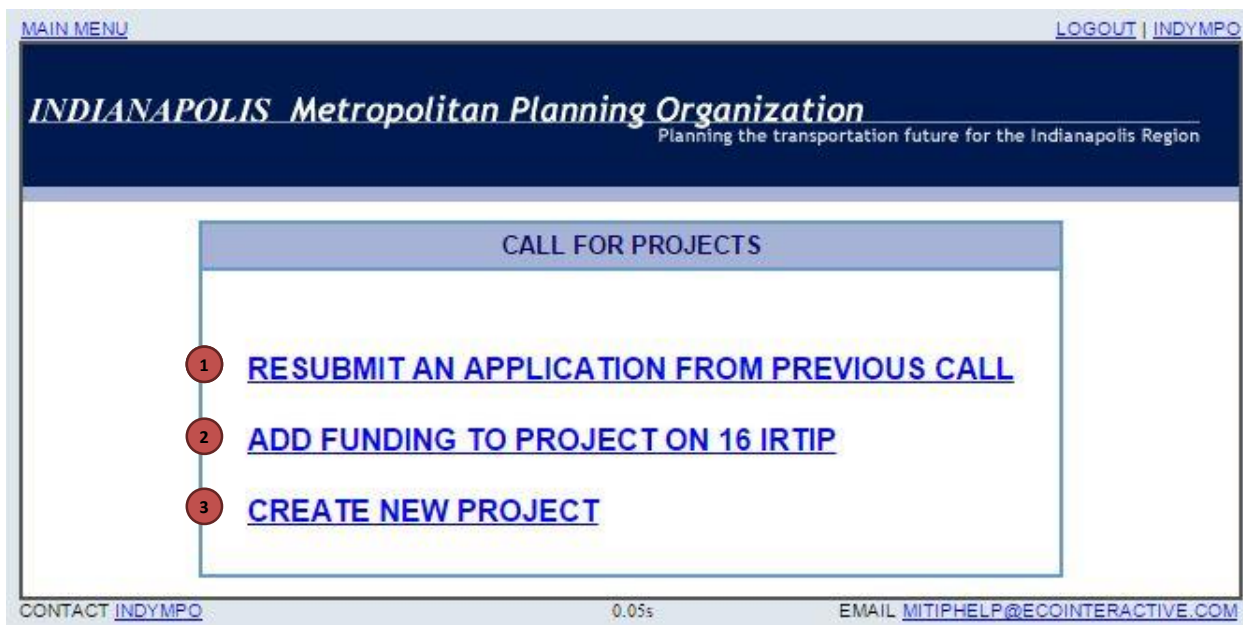
- 1 If this is your first time using MiTIP, click the link "CLICK HERE" in the bottom right corner. You will be prompted to register as a user and create a username and password.
- 2 Otherwise, log in with your username and password.

The screenshot shows the login interface for the Indianapolis Metropolitan Planning Organization (INDY MPO). At the top, there is a navigation bar with "MAIN MENU" on the left and "LOGOUT | INDY MPO" on the right. Below this is a dark blue header with the text "INDIANAPOLIS Metropolitan Planning Organization" and the tagline "Planning the transportation future for the Indianapolis Region". The main content area features a light blue box titled "Existing MiTIP users" with the instruction "Enter your username and password to sign in". Inside this box are two input fields labeled "USERNAME:" and "PASSWORD:", followed by a "LOGIN" button. Below the box, there is a link "NEW TO MiTIP? FORGOT YOUR PASSWORD? CLICK HERE". Numbered callouts are present: a red circle with the number "2" points to the "Existing MiTIP users" box, and a red circle with the number "1" points to the "CLICK HERE" link. The footer contains "CONTACT INDY MPO", a small "0.05s" indicator, and "EMAIL MITIPHELP@ECOINTERACTIVE.COM".

Enter Call for Projects

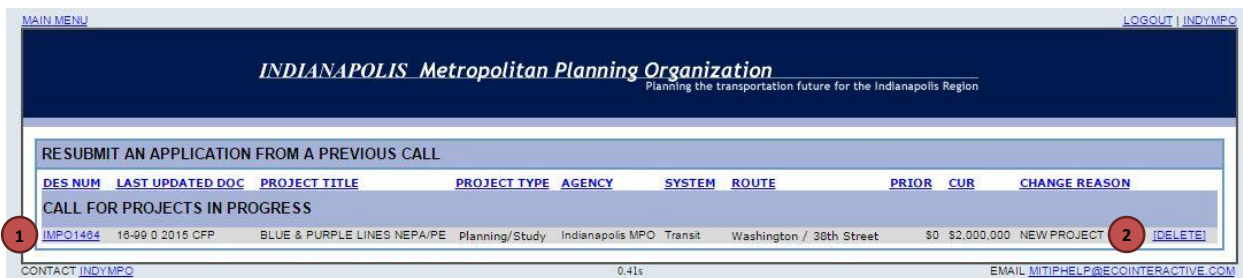
Click on the “CALL FOR PROJECTS” link then select whether you are going to:

- 1 Resubmit an application from a previous call in MiTIP,
- 2 Request to add funding to a project currently programmed in MiTIP, or
- 3 Create a new project application.



If you plan to resubmit an application from a previous call in MiTIP, select the project you plan to resubmit from the project list by clicking on the temporary des. number 1. This will open the project application page. Update the project information as necessary and resubmit to the MPO.

NOTE: If there are any projects listed on this page that your agency does not plan to resubmit for federal funding either in this call or in the future, please delete the project by selecting 2 [DELETE] on the far right-hand side of the page.



If you are requesting to add funds for a new phase on an existing project in MiTIP, first ensure that the project is currently programmed in the 2016-2019 IRTIP. If so, search for the project by the des. number ①, click [AMEND] ②, update the project page as needed for your application, and submit to the MPO.

MAIN MENU LOGOUT | INDYMPO

INDIANAPOLIS Metropolitan Planning Organization
Planning the transportation future for the Indianapolis Region

SEARCH FOR A IRTIP PROJECT TO AMEND

PROJECT ID/ DES NUM

ID TYPE

IMPLEMENTING AGENCY

DISTRICT

PROJECT TYPE

PROJECT STATUS

Search for Project
Reset Form

[\[Show Advance\]](#)

CONTACT INDYMPO 0.41s EMAIL MITIPHELP@ECOINTERACTIVE.COM

MAIN MENU LOGOUT | INDYMPO

INDIANAPOLIS Metropolitan Planning Organization
Planning the transportation future for the Indianapolis Region

PROJECT SEARCH RESULTS
[EXPORT TO EXCEL \(+\)](#)
3 RECORDS FOUND
PAGE 1 OF

PROJECT ID/ DES NUM

ID TYPE

IMPLEMENTING AGENCY

DISTRICT

PROJECT TYPE

PROJECT STATUS

Search for Project
Reset Form

[\[Show Advance\]](#)

DES NUM	AMEND	IRTIP #	PROJECT TITLE	SYSTEM	PROJECT STATUS	IMPLEMENTING AGENCY	FED FUND	TOTAL	DOCUMENTS	MAP
1297352	[AMEND]	16-00 0 2016-2019 IRTIP	CSX MAINLINE DOWNTOWN RELOCATION STUDY	PROGRAMMED	INDIANAPOLIS MPO	N/A -	FEDERAL - Other	\$996,000		Not Location Specific
IMPO1691	[AMEND]	16-00 0 2016-2019 IRTIP	REGIONAL SAFETY STUDY	PROGRAMMED	INDIANAPOLIS MPO	N/A -	FEDERAL - HSIP	\$111,111		Not Location Specific
IMPO1692	[AMEND]	16-00 0 2016-2019 IRTIP	REGIONAL SAFETY STUDY	PROGRAMMED	INDIANAPOLIS MPO	N/A -	FEDERAL - Prior Year Balance	\$111,111		Not Location Specific

CONTACT INDYMPO 1.36s EMAIL MITIPHELP@ECOINTERACTIVE.COM

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

Section 1: Project Information

[UPLOAD PROJECT DOCUMENTS](#)

ADDING A NEW IRTIP PROJECT

PROJECT INFORMATION

1 **WHAT TYPE OF FEDERAL FUNDS ARE YOU SEEKING FOR THIS PROJECT (CHECK ALL THAT APPLY)?**
☐ CMAQ ☐ HSIP ☐ STP GROUP I URBAN ☐ TAP

2 **ID TYPE** **ID** **PRIMARY DES #** 3 **IMPLEMENTING AGENCY**

4 **PROJECT MANAGER** **PHONE (10-DIGIT)** **EMAIL** **INDOT DISTRICT**
☐ Crawfordsville ☐ Greenfield ☐ Seymour ☐ Various

SAME AS ABOVE ☐ **ERC** **PHONE (10-DIGIT)** **EMAIL**

COUNTY **PROJECT TYPE**

5 **CAPACITY INC.** 6 **BIKE/PED COMPONENT (S)**

7 **PROJECT TITLE**

PROJECT DESCRIPTION - GUIDELINES

WHAT IS THE CURRENT STATUS OF THE PROJECT'S DEVELOPMENT?

WHAT IS THE RELATION OF THE PROJECT TO OTHER LOCAL AND/OR REGIONAL IMPROVEMENTS?

8 **HAS YOUR AGENCY SUBMITTED YOUR ADA TRANSITION PLAN TO INDOT VIA THE ITAP PORTAL?**

DOES YOUR PROJECT COMPLY WITH THE COMPLETE STREETS POLICY?

9 **EXEMPT CATEGORY** **PRIORITY SCORE** **IS PROJECT IN URBANIZED AREA** [INDY MPA](#)

*** MAP LINK WILL APPEAR AFTER YOU CLICK SAVE**

10 **SYSTEM** **ROUTE** **LOCATION TYPE** **LOCAL STREET NAME** **NEAREST CROSSTREET**

- 1 Please select the type of federal funds that you are seeking for the project (NOTE: check all that apply). Specific information will be required depending on the funding sources you are applying for. These parts of the application are covered in Section 2.
- 2 The first field, ID TYPE, is required for projects that are in the current LRTP. A MPO ID number is automatically generated for the project and is shown in the box under PRIMARY DES #.

If the project is selected for funding, it will then be necessary for the LPA to apply for a des. number through the Indy MPO using the form available on the MPO's website.

- 3 Please select "city," "town," "county" or "transit agency" under IMPLEMENTING AGENCY.
- 4 Then, provide the name and contact information for PROJECT MANAGER, ERC, and select the respective INDOT DISTRICT. For PROJECT TYPE, select the type that best suits your project.
- 5 Under CAPACITY INC, select "yes" if your project is adding capacity, and is non-exempt from air quality modeling. If your project is not adding capacity to the roadway, select "no."
- 6 For BIKE PED COMPONENTS, if sidewalks, bike lanes, or other associated components are included in your project, select "yes." If BIKE PED COMPONENTS are included in your project, please indicate an approximate percentage of funds that will go towards these aspects in your project.
- 7 Next, provide a PROJECT TITLE, and under PROJECT DESCRIPTION, provide location, type and scope details (click on GUIDELINES for an example). Additional project details can be uploaded with the project. Please indicate the status of the project's development (i.e. has preliminary engineering or right-of-way work on the project been completed?). Then describe the relation of the project to other local and/or regional improvements.
- 8 Please indicate whether or not your agency has submitted your ADA transition plan to INDOT and whether or not the project complies with the IMPO's complete streets policy. If the project is within the urbanized area and is seeking STP or TAP funds, the COMPLETE STREETS menu will appear and require answers.
- 9 Identify the project as being "exempt" or "non-exempt," and whether or not the project is in the Urbanized Area. A link to the UAB boundary map is provided in MiTIP for your reference and is also available on the MPO's website. Depending on the project funding requested, if the project is within the UAB, the MPO's Complete Streets Policy may apply and additional prompts will appear.
- 10 Finally, provide the specific project location by first selecting the SYSTEM ("local" = local roads, "N/A" = bike/ped or other projects not on the local system, or "transit.") The option "highway" is for INDOT projects only. Select the LOCATION TYPE, from options such as "bridge," "intersection," "street segment," etc. The following location questions will change based on the location type selected, for example, if you select bridge, MiTIP will ask for the bridge number and local street name, but if you select street segment, MiTIP will ask for the local street name and the to and from cross streets.

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

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

Section 2: Questions for Specific Funding Types

For each funding category, information is required related to that category's project selection criteria. For example, if you are applying for CMAQ funding, you must answer questions related to air quality. If you are applying for HSIP funding, you must provide data related to safety.

Section 2a: Additional CMAQ Information

Some CMAQ project types require additional forms be completed. Links to these forms are available once you select CMAQ as a funding source.

Please complete your Alternate Fuel Purchase Funding Participation Level Test Form [\[HERE\]](#) - Please fill out and save the PDF then upload to this project.
Please complete your Diesel Retrofit and Repower Funding Participation Level Test Form [\[HERE\]](#) - Please fill out and save the PDF then upload to this project.
Please complete your Fuel Station Funding Participation Level Test Form [\[HERE\]](#) - Please fill out and save the PDF then upload to this project.
Please complete your Hybrid Vehicle Funding Participation Level Test Form [\[HERE\]](#) - Please fill out and save the PDF then upload to this project.
PLEASE DESCRIBE OTHER

Air quality analysis is required for CMAQ projects. The numbers entered here should come out of the CMAQ Emissions Calculator, which you can download [here](#).

Air Quality Analysis (check appropriate Box)		
QUANTITATIVE		QUALITATIVE
<input type="checkbox"/> No <input type="checkbox"/> Yes		<input type="checkbox"/> No <input type="checkbox"/> Yes
NOTE: Supporting documents of quantitative analysis or an explanation of a qualitative analysis must be attached. A qualitative analysis must have a range of emission estimates.		
REDUCTION IN OZONE PRECURSORS		KILOGRAMS/DAY
VOC's:		\$
CO's:		\$
NOx:		\$
REDUCTION IN PM 2.5 PRECURSORS		KILOGRAMS/YEAR
PM 2.5:		\$
NOx:		\$
IS THE PROJECT OR PROGRAM A MANDATED TCM?	▼	
IS THE PROJECT ON THE CAAA LIST OF TCM's?	▼	
IS THIS PROJECT A "PUBLIC/PRIVATE PARTNERSHIP"?	▼	

Other CMAQ resources available on the website:

- [Calculator user guide](#)

Section 2b: Additional HSIP Information

For low cost systematic countermeasures, the following information is required.

DOES THIS PROJECT ADDRESS LOW COST SYSTEMATIC COUNTERMEASURES (LCSC)?
Yes ▼

PLEASE SELECT ALL THAT APPLY

- ☐ Changes to yellow interval signal timing or interconnects to improve safety on public road approaches to traffic signals.
- ☐ Improve visibility of intersection by providing lighting.
- ☐ Installation of black backing plates on all signal heads on public road approach traffic signals.
- ☐ Installation of new guardrail at approved locations where none existed before.
- ☐ Installation of new guardrail end sections upgraded to current standards.
- ☐ Installation of new passive warning improvements at railroad crossings that lack active warning devices.
- ☐ Installation of new pedestrian crosswalk warning signs, flashing beacons, special pavement markings, and refuge areas on a public road approach.
- ☐ Replacement of outdated regulatory, warning, and guide signs to meet MUTCD retro reflectivity requirements.
- ☐ Upgrade of traffic signals on public road approaches to a minimum of one signal head per travel lane.

For other project types, the questions are as shown below. This information should come out of the RoadHAT 2.04 software, which you can download [here](#).

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

CRASH COST INDEX (CCI)

CRASH FREQUENCY INDEX (ICF)

WHAT IS THE EXPECTED BENEFIT COST RATIO OF THE PROJECT (B/C)?

WHAT IS THE EXPECTED CRASH REDUCTION FACTOR (ICRF) IMPACT ON SAFETY?

Other HSIP resources available on the website:

- [Low-cost systematic application](#)
- [Guide to Road Safety Audits](#)

Section 2c: Additional STP Information

Additional information required for STP applications is auto-populated based on the selected project type. In example, if bicycle enhancement is selected, the following questions will appear to score your project:

PROXIMITY TO PRIMARY CORRIDOR IN BICYCLE PLAN * ("primary corridors" includes all regional greenways and bike lanes, but does not include "local" corridors that serve only a local neighborhood)	<input type="text"/>
NEW or REHABED SIDEWALK/MULTIUSE PATH CONNECTING TO a BUS STOP or RAPID TRANSIT STATION *	<input type="text"/>
CONSTRUCTS NEW EXCLUSIVE BICYCLE LANE OR MULTI-USE PATH	<input type="text"/>
CONSTRUCTS NEW PUBLIC BICYCLE STORAGE	<input type="text"/>

TOTAL POINTS 0

If a project seeking STP funding is within the Indianapolis Urbanized Area, the MiTIP application requires information related to the MPO's [Complete Streets Policy](#).

COMPLETE STREETS POLICY COMPLIANCE

Is Project Area or Site Located Along an Existing or Proposed Fixed Transit Corridor?
** SPONSORS WITH PROJECTS LOCATED ON FIXED TRANSIT CORRIDORS MUST CONTACT TRANSIT PROVIDERS FOR FEEDBACK **
REFER TO ONLINE MAP TO IDENTIFY EXISTING AND PROPOSED FIXED TRANSIT CORRIDORS:

Request for Policy Exception
PLEASE NOTE THAT EXCEPTION REQUESTS ONLY FOR SHORTLISTED PROJECTS WILL BE REVIEWED FOR APPROVAL. RATIONALE MUST BE PROVIDED. REVIEW THE IMPO REGIONAL COMPLETE STREETS POLICY FOR FURTHER DETAILS.

If the project does not comply with the Complete Streets Policy, a valid reason must be given.
Choose a type of

policy exception, either "Administrative" or "Non-Administrative." Once you choose an exception type, the valid reasons for exception are shown. Choose a reason for the exception. According to the Complete Streets Policy, administrative exceptions are approved by the MPO, while non-administrative exceptions must be reviewed by the IRTC's Complete Streets Task Force.

If the project does comply with the Complete Streets Policy, the following form appears. Please describe the bicycle and pedestrian facilities that bring the project into compliance.

COMPLETE STREETS POLICY COMPLIANCE

Is Project Area or Site Located Along an Existing or Proposed Fixed Transit Corridor?
** SPONSORS WITH PROJECTS LOCATED ON FIXED TRANSIT CORRIDORS MUST CONTACT TRANSIT PROVIDERS FOR FEEDBACK **
REFER TO ONLINE MAP TO IDENTIFY EXISTING AND PROPOSED FIXED TRANSIT CORRIDORS:

This Project Complies with the IMPO Regional Complete Streets Policy by Including:

☐ PROJECT AREA ALREADY INCLUDES SIDEWALK ALONG ENTIRE LENGTH OF PROJECT CORRIDOR (ONE SIDE)

☐ PROJECT AREA ALREADY INCLUDES SIDEWALK ALONG ENTIRE LENGTH OF PROJECT CORRIDOR (BOTH SIDES)

☐ PROJECT AREA ALREADY INCLUDES MULTI-USE PATH ALONG ENTIRE LENGTH OF PROJECT CORRIDOR (ONE SIDE)

☐ PROJECT AREA ALREADY INCLUDES MULTI-USE PATH ALONG ENTIRE LENGTH OF PROJECT CORRIDOR (BOTH SIDES)

☐ PROJECT AREA ALREADY INCLUDES BIKE LANE(S) ALONG ENTIRE LENGTH OF PROJECT CORRIDOR (ONE SIDE IF ONE-WAY TRAFFIC)

☐ PROJECT AREA ALREADY INCLUDES BIKE LANE(S) ALONG ENTIRE LENGTH OF PROJECT CORRIDOR (BOTH SIDES IF TWO-WAY TRAFFIC)

☐ NEW SIDEWALK:
SIDEWALK TYPE:
TOTAL LENGTH:
FACILITY WIDTH:

☐ NEW MULTI-USE PATH:
SIDEWALK TYPE:
TOTAL LENGTH:
FACILITY WIDTH:

☐ NEW ON-STREET BIKE LANE(S) (MINIMUM FOUR FOOT WIDTH):
SIDEWALK TYPE:
TOTAL LENGTH:
FACILITY WIDTH:

Section 2d: Additional TAP Information

Additional information required for TAP applications is auto-populated based on the selected project type within TAP funding. In example, if bicycle enhancement is selected, the following questions will appear to score your project:

What project type is your application?

Bicycle, Trail, and Multi-Use Facilities ▼

Property Type ▼

Project Application Length ▼

Project Application Width ▼

Project Application Surface Type ▼

Project Amenities (select all that apply)

☐ Parking lots/trailheads

☐ Water fountains

☐ Restrooms

☐ Lighting

☐ Seating

☐ Bicycle Racks

If a project seeking TAP funding is within the Indianapolis Urbanized Area, the MiTIP application requires information related to the MPO's [Complete Streets Policy](#). See Section 2c, above, for instructions.

Section 3: Programming Information

PROGRAMMING INFORMATION (\$0)				Be sure to upload an itemized cost estimate.			
EST TOTAL PROJECT COST		LETTING DATE		OPEN TO TRAFFIC DATE			
STATE FISCAL YR	FUND TYPE - FUND HELP	PE/PL	ROW	CON	CE	TOTAL	
▼	▼					\$0	
▼	▼					\$0	
▼	▼					\$0	
▼	▼					\$0	
▼	▼					\$0	
▼	▼					\$0	
Update Subtotals		GRAND TOTAL	\$0	\$0	\$0	\$0	\$0

- 1 This section requires scheduling and funding information for all phases of the project being submitted. In the first field, EST TOTAL PROJECT COST, provide the total estimated cost of all phases, including locally funded PE and ROW. It may be easiest to complete this field after all phases are entered into the funding table, as the total is automatically calculated.

If the EST TOTAL PROJECT COST is less than the Grand Total in the funding table, you will receive an error message. For scheduling purposes, please provide the estimated LETTING DATE (available letting dates are between July and February) and OPEN TO TRAFFIC DATE.

- 2 In the funding table, enter the STATE FISCAL YR for each phase of the project then select the FUND TYPE associated with each phase from the drop down menu. **Reminder: This call is for CN/CE in SFY 2022 only.** All Federal fund types are listed, as are many different Local funding options. If your project is using a fund type not listed, please select either Federal or Local “other,” depending on the source of funds. If a project phase is funded with various funding types (Federal and Local funds for example) use one line for each funding type, and enter the total funds for each type under the appropriate column (PE/PL, ROW, CN or CE). **In other words, the funding for the CN phase will take two lines. The first line must show an amount of at least 20% (10% for HSIP Projects) of the total cost as local funds in the first line, and an amount of no more than 80% (90% for HSIP Projects) of the total cost as Federal CMAQ, HSIP, TAP or STP Group 1 (Urban) in the second line, demonstrating the funds requested and the local match commitment.** Subtotals and totals will be automatically calculated within the form. NOTE: According to 23 USC 120 (c), some safety projects are eligible to be funded at 100% Federal funding. Please contact the MPO should you have any questions regarding whether or not your project is eligible to be funded at 100% Federal funds.

Section 4: Adoption Reason

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

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

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

EXPLANATION OF PROJECT PRIORITY WORKSHEET FOR GROUP 1 URBAN STP PROJECTS

The Project Priority Worksheet for Group 1 Urban STP Projects provides a Project Selection and Prioritization System for the Indianapolis Regional Transportation Improvement Program (IRTIP). This system has been refined on several occasions, most recently in August of 2009, to reflect changing goals and circumstances for the Indianapolis MPA.

The Project Selection Criteria is intended for use by the MPO staff during the review, evaluation, selection, and prioritization of projects. This system provides an objective basis for selecting and prioritizing projects, but is intended only as a guide, not an absolute, in the scoring process of STP Group 1 (Urban) projects.

INSTRUCTIONS FOR THE PROJECT PRIORITY WORKSHEET

The following information describes the Project Priority Worksheet and is intended to assist the LPA's in completing the worksheet questions within the MiTIP application along with all STP projects submitted for inclusion in the IRTIP.

Technical Evaluation Criteria

Each project is evaluated on a variety of categories of technical criteria specific to the project type. NOTE: Projects may only be scored as ONE project type. The MAXIMUM possible score for any single project is one hundred points (100).

Type of Project

Projects are scored by specific criteria based on a single project type. The worksheet identifies twelve types of projects:

- a) New Signalization
- b) Existing Roadway Capacity Improvement
- c) New Roadway Construction
- d) Roadway Reconstruction/Rehabilitation
- e) Roadway Resurfacing
- f) Bridge Replacement
- g) Bridge Rehabilitation
- h) Intersection Improvements
- i) Bicycle Enhancements
- j) Pedestrian Enhancement
- k) Freight Enhancement
- l) Transit Enhancement Capital Projects

Each project is eligible for a **maximum of one hundred (100) points** to be determined by criteria for each project type. A project can only be scored as one project type. Scores cannot be combined throughout several project types. Criteria for each type of project are described below.

a) New Signalization - This type of project includes locations where new signals are warranted. Proposals for new signals are scored on their compliance with signal warrants published in the U.S. DOT Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD defines both primary and supplemental warrants for justification of new traffic signals. Applicants must identify the warrant that is satisfied with the corresponding count, delay, or accident data. Additional criteria include the Federal Functional Classification of the major roadway of the intersection. This Classification can be found on the Urban Federal Functional Classification maps that are available on the MPO's website or by request.

b) Existing Roadway Capacity Improvement - This type of project increases capacity on the mainline of a roadway. Examples of these projects include: widening for additional lanes or broader travel lanes, and upgrading existing facilities for access control. Scoring is based on Federal Functional Classification, existing volumes and operations and proposed improvements to existing operations, as well as neighborhood impacts. The future operations category illustrates improvements to the existing LOS that would be caused by the improvements. **Projects in this category must be coordinated with the MPO's Long Range Transportation Planning section prior to submittal of an application. New projects must simultaneously be included in the 2045 Long Range Transportation Plan (LRTP) call for projects to be considered for funding in SFY 2022.**

c) New Roadway Construction - This type of project includes the construction of new roadway segments that are to be designated Federal Aid Routes (meaning they are to be designated on the Urban Federal Functional Classification maps). Scoring is based on the projected Average Daily Traffic (ADT) for the new facility expected by the Long Range Transportation Plan horizon year of 2035, the regional significance of the project, its connectivity and continuity and impacts to neighborhoods. **Projects in this category must be coordinated with the MPO's Long Range Transportation Planning section prior to submittal of an application. New projects must simultaneously be included in the 2045 Long Range Transportation Plan (LRTP) call for projects to be considered for funding in SFY 2022.**

d) Roadway Reconstruction/Rehabilitation - This category of projects includes existing roadways that are to be rehabilitated, resurfaced or reconstructed with the main intent to improve surface conditions, not to add capacity. Minor widening that results in capacity improvements are allowed for projects in this category as long as they are not determined to be Regionally Significant. Scoring is based on Federal Functional Classification of the facility, pavement condition index (PCI) or PASER and existing Average Daily Traffic (ADT).

e) Roadway resurfacing – A project in this category is scored primarily based on the Pavement Condition Index (PCI). Please contact Andy Swenson of the MPO (see Appendix D) if you have questions regarding the use of PCI or other pavement condition indices. In addition to the score awarded for PCI or PASER, the project is scored on the Average Daily Traffic and Federal Functional Classification.

f) Bridge Replacement - A project in this category is scored on the basis of structural sufficiency ratings provided by County Bridge reports and the Indiana Department of Transportation Division of Bridge Design. In addition to the score awarded for sufficiency rating, the project is awarded points based on the Federal Functional Classification and Average Daily Traffic (ADT) of the facility where the bridge is located.

Note: a bridge replacement project that has a sufficiency rating of 50 or higher or that is neither structurally deficient nor functionally obsolete is not eligible for STP funding.

g) Bridge Rehabilitation – As with the bridge replacement category, this category is scored on the basis of structural sufficiency ratings provided by County Bridge reports and the Indiana Department of Transportation Division of Bridge Design. In addition to the score awarded for sufficiency rating, the project is awarded points based on the Federal Functional Classification and Average Daily Traffic (ADT) of the facility where the bridge is located. **Note: a bridge rehabilitation project that has a sufficiency rating of 80 or higher or that is neither structurally deficient nor functionally obsolete is not eligible for STP funding.**

h) Intersection Improvement - This category includes capacity and safety improvements to either single or multiple signalized intersections. The scoring is based on four criteria: existing volumes, accident rates, existing traffic volumes and future operations after the improvement. Scoring for existing traffic volumes should take the form of Average Daily Traffic (ADT) through the intersection. Existing operations shall be determined using analysis prescribed in the most current Highway Capacity Manual published by the Transportation Research Board using data that reflects the current traffic condition for the afternoon (P.M.) peak hour. Accident rates averaged over the last three years at the intersection can be determined from data obtained from local police or from the Indiana Department of Transportation. The future operations category illustrates improvements to the existing LOS that would be caused by the improvements.

i) Bicycle Enhancement - This type of project includes the construction of facilities that will increase the use of bicycles as an alternative mode of transportation. It can include multi-use facilities that also incorporate bicycle uses. Projects in the category are scored on the basis of four criteria. Projects that create an exclusive bicycle lane or path are awarded points as are projects that add to public storage of bicycles. An important consideration is the proximity of the project to corridors identified in a bicycle plan. A final consideration is connectivity to mass transit so as to encourage multi-modal trips.

j) Pedestrian Enhancement - Projects in this category should encourage walking as an alternative mode of transportation through the construction and improvement of sidewalks. Projects in this category are scored on the basis of six criteria including sidewalk expansion or rehabilitation, inclusion in a pedestrian or walkability study, connection of a missing link in a sidewalk network, elimination of a pedestrian/vehicle hazard, connection to pedestrian destinations and connection to transit facilities. Note: A pedestrian destination is a facility that commonly attracts people that are walking, such as retail stores, schools, parks, churches and libraries.

k) Freight Enhancement - This category includes roadway projects along corridors that serve as established truck routes for the shipping of freight. Projects that allow for the direct routing of trucks will improve the overall efficiency of the freight system. Eliminating a truck route impediment, such as a low overpass or tight turn at an intersection, will also improve the efficiency. Similarly, safety improvements are awarded points for improving an identified safety factor. The safety factors include increasing lane width, vertical alignment of roadway, horizontal alignment of roadway, correcting a reverse elevation problem or a super elevation problem, and eliminating a roadside hazard(s). Time lost to delays at congested intersections affects the overall efficiency of the freight system. Improvements at congested intersections on truck routes are awarded additional points. The freight system includes multi-modal methods of transportation and projects that improve access to modal transfer facilities are awarded additional points. A final consideration is the planning support for the project. Those projects that implement specific recommendations from the Freight Plan are awarded additional points.

l) Transit Enhancement - This type of project includes improvements to the transit system including the expansion or maintenance of transit accessibility, improvements to safety and security, comfort and amenities, communications/information sharing and transit service planning technology. In addition, points are given for projects that implement recommendations from the Comprehensive Operational Analysis or the Regional Mass Transit Service Plan.

APPENDIX A

CURRENT LPAs WITHIN THE INDIANAPOLIS MPA

Town of Arcadia	Town of Cumberland	City of Indianapolis	Town of Plainfield
Town of Avon	Town of Danville	Johnson County	Shelby County
Town of Bargersville	Town of Fishers	City of Lawrence	City of Southport
City of Beech Grove	City of Franklin	Town of McCordsville	Town of Speedway
Boone County	City of Greenfield	Town of Mooresville	City of Westfield
Town of Brooklyn	City of Greenwood	Morgan County	Town of Whiteland
Town of Brownsburg	Hamilton County	Town of New Palestine	Town of Whitestown
City of Carmel	Hancock County	City of Noblesville	Town of Zionsville
Town of Cicero	Hendricks County	Town of Pittsboro	

Appendix B

SFY 2022 CALL FOR PROJECTS SCHEDULE

DATE

10/3/16	Call for projects application packet is emailed to IRTC Technical Committee.
11/23/16	Project applications are due via MiTIP by 5:00pm.
2/6/17	MPO recommendation of SFY 2022 Illustrative projects is emailed to the IRTC for review and comment.
3/23/17	Begin 30-day public review and comment period.
5/24/17	IRTC Policy Committee Approval of the 2018-2021 IRTIP & SFY 2022 Illustrative projects.

Appendix C

For more information; please contact the MPO or your INDOT District Program Manager.

Information Required	Contact Name	Agency	Phone	E-Mail
- IRTIP General Info - STP Group 1 (Urban)	Steve Cunningham Kristyn Campbell	IMPO IMPO	327-5403 327-5137	steve.cunningham@indympo.org kristyn.campbell@indympo.org
- Title VI - ADA Transition Plans - Complete Streets	Matt Nowlin	IMPO	327-5108	matthew.nowlin@indympo.org
- Traffic Counts - CMAQ - HSIP	Andy Swenson	IMPO	327-5132	andrew.swenson@indympo.org
- TAP - Safe Routes to School	Jen Higginbotham	IMPO	327-7587	jennifer.higginbotham@indympo.org
- Transit Funding	Sean Northup	IMPO	327-5149	sean.northup@indympo.org
- Long Range Transportation Plan - Congestion Management Process	Stephanie Belch	IMPO	327-7599	stephanie.belch@indympo.org
INDOT – Crawfordsville District	Susie Kemp	INDOT	765-361-5228	skemp@indot.IN.gov
INDOT – Seymour District	Debra Ault	INDOT	812-524-3969	dault@indot.IN.gov
INDOT – Greenfield District	Cassandra Hudson	INDOT	317-467-3413	chudson1@indot.IN.gov

Appendix D

DEFINITION OF REGIONALLY SIGNIFICANT PROJECTS

Regionally Significant

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

- A capacity expansion (through widening, extension, or other new construction) or capacity reduction of one lane-mile or more in length to a facility classified as minor arterial or above.
- Change of an intersection from at-grade to grade separated or vice versa on a facility classified as minor arterial or above.
- Reclassification of one or more lane miles to or from HOV / HOT.
- Reconstruction of an interchange on a facility classified minor arterial or above that results in a change in grade separation.
- The addition or deletion of transit services that alters annual transit VMT by five percent or more.
- The addition or deletion of intermodal facilities through which 1500 or more passengers board or transfer daily.
- Any change to transit that would result in a five percent or greater mode shift to or from the current transit ridership numbers.

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

Not Regionally Significant

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

- The addition of acceleration/deceleration lanes (less than one mile in length).
- Intersection improvements such as turn-lane additions and auxiliary lane additions of less than one lane-mile.
- Pavement widening of an existing interchange ramp, provided there is no increase in ramp mileage.
- Addition of turning or storage lanes to an interchange.
- In general, non-capacity (i.e., no increase in lane-miles) improvements that are done for safety reasons will not be considered significant.

Non-Definitive Criteria

Projects that require a significance finding by the Consultation Group include:

- Land use changes that have the potential to alter the function of a road facility from its current function to the equivalent function of a minor arterial and above, regardless of the current functional classification of the facility involved.
- Projects not anticipated by this document that are identified by the Consultation Group as being potentially significant with regards to their impact on air quality.

Appendix E

FEDERAL FUNDING SOURCE OPTIONS

Federal Transportation Funding Categories



	STP Surface Transportation Program	CMAQ Congestion Mitigation and Air Quality	HSIP Highway Safety Improvement Program	TAP Transportation Alternatives Program	
FHWA Fact Sheet:	http://1.usa.gov/1SRIKXH	http://1.usa.gov/1rtbFsT	http://1.usa.gov/1QNFYj0	http://1.usa.gov/1q20Gpe	
Urbanized Area	✓	✓	✓	✓	Is this funding for projects in the Urbanized Area?
Metropolitan Planning Area	—	✓	✓	—	Is this funding for projects in the Metropolitan Planning Area and the Urbanized Area?
Match Rate	20%	20%	10%	20%	What local match is required to receive federal funds?
Possible 100%	—	✓	✓	—	Is 100% federal funding possible?
Eligibility Determination	—	✓	✓	✓	Are projects submitted to INDOT or FHWA for eligibility review?
Eligible Project Types		(Non-Recreational)			Bike/Pedestrian Enhancement
					Bridge Projects
					Freight Enhancement
					Intersections
					Planning/Study
					Roads (New or Expansion)
					Roads (Rehab or Reconstruction)
					Safety Upgrades and Signs
					Signals
					Transit Enhancement

Indianapolis MPO

Group 1 Urban STP Project Selection Criteria

**Adopted by the Indianapolis Regional Transportation Council
Policy Committee
August 19th, 2009**

The Indianapolis MPO receives an annual allocation of Group 1 Urban STP funds in the neighborhood of \$27 million that it is charged with administering. Because the needs of the region exceed the annual allocation received, the MPO has developed a process to assist in the selection projects that will utilize these funds.

The process for selecting Group 1 Urban projects has been used for many years and was revised several times, the last of which being 2001. In August of 2008, at the direction of the IRTC, the MPO staff formed a sub-committee to reexamine the existing criteria and recommend appropriate changes. The sub-committee included the following members:

Lori Miser
Mike Dearing
Steve Cunningham
Philip Roth
Tom Beck
Cat Griffith (Schoenherr)
John Ayres
John Myers
Tonya Galbraith
Joanne Sanders
Jeff Sheridian
Mayor Robin Thoman

Over the course of several months and numerous meetings, the sub-committee first reevaluated the general policy guidelines under which the selection process operates and then developed the revised selection criteria. The revised criteria was presented to the full IRTC for review and comment in May 2009 and adopted by both the Technical and Policy committees in August of 2009.

The Selection Criteria adhere to the Policy Guidelines as revised and shown below:

- **POLICY GUIDELINE 1** – The proposed program should emphasize preservation of and efficiency improvements to the existing transportation system without placing excessive reliance on projects which increase roadway capacity (and the reliance on single occupancy vehicles) and their subsequent impact upon the region's air quality (Goal 1 of the Regional Transportation Plan). Emphasis should be placed on preservation rather than expansion.
- **POLICY GUIDELINE 2** – The Indianapolis Regional Transportation Improvement Program (IRTIP) should follow the priority established in the Regional Plan in implementing projects of regional significance. Although program equity is a key component of the IRTIP, no sub-allocation of federal funds will be affected to replace the project staging and priorities established in the RTP to advance the overall interrelated regional interests.

- **POLICY GUIDELINE 3** – Proposed projects within the region that have a proven potential to enhance economic development, stimulate the economy, and assist in job creation should be given additional consideration for inclusion in the program. Projects that have the potential to positively impact the quality of life for the area’s residents should be considered in the development of the program. Projects should:
 - Be consistent and not in conflict with local and/or county comprehensive plans (i.e. the project implements a solution or addresses a problem identified in the plan)
 - Provide improvements to air quality (improvement is consistent with the CMAQ eligibility requirements)
 - Provide aesthetic improvements where appropriate (provision of landscaping or other scenic beautification)
 - Provide access to major generators (including multi-modal and intra-modal facilities, cultural and recreational sites)
- **POLICY GUIDELINE 4** – Projects are funded at an 80% federal share. If the project costs increase beyond 10% of the amount originally programmed in the IRTIP, the local public agency will be responsible for those costs, unless extenuating circumstances can be documented.
 - MPO staff are directed to scrutinize projects carefully to ensure they have the potential to move to construction, due to the key consideration of spending the federal funds efficiently and effectively.
 - Projects that provide more than a 20% local match should be given special consideration.
- **POLICY GUIDELINE 5** – Due to continued growth of the urban area and limited funding availability, Group 1 STP funds are restricted to the construction phase only.

The revised Group 1 Urban STP Selection Criteria (“Selection Criteria”) will be used by the MPO in project selection and prioritization as Group 1 funds become available for programming. This Selection Criteria provides a sound basis for evaluating the relative importance of projects and is intended to be used as a guide in the selection and prioritization of eligible projects. The Selection Criteria as revised follows:

PROJECT PRIORITY WORKSHEET
for
Group 1 Urban STP Projects

A. New Signalization	1
B. Existing Roadway Capacity Improvement	2
C. New Roadway Construction	3
D. Roadway Reconstruction/ Rehabilitation	4
E. Roadway Resurfacing	5
F. Bridge Replacement	6
G. Bridge Rehabilitation	7
H. Intersection Improvements	8
I. Bicycle Enhancements	9
J. Pedestrian Enhancement	10
K. Freight Enhancement	11
L. Transit Enhancement Capital Projects	12

A. New Signalization (100 points possible)

	CRITERION	MEASURES	Mark appropriate SCORE	
1	NEW SIGNAL WARRANTS as defined in the Indiana Manual on Uniform Traffic Control Devices (MUTCD) *	3 or more Warrants Met	70	
		2 Warrants Met	55	
		1 Warrant Met	35	
2	FEDERAL FUNCTIONAL CLASSIFICATION (leg of intersection with highest classification)	Principal Arterial	15	
		Minor Arterial	10	
		Collector	5	
3	SIGNAL COORDINATION / INTERCONNECTION	Included in Project	15	
		Not Included	0	

TOTAL POINTS for NEW SIGNALIZATION PROJECT _____

*** Documentation is required to substantiate the scores; particularly those criteria identified by an asterisk (*)**

VALUES CAPTURED

1. Propensity of Need
2. Roadway Hierarchy
3. Improved Corridor Efficiency

B. Existing Roadway Capacity Improvement (100 points possible)

	CRITERION	MEASURES	Mark appropriate SCORE	
1	FEDERAL FUNCTIONAL CLASSIFICATION	Principal Arterial	15	
		Minor Arterial	10	
		Collector	5	
2	EXISTING OPERATIONS (Level of Service - LOS)	LOS = F	25	
		LOS = E	15	
		LOS = D	8	
		LOS = C or higher	0	
3	FUTURE OPERATIONS (Year 2035 Level of Service Without Project)	LOS = F	25	
		LOS = E	15	
4	EXISTING AVERAGE DAILY TRAFFIC VOLUME * (Average of Corridor Segments)	ADT x .0005	Enter score:	
			(Max: 25 pts.)	
5	PERMANENT NEIGHBORHOOD DISRUPTION / RELOCATION *	No acquisition of residential or business structures	10	
		No knowledge	0	
		Requires acquisition of residential or business structures	-5	

TOTAL POINTS for EXISTING ROADWAY CAPACITY IMPROVEMENT PROJECT _____

*** Documentation is required to substantiate the scores; particularly those criteria identified by an asterisk (*)**

VALUES CAPTURED

1. Roadway Hierarchy
2. Existing Congestion Level
3. Future Congestion/Need
4. Motorists Served/System Function
5. Impact/Ease of Construction

C. New Roadway Construction (100 points possible)

CRITERION		MEASURES	Mark appropriate SCORE	
1	PROJECTED AVERAGE DAILY TRAFFIC VOLUME * (Average of Segments for Corridors in 2035)	ADT x .0008	Enter score:	
			(Max: 40 pts)	
2	PROJECT IS REGIONALLY SIGNIFICANT	YES	25	
		NO	0	
3	PROJECT ENABLES CONNECTIVITY / CONTINUITY OF THE CORRIDOR	YES	25	
		NO	0	
4	PERMANENT NEIGHBORHOOD DISRUPTION / RELOCATION *	No acquisition of residential or business structures	10	
		No knowledge	0	
		Requires acquisition of residential or business structures	-5	
TOTAL POINTS for NEW ROADWAY CONSTRUCTION PROJECT				

*** Documentation is required to substantiate the scores; particularly those criteria identified by an asterisk (*)**

VALUES CAPTURED

1. Motorists Served/System Function
2. Regional Context
3. Network Role
4. Impact/Ease of Construction

D. Roadway Reconstruction/Rehabilitation - per 3R Standards
(100 points possible)

	CRITERION	MEASURES	Mark appropriate SCORE	
1	FEDERAL FUNCTIONAL CLASSIFICATION	Principal Arterial	10	
		Minor Arterial or Collector	5	
2	PAVEMENT CONDITION INDEX *	PCI = 0 to 10	50	
		PCI = 11 to 25	45	
		PCI = 26 to 40	35	
		PCI = 41 to 55	25	
		PCI > 55	10	
3	EXISTING TRAFFIC VOLUMES (ADT) * (Average of Segments for Corridors)	ADT x .0008	Enter score:	
			(Max: 40 pts)	

TOTAL POINTS for ROAD RECONSTRUCTION/REHABILITATION PROJECT _____

*** Documentation is required to substantiate the scores; particularly those criteria identified by an asterisk (*)**

VALUES CAPTURED

1. Physical Need for Improvement
2. Roadway Hierarchy
3. Motorists Served/System Function

E. Resurfacing (100 points possible)

	CRITERION	MEASURES	Mark appropriate SCORE	
1	FEDERAL FUNCTIONAL CLASSIFICATION	Principal Arterial	10	
		Minor Arterial or Collector	5	
2	PAVEMENT CONDITION INDEX (PCI) *	PCI = 0 to 25	50	
		PCI = 25 to 40	45	
		PCI = 41 to 55	25	
		PCI > 55	10	
3	EXISTING TRAFFIC VOLUMES (ADT) * (Average of Segments for Corridors)	ADT x .0008	Enter score:	
			(Max: 40 pts)	

TOTAL POINTS for RESURFACING PROJECT _____

*** Documentation is required to substantiate the scores; particularly those criteria identified by an asterisk (*)**

VALUES CAPTURED

1. Roadway Hierarchy
2. Physical Need for Improvement
3. Motorists Served/System Function

F. Bridge Replacement (100 points possible)

	CRITERION	MEASURES	Mark appropriate SCORE	
1	SUFFICIENCY RATING * NOTE: A bridge replacement project that has a sufficiency rating of 50 or higher is not eligible for STP funding	29.99 or less	40	
		30.00 to 49.99	=40 -(rating-30) Enter score:	
		50.00 or higher	0	
2	STRUCTURALLY DEFICIENT / FUNCTIONALLY OBSOLETE * NOTE: A bridge replacement project that is neither structurally deficient nor functionally obsolete is not eligible for STP funding	Structurally Deficient	25	
		Functionally Obsolete	15	
		Neither S.D. nor F.O.	0	
3	FEDERAL FUNCTIONAL CLASSIFICATION	Principal Arterial	10	
		Minor Arterial	6	
		Collector	3	
		not on system	0	
4	EXISTING TRAFFIC VOLUMES (ADT) * (Average of Segments for Corridors)	ADT x .0005	Enter score:	
			(Max: 25 pts)	

TOTAL POINTS for BRIDGE REPLACEMENT PROJECT _____

Note: The use of Urban STP funds is permitted to be used on both on-system and off-system bridges within the urbanized area only since Bridge (BR) funds are not available within the urbanized area

*** Documentation is required to substantiate the scores; particularly those criteria identified by an asterisk (*)**

VALUES CAPTURED

1. Overall Bridge Condition
2. Safety Need (structural condition/design standard)
3. Roadway Hierarchy
4. Motorists Served/System Function

G. Bridge Rehabilitation (100 points possible)

	CRITERION	MEASURES	Mark appropriate SCORE	
1	SUFFICIENCY RATING * NOTE: A bridge rehabilitation project that has a sufficiency rating of 80 or higher is not eligible for STP funding	49.99 or less	40	
		50.00 to 79.99	=40 - (rating-50) Enter score:	
		80.00 or higher	0	
2	STRUCTURALLY DEFICIENT / FUNCTIONALLY OBSOLETE * NOTE: A bridge replacement project that is neither structurally deficient nor functionally obsolete is not eligible for STP funding	Structurally Deficient	25	
		Functionally Obsolete	15	
		Neither S.D. nor F.O.	0	
3	FEDERAL FUNCTIONAL CLASSIFICATION	Principal Arterial	10	
		Minor Arterial	6	
		Collector	3	
		not on system	0	
4	EXISTING TRAFFIC VOLUMES (ADT) * (Average of Segments for Corridors)	ADT x .0005	Enter Score:	
			(Max: 25 pts.)	

TOTAL POINTS for BRIDGE REHABILITATION PROJECT _____

Note: The use of Urban STP funds is permitted to be used on both on-system and off-system bridges within the urbanized area only since Bridge (BR) funds are not available within the urbanized area

*** Documentation is required to substantiate the scores; particularly those criteria identified by an asterisk (*)**

VALUES CAPTURED

1. Overall Bridge Condition
2. Safety Need (structural condition/design standard)
3. Roadway Hierarchy
4. Motorists Served/System Function

H. Intersection or Intersection Groups (100 points possible)

	CRITERION	MEASURES	Mark appropriate SCORE	
1	EXISTING TRAFFIC VOLUMES (ADT) *	ADT x .0008	Enter score:	
	(average for groups)		(Max: 40 pts)	
2	ACCIDENT RATES	Rate > 2.5	20	
	(Last 3 years; number of accidents / million vehicles; avg. of intersection groups)	Rate > = 2.0	15	
		Rate > = 1.5	10	
		Rate < 1.5	0	
3	EXISTING OPERATIONS	LOS = F	20	
	(Levels of Service) (overall for groups)	LOS = E	15	
4	FUTURE OPERATIONS	3 or more LOS	20	
	(Improvements to peak hour LOS, e.g. LOS F to LOS C, LOS E to LOS B, LOS D to LOS A)	2 LOS	15	
		1 LOS	10	
		no LOS improvement	0	

TOTAL POINTS for INTERSECTION OR INTERSECTION GROUP PROJECT _____

*** Documentation is required to substantiate the scores; particularly those criteria identified by an asterisk (*)**

VALUES CAPTURED

1. Motorists Served/System Function
2. Degree of Demonstrated Hazard
3. Existing Congestion Level
4. Future Congestion/Need

I. Bicycle Enhancement (100 points possible)

	CRITERION	MEASURES	Mark appropriate SCORE	
1	CONSTRUCTS NEW EXCLUSIVE BICYCLE LANE OR MULTI-USE PATH	Adds 2.5 or more miles (Project Length)	50	
		Adds less than 2.5 miles (Project Length)	40	
2	CONSTRUCTS NEW PUBLIC BICYCLE STORAGE	Adds 8 or more bike parking spaces	10	
		Adds 1 to 7 bike parking spaces	5	
3	PROXIMITY TO PRIMARY CORRIDOR IN BICYCLE PLAN * (“primary corridors” includes all regional greenways and bike lanes, but does not include "local" corridors that serve only a local neighborhood)	On corridor	20	
		Connects to corridor	15	
4	NEW or REHABED SIDEWALK/MULTIUSE PATH CONNECTING TO a BUS STOP or RAPID TRANSIT STATION *	Existing mass transit route	20	
		Planned mass transit route	15	
		Not connected	0	

TOTAL POINTS for BICYCLE ENHANCEMENT PROJECT _____

*** Documentation is required to substantiate the scores; particularly those criteria identified by an asterisk (*)**

VALUES CAPTURED

1. Non-motorized Travel Opportunity
2. Network Travel Function
3. Extension of Planned Network
4. Multi-Modal Travel Opportunity

J. Pedestrian Enhancement (100 points possible)

	CRITERION	MEASURES	Mark appropriate SCORE	
1	SIDEWALK EXPANSION / REHABILITATION *	Adds or rehabs 0.5 or more miles (Project Length)	20	
		Adds or rehabs 0.3 to 0.49 miles (Project Length)	15	
		Adds or rehabs less than 0.3 mi. (Project Length)	10	
2	PROJECT LOCATED ON RECOMMENDED CORRIDOR IN REGIONAL PEDESTRIAN PLAN or IDENTIFIED AS NEEDED SEGMENT in a WALKABILITY STUDY	Yes	15	
		No	0	
3	CONNECTS MISSING LINK IN SIDEWALK NETWORK * (identified in the Regional Pedestrian Plan)	Connects to a collector sidewalk	20	
		Makes another connection	10	
4	ELIMINATES PEDESTRIAN / VEHICLE HAZARD *	Yes	15	
		No	0	
5	CONNECTS MULTIPLE PEDESTRIAN DESTINATIONS * [high density (10+units/acre) residential, commercial, office districts and/or mixed use districts]	Yes	15	
		No	0	
6	NEW or REHABED SIDEWALK/MULTIUSE PATH CONNECTING TO a BUS STOP or RAPID TRANSIT STATION *	Existing mass transit route	15	
		Planned mass transit route	10	
		Not connected	0	

TOTAL POINTS for PEDESTRIAN ENHANCEMENT PROJECT _____

*** Documentation is required to substantiate the scores; particularly those criteria identified by an asterisk (*)**

VALUES CAPTURED

1. Pedestrian Travel Opportunity
2. Extension of Planned Network
3. Network Travel Function
4. Improved Safety
5. Improved System Function
6. Multi-Modal Travel Opportunity

K. Freight Enhancement (100 points possible)

Mark
appropriate
SCORE

	CRITERION	MEASURES		
1	IMPLEMENTS RECOMMENDATION FROM FREIGHT PLAN Per the list of "Priority Freight Infrastructure Projects" defined in the 1998 Indianapolis Intermodal Freight System Plan	Yes	25	
		No	0	
2	IMPROVES CONGESTION ON ESTABLISHED TRUCK ROUTE * Per the list of "Priority Freight Infrastructure Projects" defined in the 1998 Indianapolis Intermodal Freight System Plan	Intersection with LOS F	25	
		Intersection with LOS D, E	15	
		Intersection with LOS C	5	
		Intersection with LOS B, A	0	
3	ALLOWS MORE DIRECT ROUTING OF TRUCKS *	To Interstate interchange	15	
		To Primary arterial	10	
		None	0	
4	ELIMINATES EXISTING IMPEDIMENT ON ESTABLISHED TRUCK ROUTE * Per the list of "Priority Freight Infrastructure Projects" defined in the 1998 Indianapolis Intermodal Freight System Plan	Overpass clearance	10	
		Intersection turning radius	5	
		None	0	
5	IMPROVES SAFETY ON ESTABLISHED TRUCK ROUTE * Per the list of "Priority Freight Infrastructure Projects" defined in the 1998 Indianapolis Intermodal Freight System Plan	Improves 2 or more safety factors	15	
		Improves 1 safety factor	10	
		None	0	
6	IMPROVES ACCESS TO INTER-MODAL FREIGHT TRANSFER *	Air → truck transfer	10	
		Rail → truck transfer	10	
		Air → rail transfer	5	
		None	0	

TOTAL POINTS for FREIGHT ENHANCEMENT PROJECT _____

*** Documentation is required to substantiate the scores; particularly those criteria identified by an asterisk (*)**

VALUES CAPTURED

- | | |
|---|--|
| 1. Extension of Planned Freight Network | 4. Bottleneck Elimination for Goods Movement |
| 2. Existing Congestion Level | 5. Enhanced Safety (truck movements) |
| 3. More Efficient Goods Movement | 6. Intermodal System |

L. Transit Enhancement Capital Projects (100 points possible)

	CRITERION	MEASURES	Mark appropriate SCORE	
1	EXPAND / MAINTAIN TRANSIT SERVICE ACCESSIBILITY	Extend Sidewalk Access at Bus Stops	25	
		Maintain/upgrade access at existing bus stops - curbs/ramps/crossings	25	
		Increase Multimodal Accessibility - bike, trail	25	
		Provide Additional Bus Stops	20	
2	IMPROVES SAFETY & SECURITY (for transit service with lighting, audio and visual monitoring)	Yes	10	
		No	0	
3	IMPROVES COMFORT / AMENITIES of TRANSIT PATRONS (shelters/benches)	Yes	25	
		No	0	
4	ENHANCES COMMUNICATIONS / INFORMATION SHARING (with community/riders)	informational signage	15	
		use of electronic media	15	
		supports marketing efforts	10	
5	IMPLEMENTS THE COMPREHENSIVE OPERATIONAL ANALYSIS or THE REGIONAL MASS TRANSIT SERVICE PLAN RECOMMENDATIONS	Yes	10	
		No	0	
6	UTILIZES TECHNOLOGY for TRANSIT SERVICE PLANNING (software, telephonic, computer, web access)	Yes	15	
		No	0	

TOTAL POINTS for TRANSIT ENHANCEMENT PROJECT _____

*** Documentation is required to substantiate the scores; particularly those criteria identified by an asterisk (*)**

VALUES CAPTURED

- | | |
|---------------------------------|---|
| 1. Transit Availability | 4. Transit Information for Users |
| 2. Transit User Safety/Security | 5. Extension of Planned Transit Network |
| 3. Transit Patron Service Level | 6. System Operation and Efficiency |

Appendix B

Air Quality Conformity Determination

The 2018-2021 Indianapolis Regional Transportation Improvement Program (IRTIP) is not subject to a conformity determination per regulations of the 1990 Clean Air Act Amendments (CAAA) due to the Indianapolis region's current air quality status. A separate Air Quality Conformity Analysis Summary Report for the current [2035 Indianapolis Long-Range Transportation Plan](#) is available for review on the MPO's website and at the offices of the Indianapolis MPO, 200 East Washington Street, Suite 1922, Indianapolis, Indiana 46204.

Appendix C

Financial Reasonableness

Federal regulations require the IRTIP to be financially constrained, specifically:

“The TIP shall be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources.”

The financial plan must be developed in cooperation with the state and the transit operator. INDOT and IndyGo must provide the IMPO with estimates of available federal and state funds, which the IMPO utilizes in developing the financial plan. Only projects for which construction and operating funds can reasonably be expected to be available can be included in the IRTIP.

In developing the financial analysis, the IMPO must take into account all projects and strategies funded under Title 23, U.S.C., the Federal Transit Act, other federal funds, local sources, state assistance, and private participation.

A total of \$1,038,945,061 in revenues and \$997,485,045 of expenditures are forecast during the 2018-2021 IRTIP years. For a more detailed funding breakdown by federal fund category and fiscal year, please refer to Table C.2 on page C-3.

Revenues

The core of the IMPO’s federal revenue projection comes from anticipated highway and transit appropriations as outlined in the Fixing America’s Surface Transportation Act or “FAST Act”, which is the source of federal assistance for the IMPO, IndyGo and INDOT. The IMPO works with INDOT and IndyGo to develop reasonable six-year appropriation estimates based on current allocation figures and then projects these over the four years of the IRTIP. New to this IRTIP are Prior Year Balance funds (PYBs) which are being provided by INDOT in repayment of MPO funds previously obligated by the State.

Regional IMPO Funds

The Surface Transportation Block Grant Program (STP) funds, as well as the HSIP, TAP and CMAQ funds are the only funds the IMPO directly administers. These funds are based on forecasts provided by INDOT and adjusted as revenue forecasts are updated with actual appropriations and limitations provided on a regular basis as well as when actual project costs become available.

Revenue projections and programmed project costs for all federal funding categories used within the Indianapolis MPA in years 2018 through 2021 are summarized in Table C.1 below. STP, HSIP, CMAQ and TAP funding levels were based on allocation numbers provided by INDOT and extended to each program year of the new IRTIP, per INDOT guidance.

Based on generally lower allocations and the number of programmed projects for certain funding categories in the inner years of the IRTIP, an overall surplus of approximately \$38,321,016 is projected. As a result, Table C.1 demonstrates that programming of these funds meets federal fiscal constraint requirements.

Table C.1
Federal Funding Summary Table

Federal Revenue Source	Revenue				
	2018 Federal \$	2019 Federal \$	2020 Federal \$	2021 Federal \$	TOTAL Federal \$
STP Group I	\$ 29,632,009	\$ 29,632,009	\$ 29,632,009	\$ 29,632,009	\$ 118,528,036
CMAQ	\$ 8,132,682	\$ 8,132,682	\$ 8,132,682	\$ 8,132,682	\$ 32,530,728
HSIP	\$ 7,143,882	\$ 7,143,882	\$ 7,143,882	\$ 7,143,882	\$ 28,575,528
TAP	\$ 2,470,194	\$ 2,470,194	\$ 2,470,194	\$ 2,470,194	\$ 9,880,776
Prior Year Balance	\$ -	\$ 25,764,142	\$ 4,996,480	\$ -	\$ 30,760,622
State TAP	\$ 1,856,000	\$ -	\$ -	\$ -	\$ 1,856,000
RTP	\$ 245,083	\$ 69,723	\$ -	\$ -	\$ 314,806
STP Group III	\$ 3,558,000	\$ 4,500,000	\$ -		\$ 8,058,000
STP Group IV	\$ 4,072,000	\$ 13,130,740	\$ 4,726,310	\$ 12,556,000	\$ 34,485,050
Local Bridge	\$ 1,492,951	\$ 167,938	\$ 526,460.00	\$ 56,465	\$ 2,243,814
INDOT	\$ 135,075,007	\$ 240,088,429	\$ 131,169,417	\$ 24,967,147	\$ 531,300,000
IndyGo	\$ 16,255,001	\$ 16,251,453	\$ 16,243,453	\$ 16,243,453	\$ 64,993,359
STP Rail/Hwy	\$ 300,000	\$ -	\$ -	\$ -	\$ 300,000
FTA Sect. 5311	\$ 2,358,408	\$ 2,358,408	\$ -	\$ -	\$ 4,716,816
FTA Sect. 5339	\$ 211,874	\$ -	\$ -	\$ -	\$ 211,874
Earmark	\$ 968,819	\$ 891,524			
Relinquishment	\$ 8,228,664	\$ -	\$ -	\$ -	\$ 8,228,664
Total Revenues	\$ 222,000,574	\$ 350,601,124	\$ 205,040,887	\$ 101,201,832	\$ 878,844,416
Programmed Funds (expenditures)	\$ 212,994,051	\$ 346,462,625	\$ 198,312,534	\$ 82,754,191	\$ 840,523,400
Difference	\$ 9,006,523	\$ 4,138,499	\$ 6,728,353	\$ 18,447,641	\$ 38,321,016

Conclusion

The revenues shown above are based on estimates from INDOT. The forecast revenues and program expenditures are consistent with the reasonably anticipated revenues for the region, as directed by INDOT and federal guidelines. Table C.1 demonstrates that more revenue is projected to be available during the four-year period of the IRTIP than expenditures programmed for spending on projects and programs, thus demonstrating fiscal constraint.

Table C.2
Total Funding Detail Table

ANTICIPATED REVENUE

Revenue per Funding Source	2018			2019			2020			2021			TOTAL		
	Federal \$	Local Match \$	Total	Federal \$	Local Match \$	Total	Federal \$	Local Match \$	Total	Federal \$	Local Match \$	Total	Federal \$	Local Match \$	Total
STP Group I	\$ 29,632,009	\$ 5,688,214	\$ 35,320,223	\$ 29,632,009	\$ 8,837,351	\$ 38,469,360	\$ 29,632,009	\$ 8,338,436	\$ 37,970,445	\$ 29,632,009	\$ 16,929,180	\$ 46,561,189	\$ 118,528,036	\$ 39,793,181	\$ 158,321,217
CMAQ	\$ 8,132,682	\$ 1,869,297	\$ 10,001,979	\$ 8,132,682	\$ 1,234,656	\$ 9,367,338	\$ 8,132,682	\$ 1,046,870	\$ 9,179,552	\$ 8,132,682	\$ 2,336,300	\$ 10,468,982	\$ 32,530,728	\$ 6,487,123	\$ 39,017,851
HSIP	\$ 7,143,882	\$ 590,058	\$ 7,733,940	\$ 7,143,882	\$ 374,410	\$ 7,518,292	\$ 7,143,882	\$ 614,034	\$ 7,757,916	\$ 7,143,882	\$ 475,757	\$ 7,619,639	\$ 28,575,528	\$ 2,054,259	\$ 30,629,787
TAP	\$ 2,470,194	\$ 1,110,459	\$ 3,580,653	\$ 2,470,194	\$ 636,166	\$ 3,106,360	\$ 2,470,194	\$ 307,569	\$ 2,777,763	\$ 2,470,194	\$ -	\$ 2,470,194	\$ 9,880,776	\$ 2,054,194	\$ 11,934,970
Prior Year Balances	\$ -	\$ -	\$ -	\$ 25,764,142	\$ 5,681,508	\$ 31,445,650	\$ 4,996,480	\$ 973,356	\$ 5,969,836	\$ -	\$ -	\$ -	\$ 30,760,622	\$ 6,654,864	\$ 37,415,486
State TAP	\$ 1,856,000	\$ 464,000	\$ 2,320,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,856,000	\$ 464,000	\$ 2,320,000
RTP	\$ 245,083	\$ 61,271	\$ 306,354	\$ 69,723	\$ 17,432	\$ 87,155	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 314,806	\$ 78,703	\$ 393,509
STP Group III	\$ 3,558,000	\$ 1,218,000	\$ 4,776,000	\$ 4,500,000	\$ 1,125,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,058,000	\$ 2,343,000	\$ 10,401,000
STP Group IV	\$ 4,072,000	\$ 984,355	\$ 5,056,355	\$ 13,130,740	\$ 3,262,059	\$ 16,392,799	\$ 4,726,310	\$ 1,181,577	\$ 5,907,887	\$ 12,556,000	\$ 3,139,000	\$ 15,695,000	\$ 34,485,050	\$ 8,566,991	\$ 43,052,041
Local Bridge	\$ 1,492,951	\$ 373,239	\$ 1,866,190	\$ 167,938	\$ 41,984	\$ 209,922	\$ 526,460.00	\$ 131,614.00	\$ 658,074.00	\$ 56,465	\$ 14,117	\$ 70,582	\$ 2,243,814	\$ 560,954	\$ 2,804,768
INDOT	\$ 135,075,007	\$ 16,571,282	\$ 151,646,289	\$ 240,088,429	\$ 36,135,082	\$ 276,223,511	\$ 131,169,417	\$ 16,428,499	\$ 147,597,916	\$ 24,967,147	\$ 5,051,301	\$ 30,018,448	\$ 531,300,000	\$ 74,186,164	\$ 605,486,164
IndyGo	\$ 16,255,001	\$ 4,063,750	\$ 20,318,751	\$ 16,251,453	\$ 4,062,863	\$ 20,314,316	\$ 16,243,453	\$ 4,060,863	\$ 20,304,316	\$ 16,243,453	\$ 4,060,863	\$ 20,304,316	\$ 64,993,359	\$ 16,248,340	\$ 81,241,699
STP Rail/Hwy	\$ 300,000	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
FTA Sect. 5311	\$ 2,358,408	\$ -	\$ 2,358,408	\$ 2,358,408	\$ -	\$ 2,358,408	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,716,816	\$ -	\$ 4,716,816
FTA Sect. 5339	\$ 211,874	\$ 52,969	\$ 264,843	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 211,874	\$ 52,969	\$ 264,843
Earmark	\$ 968,819	\$ 333,022	\$ 1,301,841	\$ 891,524	\$ 222,881	\$ 1,114,405	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,860,343	\$ 555,903	\$ 2,416,246
Relinquishment	\$ 8,228,664	\$ -	\$ 8,228,664	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,228,664	\$ -	\$ 8,228,664
Total Revenues	\$ 222,000,574	\$ 33,379,916	\$ 255,380,490	\$ 350,601,124	\$ 61,631,392	\$ 412,232,516	\$ 205,040,887	\$ 33,082,818	\$ 238,123,705	\$ 101,201,832	\$ 32,006,518	\$ 133,208,350	\$ 878,844,416	\$ 160,100,644	\$ 1,038,945,061

PROGRAMMED EXPENDITURES

\$ Programmed per Funding Source	2018			2019			2020			2021			TOTAL		
	Federal \$	Local Match \$	Total	Federal \$	Local Match \$	Total	Federal \$	Local Match \$	Total	Federal \$	Local Match \$	Total	Federal \$	Local Match \$	Total
STP Group I	\$ 22,188,921	\$ 5,688,214	\$ 27,877,135	\$ 31,931,955	\$ 8,837,351	\$ 40,769,306	\$ 27,567,238	\$ 8,338,436	\$ 35,905,674	\$ 27,860,120	\$ 16,929,180	\$ 44,789,300	\$ 109,548,234	\$ 39,793,181	\$ 149,341,415
CMAQ	\$ 7,477,100	\$ 1,869,297	\$ 9,346,397	\$ 5,483,036	\$ 1,234,656	\$ 6,717,692	\$ 6,386,594	\$ 1,046,870	\$ 7,433,464	\$ 9,345,200	\$ 2,336,300	\$ 11,681,500	\$ 28,691,930	\$ 6,487,123	\$ 35,179,053
HSIP	\$ 6,475,860	\$ 590,058	\$ 7,065,918	\$ 3,354,364	\$ 374,410	\$ 3,728,774	\$ 5,526,307	\$ 614,034	\$ 6,140,341	\$ 4,281,806	\$ 475,757	\$ 4,757,563	\$ 19,638,337	\$ 2,054,259	\$ 21,692,596
TAP	\$ 2,230,363	\$ 1,110,459	\$ 3,340,822	\$ 2,470,913	\$ 636,166	\$ 3,107,079	\$ 1,170,275	\$ 307,569	\$ 1,477,844	\$ -	\$ -	\$ -	\$ 5,871,551	\$ 2,054,194	\$ 7,925,745
Prior Year Balances	\$ -	\$ -	\$ -	\$ 25,764,142	\$ 5,681,508	\$ 31,445,650	\$ 4,996,480	\$ 973,356	\$ 5,969,836	\$ -	\$ -	\$ -	\$ 30,760,622	\$ 6,654,864	\$ 37,415,486
State TAP	\$ 1,856,000	\$ 464,000	\$ 2,320,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,856,000	\$ 464,000	\$ 2,320,000
RTP	\$ 245,083	\$ 61,271	\$ 306,354	\$ 69,723	\$ 17,432	\$ 87,155	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 314,806	\$ 78,703	\$ 393,509
STP Group III	\$ 3,558,000	\$ 1,218,000	\$ 4,776,000	\$ 4,500,000	\$ 1,125,000	\$ 5,625,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,058,000	\$ 2,343,000	\$ 10,401,000
STP Group IV	\$ 4,072,000	\$ 984,355	\$ 5,056,355	\$ 13,130,740	\$ 3,262,059	\$ 16,392,799	\$ 4,726,310	\$ 1,181,577	\$ 5,907,887	\$ -	\$ -	\$ -	\$ 21,929,050	\$ 5,427,991	\$ 27,357,041
Local Bridge	\$ 1,492,951	\$ 373,239	\$ 1,866,190	\$ 167,938	\$ 41,984	\$ 209,922	\$ 526,460	\$ 131,614	\$ 658,074	\$ 56,465	\$ 14,117	\$ 70,582	\$ 2,243,814	\$ 560,954	\$ 2,804,768
INDOT	\$ 135,075,007	\$ 16,571,282	\$ 151,646,289	\$ 240,088,429	\$ 36,135,082	\$ 276,223,511	\$ 131,169,417	\$ 16,428,499	\$ 147,597,916	\$ 24,967,147	\$ 5,051,301	\$ 30,018,448	\$ 531,300,000	\$ 74,186,164	\$ 605,486,164
IndyGo	\$ 16,255,001	\$ 4,063,750	\$ 20,318,751	\$ 16,251,453	\$ 4,062,863	\$ 20,314,316	\$ 16,243,453	\$ 4,060,863	\$ 20,304,316	\$ 16,243,453	\$ 4,060,863	\$ 20,304,316	\$ 64,993,359	\$ 16,248,340	\$ 81,241,699
STP Rail/Hwy	\$ 300,000	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
FTA Sect. 5311	\$ 2,358,408	\$ -	\$ 2,358,408	\$ 2,358,408	\$ -	\$ 2,358,408	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,716,816	\$ -	\$ 4,716,816
FTA Sect. 5339	\$ 211,874	\$ 52,969	\$ 264,843	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 211,874	\$ 52,969	\$ 264,843
Earmark	\$ 968,819	\$ 333,022	\$ 1,301,841	\$ 891,524	\$ 222,881	\$ 1,114,405	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,860,343	\$ 555,903	\$ 2,416,246
Relinquishment	\$ 8,228,664	\$ -	\$ 8,228,664	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,228,664	\$ -	\$ 8,228,664
TOTAL Programmed Funds	\$ 212,994,051	\$ 33,379,916	\$ 246,373,967	\$ 346,462,625	\$ 61,631,392	\$ 408,094,017	\$ 198,312,534	\$ 33,082,818	\$ 231,395,352	\$ 82,754,191	\$ 28,867,518	\$ 111,621,709	\$ 840,523,400	\$ 156,961,644	\$ 997,485,045
Difference	\$ 9,006,523	\$ -	\$ 9,006,523	\$ 4,138,499	\$ -	\$ 4,138,499	\$ 6,728,353	\$ -	\$ 6,728,353	\$ 18,447,641	\$ 3,139,000	\$ 21,586,641	\$ 38,321,016	\$ 3,139,000	\$ 41,460,016

Appendix D

PUBLIC PARTICIPATION

- Indianapolis MPO Public Participation Plan, approved February 2015
- Public Notice of Review & Comment Period (flyer)
- Public Notice of Review & Comment Period and Public Hearing (published)
- Public Comments & Responses

Indianapolis Metropolitan Planning Organization

Public Involvement Plan

Adopted February 25, 2015



200 East Washington St, Suite 1922
Indianapolis, IN 46204
317.327.5136
www.IndyMPO.org

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Introduction

The Indianapolis Metropolitan Planning Organization (MPO) and the Indianapolis Regional Transportation Council (IRTC) conduct the metropolitan transportation planning process in central Indiana. The MPO has developed this Public Involvement Process¹ (PIP) to provide opportunities for all segments of the public to be involved in the metropolitan transportation planning process. Specifically, as the federal guidance specifies, the following groups are targeted:

- general public
- affected public agencies
- representatives of public transportation employees
- freight shippers
- providers of freight transportation services
- private providers of transportation
- representatives of users of public transportation
- representatives of users of pedestrian walkways and bicycle transportation facilities
- representatives of the disability community
- and other interested parties

This PIP supports early and continuing involvement of the public as part of the MPO's planning process. It also ensures that the public has access to adequate and timely public notice of public participation activities, time for public review and comment at key decision points, a reasonable opportunity to comment on planning products such as the proposed Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP), and reasonable access to information about transportation issues and processes.

Special Note for IndyGo

The public participation process described herein is used to satisfy the public participation process for the Program of Projects (POP) for the following Federal Transit Administration (FTA) grantee: Indianapolis Public Transportation Corporation. Pursuant to Indianapolis Public Transportation Corporation Resolution No. 2002-09 adopting the Public Participation Process of the Indianapolis Metropolitan Planning Organization, this publication complies with the requirements of the public participation process as set forth.

¹ As required by "23 CFR 450.316" of the Code of Federal Regulations (Appendix C of this document). The MPO is designated to receive federal transportation funding from the Federal Highway Administration and the Federal Transit Administration.

Goals

The Public Involvement Plan is intended to provide all interested parties, including local public agencies and planning partners, with information on how the MPO actively engages the public in the transportation planning process. An effective public involvement plan requires MPO staff to both provide information to and gather information from the public. This exchange should occur for all MPO plans and programming activities, including special planning projects.

The goals of this process are:

1. Obtain understanding of transportation needs through public engagement.
2. Provide to the public reasonable access at key decision points during the development of MPO plans and programs.
3. Ensure full and fair participation in the transportation decision making process.
4. Provide timely and adequate notice to the public about meetings and plans.
5. Seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income, minority, and older adult households, who may face challenges accessing employment and other services.

The MPO will monitor and update the Public Involvement Plan to review its effectiveness. It is the intent that the goals of this plan will foster general public engagement in the MPO planning process and increased public interest and engagement in transportation issues within the region.

The emphasis of this process is on early involvement of the public in the planning process in order to obtain input and insight before key decisions are made.

Public Involvement Procedures

Scheduling and Noticing Procedures

The MPO develops and updates its planning and programming documents on a regular basis. There are various minimum public input and public noticing periods based on the type of planning document. The table in Appendix A summarizes the minimum input and noticing periods.

Open Meetings

Notifications, cancellations, and any special announcements for regular meetings conducted by the MPO (such as meetings of the IRTC Policy, Technical, and Administrative committees) will be listed on the MPO website, at the MPO office, and an e-mail will be sent to the Interested Citizens/Agencies List. All meetings posted on the MPO website are open for the public to attend. Exceptions to this policy only permitted as allowed by the Open Door Law (IC 5-14-1.5 – Appendix D).

Meeting Accessibility

The transportation needs and opinions of persons with disabilities shall be included in the transportation planning process². The planning process will be made accessible to such persons by ensuring that all public meetings are held at convenient and accessible locations and times. When possible, public meetings are held at facilities accessible by transit. All standing IRTC meetings will be accessible by transit.

Individuals needing special accommodations to participate in meetings or individuals with limited English proficiency should contact MPO staff at least three (3) working days prior to the scheduled meeting in order to accommodate their needs. Please call 317-327-5136 or 711 for Relay Indiana for special accommodations.

Coordination with Statewide Transportation Planning

The Indianapolis MPO consistently engages the Indiana Department of Transportation (INDOT) in its planning processes. As part of this coordination effort, MPO staff reaches out to INDOT for participation in planning processes and updates on INDOT plans and programs. INDOT is apprised of MPO activities through participation on the IRTC Technical and Policy Committees. INDOT is a voting member of the IRTC Technical and Policy Committees.

Methods of Public Outreach & Advertisement

To provide effective and meaningful public input opportunities, this Public Involvement Plan includes the following methods for public outreach.

Public Hearings

Federal law requires the provision of public hearings for the creation of and updates to specific MPO documents. These public hearings provide the general public and other interested parties with an opportunity to have their position heard. Public hearing procedures will be in accordance with Appendix B of this Public Involvement Plan.

Public Notices

Public notices, issued to major news publications, will be issued for meetings or documents available for public comment in accordance with the minimum advertising periods as set forth in this Public Involvement Plan.

The Indianapolis MPO Website

Advertisements for public hearings, public review periods, public forums, review draft availability, and other occurrences will be posted to the MPO's website.

² In accordance with the Americans with Disabilities Act of 1990

Electronic Newsletter

The Indianapolis MPO utilizes its quarterly electronic newsletter, *TeMPO*, to distribute news stories, public meeting notices, and other important information to its members and the Interested Citizens/Agencies list.

Social Media

The Indianapolis MPO currently uses Facebook as its primary social media presence. The Indianapolis MPO Facebook page blasts out information on current planning activities and distributes news and information about our member agencies, many of whom have an active presence on Facebook.

Visualization Techniques

Attempts will be made to employ visualization techniques to describe locations and/or design of proposed planning or construction projects. These may include the following formats: project location maps, photographs, narrative project descriptions, charts, illustrations, graphics, diagrams, and sketches. In particular, the newly developed Metropolitan Indianapolis Transportation Improvement Program (MiTIP) website represents the current Indianapolis Regional Transportation Improvement Program (IRTIP). This new website is immediately and automatically populated with updated information whenever a change is made. This new website now provides the user with the most up to date information available and provides project specific search capabilities.

Staff will continue to monitor and investigate developing technologies to improve the MPO's visualization process.

Public Forums

Public forums are used to engage the public for specific planning activities. The intent of public forums is to disseminate and gather information in an informal setting. These forums may be conducted in a specific planning area for a location-based project, or may be spread throughout the region, depending on the geographic scale of the project.

Presentations

Presentations will be given by staff at appropriately scheduled public meetings or to organizations or agencies with specific interest in particular projects, either as preliminary outreach or as requested by the organizations.

Surveys

One helpful tool for gathering public input is surveys. Surveys can take many shapes, sizes, and method of deployment; electronic, paper, telephone, and in-person. The MPO uses surveys to gather information from the public on specific planning activities and uses the information to inform the planning process. Another use is to survey the members of the IRTC at key points in a planning process. Survey results are shared with the IRTC and are considered integral parts of a successful planning process.

Interested Citizens/Agencies List

MPO staff will continue to develop and maintain an Interested Citizens/Agencies List for the purpose of disseminating information about transportation plans, policies, and activities. The Interested Citizens/Agencies List will include organizations that represent low-income and minority populations that have traditionally been underserved in the transportation planning process. The Interested Citizens/Agencies List will be continually examined for inclusiveness and usefulness. Anyone who wishes to be added to the Interested Citizens/Agencies List can send his or her request to Stephanie Belch, Stephanie.Belch@Indy.gov.

Currently the list includes representatives of the following entities:

- Traffic agencies
- Private providers of transportation services
- Ridesharing agencies
- Parking agencies
- Transportation safety agencies
- Traffic enforcement agencies
- Commuter rail operators
- Airport and port authorities
- Freight companies
- Railroad companies
- Environmental organizations
- Neighborhood associations
- Local Health Departments
- Other City, County, and Municipal departments
- Advocacy Groups
- Interested citizens
- Public Schools
- Private Schools
- Parochial Schools
- Charter Schools
- Organizations representing the interests of:
 - Older Adults
 - Minority populations
 - Transportation agency employees
 - Users of various modes of transportations
 - Persons with disabilities
 - Economically disadvantaged persons
 - Others underserved by the transportation system

Availability of Information

All documents seeking public comment will be posted on the public notices page of the MPO website <http://www.indympo.org/news/pages/publicnotices.aspx>. MPO staff will make printed materials available to the public upon request. When appropriate, a charge may be levied for copies of publications. The charge will cover the cost of production and, if applicable, the cost of mailing the materials. All such materials are available for viewing at the MPO office at no cost.

Public Involvement Plan Update

A minimum public comment period of forty-five (45) calendar days will be provided before an initial or revised Public Involvement Plan (PIP) is adopted by the MPO/IRTC. Meetings during which the IRTC will consider adoption of a PIP will include a public hearing in accordance with Appendix B of this Public Involvement Plan. Copies of the approved PIP will be provided to the FHWA and the FTA for informational purposes and will be posted to the MPO's website. The MPO will review the PIP every two years and initiate an update process as necessary.

Long Range Transportation Plan (LRTP) Public Involvement

The Long-Range Transportation Plan (LRTP) for the Indianapolis Metropolitan Planning Area (MPA) serves as the comprehensive plan for transportation investment to support the safe and efficient movement of people and goods within the Indianapolis region through the plan's 20-year horizon. The LRTP is the MPO's primary transportation policy document. It establishes the purpose and need for major projects, identifies activities to address major transportation issues, and prioritizes investments in the transportation system.

The LRTP must be fiscally constrained (activities are prioritized relative to realistic projections of available financial resources through the next 20 years); it identifies policies, strategies, and projects for the future; it focuses at the systems level, including roadways, transit, non-motorized transportation, and intermodal connections; it must be consistent with the statewide long-range transportation plan; and it must be updated every four years in air quality attainment or non-attainment areas.

New LRTP

The development of a major update (new) for a Long Range Transportation Plan can take several months, if not longer, depending on the scope. Throughout the long range planning process, the public will be engaged at key stages of development.

Once the New LRTP is in final draft form, a comment period of thirty (30) calendar days will be provided for public review, including the associated air quality conformity analyses. If the final draft LRTP differs significantly from the version that was made available for public comment, a second public comment

period of at least fifteen (15) calendar days will be held before final approval by the IRTC Policy Committee.

L RTP Amendments

Between major updates of the L RTP, there are occasions that require amending the L RTP. This could be due to new planning requirements, new air quality conformity regulations, projects schedules changes, or similar reasons. A comment period of fifteen (15) calendar days will be provided for public review of an amendment to the L RTP, including the associated Air Quality analysis.

Approval of the L RTP

The IRTC Policy Committee is the approval body of the Indianapolis MPO. The Policy Committee reviews and approves the new, amended, or updated L RTP at its regularly scheduled meetings only after all reviewing agencies have reviewed the L RTP and Air Quality Conformity Analysis, the public has reviewed and provided comments, and the IRTC Technical Committee has reviewed and approved the document. The final document will be available on the MPO's website. Meetings during which the L RTP will consider adoption of the L RTP will include a public hearing in accordance with Appendix B of this Public Involvement Plan.

L RTP Public Comments

For every public input opportunity for the L RTP, MPO staff will provide specific instructions how to provide public comment. Copies of the draft new or amended L RTP will be available in the MPO's office and on the MPO's website.

For a New L RTP, flyers announcing the public review and comment period and the availability of the draft New L RTP will be posted at selected public libraries and local government offices within the Indianapolis MPA.

Comment periods for both new and amended L RTPs will be announced in the public notice section of the Indianapolis Star and on the MPO's website.

Those members of the public wishing to address comments to the Indianapolis Regional Transportation Council Policy Committee or any committee thereof will be given the opportunity to comment at the noticed public hearings.

All significant public comments, or a summary of like comments, and responses will be discussed with both the IRTC Technical Committee and Policy Committee prior to approval. All comments received during the designated comment period will be included in the appendix of the final document.

Indianapolis Regional Transportation Improvement Program (IRTIP) Public Involvement

The Indianapolis Regional Transportation Improvement Program (IRTIP) includes the federally funded transportation improvements proposed by government and transportation agencies in the Indianapolis Metropolitan Planning Area over a four year period. The MPO and IRTC are responsible for managing the various federal funding programs through their project selection process. The IRTIP provides a schedule by which to coordinate federal project implementation among jurisdictions and agencies; a guide for implementation of other short- and long-range transportation plans; and aid to financial programming and administration; and a source of information for the public.

New IRTIP

A comment period of thirty (30) calendar days will be provided for public review of the draft 4-year IRTIP, including the associated Air Quality analysis. If the final draft IRTIP differs significantly from the version that was made available for public comment, a second public comment period of at least fifteen (15) calendar days will be held before final approval by the IRTC Policy Board.

IRTIP Amendment

A comment period of at least ten (10) calendar days will be provided for public review of an IRTIP amendment.

IRTIP Illustrative List

A comment period of at least ten (10) calendar days will be provided for public review of the IRTIP Illustrative List. The MPO will annually develop the Illustrative List of projects that have anticipated implementation dates beyond the 4-year timeframe of the regular IRTIP. This will be in addition to the IRTIP, and these projects will eventually be adopted into the IRTIP once their construction dates are within the IRTIP's 4-year timeframe.

IRTIP Administrative Amendment

No public review is required for administrative amendments of the IRTIP. Administrative amendments are approved by the MPO Executive Director under authority of the IRTC Policy Committee.

Administrative amendments are minor in nature; yet still require an amendment as opposed to a modification. Administrative amendments may be approved for exempt (from air quality conformity requirements) projects where public involvement on the overall project has already taken place. An example of this type of amendment includes but is not limited to:

- A construction phase is programmed in the current IRTIP but preliminary engineering or right-of-way phases were overlooked and need to be added to the IRTIP.
- A project from a previous IRTIP needs to be amended into the new version of the IRTIP.
- INDOT preservation projects (air quality conformity exempt) that do not involve Right of Way acquisition.

All administrative amendments will be posted on the MPO's website.

IRTIP Administrative Modification

No public review is required for administrative modifications of the IRTIP. All modifications will be posted on the MPO's website.

Modifications are minor changes to projects or the IRTIP that do not require IRTC or Executive Director approval and do not require public review. These include but are not limited to general editorial corrections, changes to projects that do not involve significant change in the use of MPO competitive funds such as minor cost increases, moving fiscal years within the active years of the current IRTIP, minor scope changes that do not impact overall project impact or air quality.

IRTIP Emergency Amendment

A comment period of at least ten (10) calendar days will be provided for public review of proposed emergency amendments to the IRTIP. Upon confirmation of the meeting details (location, time, etc.), the draft emergency amendments will be emailed to members of the IRTC Technical and Policy Committees and posted to the MPO website. Final action will be taken by the Administrative Committee at its regularly scheduled meeting, or at a special meeting called by the Chair. Public notice of meetings will be made in accordance with Appendix A of this PIP. Any public comments received will be provided to the Administrative Committee prior to the committee's vote.

These are amendments that require approval by the IRTC and must include public review that are needed outside of the regular formal amendment process. Emergency amendments must be considered at a public hearing that has been advertised after a ten (10) day public comment period.

Approval of the IRTIP

The IRTC Policy Committee is the approval body of the Indianapolis MPO. The Policy Committee reviews and approves the new, amended, or illustrative list of the IRTIP at its regularly scheduled meetings only after all reviewing agencies have approved the IRTIP and Air Quality Conformity Analysis, the public has reviewed and provided comments, and the IRTC Technical Committee has reviewed and approved the document. Meetings during which the IRTC will consider adoption of the IRTIP will include a public hearing in accordance with Appendix B of this Public Involvement Plan. The final document will be available on the MPO's website.

IRTIP Public Comments

For every public input opportunity for the IRTIP, MPO staff will provide specific instructions how to provide public comment. Copies of the draft new, amended, or illustrative list of the IRTIP will be available in the MPO's office and on the MPO's website. Flyers announcing the public review and comment periods and the availability of the new IRTIP will be posted at selected public libraries and local government offices within the Indianapolis MPA. Comment periods will be announced in the public notice section of the Indianapolis Star and on the MPO's website.

Those members of the public wishing to address comments to the Indianapolis Regional Transportation Council Policy Committee or any committee thereof will be given the opportunity to comment at the noticed public hearings.

All significant public comments, or a summary of like comments, and responses will be discussed with both the IRTC Technical Committee and Policy Committee prior to approval. All comments received during the designated comment period will be included in the appendix of the final document.

For further information on IRTIP amendments and modifications, please see the MPO Policies and Procedures Manual at <http://www.indympo.org/About/Documents/MPO%5FPolicy%5Fand%5FProcedure%5FManual%5F2010.pdf>

Public Involvement in Special Planning Studies

As particular planning or programming projects arise, a project may use this PIP or develop a specific public involvement process that is appropriate for the project. Public comment periods and notices of public hearing for project-specific processes will be advertised in the Indianapolis Star and on the MPO's website, and draft documents will be posted on the MPO's website for review by the public.

Contact

Those seeking more information about our planning activities can contact the Indianapolis Metropolitan Planning Organization, 200 East Washington Street, City-County Building, Suite 1922; Indianapolis, IN 46204-3310

Phone: 317.327.5136; or call 711 for Relay Indiana

Fax: 317.327.5950

Website: www.IndyMPO.org

Appendix A: Reference for Minimum Noticing

The following table was created to provide clarity on the required notice for meetings or public hearings for each of the MPO's planning activities. All notices for public meetings and public hearings will be posted to the MPO's website.

Regular IRTC Meetings	Dates	Notice for Meeting or Public Hearing	Notes
Indianapolis Regional Transportation Council Meetings			
IRTC Technical and Policy Committees' Meetings	Typical schedule is February/March, May, June, August, October, and December	Minimum 7 calendar days' notice of meetings and agendas posted on MPO website	
IRTC Administrative Committee	The Administrative Committee typically meets 10 days prior to the Technical and Policy meetings.	Minimum 7 calendar days' notice of meetings; Emergency Meetings require only two (2) working days' notice ³	
** NOTE: Individuals needing special accommodations to participate in meetings or individuals with limited English proficiency should contact MPO staff at least three (3) working days prior to the scheduled meeting in order to accommodate their needs. Call 317-327-5136 or 711 for Relay Indiana.			

Plan or Process	Minimum Official Public Comment Period	Minimum Notice for Meeting or Public Hearing	Notes
Public Involvement Plan			
New or Updated Public Involvement Plan	45 calendar days	Public Hearing held at regularly scheduled IRTC Policy Committee meetings	A written response to public comments received will be included in the appendix
Long Range Transportation Plan			
New LRTP	30 calendar days	Public Hearing held at a regularly scheduled IRTC Policy Committee meeting	A written response to public comments received will be included in the appendix
LRTP Amendments or Updates	15 calendar days	Public Hearing held at a regularly scheduled IRTC Policy Committee meeting	A summary of public comments will be provided to the IRTC

³ In Accordance with the Indiana Open Door Law (IC 5-14-1.5 – Appendix D)

Indianapolis Regional Transportation Improvement Program			
New IRTIP	30 calendar days	Public Hearing held at a regularly scheduled IRTC Policy Committee meeting	A written response to public comments received will be included in the appendix
Formal IRTIP Amendment	10 calendar days	Public Hearing held at a regularly scheduled IRTC Policy Committee meeting	A summary of public comments will be provided to the IRTC
Illustrative IRTIP Amendment	10 calendar days	Public Hearing held at a regularly scheduled IRTC Policy Committee meeting	A summary of public comments will be provided to the IRTC
IRTIP Administrative Amendment	No public review required	No public hearing required	
IRTIP Administrative Modifications	No public review required	No public hearing required	
IRTIP Emergency Amendment	10 calendar days	Consideration and final decision to take place during an emergency meeting of the IRTC Administrative Committee	A summary of public comments will be provided to Administrative Committee members
Other Plans and Activities			
Other Plans and Activities	Specified within the specific PIP’s for Other Plans and Activities		
** NOTE: Individuals needing special accommodations to participate in meetings or individuals with limited English proficiency should contact MPO staff at least three (3) working days prior to the scheduled meeting in order to accommodate their needs. Call 317-327-5136 or 711 for Relay Indiana.			

Appendix B: Public Hearing Procedures

Scheduled Public Hearings

Public hearings are held by the IMPO prior to a decision point. They may occur at a regularly scheduled meeting of the IRTC, a special meeting that may be called according to the IMPO By-Laws, or at an advance public hearing. Advance public hearings may be held in cases where a large amount of public comment is anticipated to allow for proper recording and dissemination of comments to IRTC members prior to a voting meeting. A public hearing gathers community comments and positions from all interested parties for public record and input into decisions. Public hearings shall be open to the public and persons desiring to be heard shall have the right to give testimony, in accordance with these rules.

IMPO staff or the project sponsor shall be allowed time to introduce the resolution and explain the relevant details of the proposal to the IRTC and those present.

A maximum of 20 minutes for supporters and 20 minutes for remonstrators shall be allotted for a total of no more than 40 minutes of testimony per resolution that requires a public hearing. That time will be used for the presentation of evidence, statements, and argument. Testimony may alternate between support and opposition. Each individual speaker may have a maximum of two (2) minutes to speak to allow for multiple people to comment within the allotted time. The MPO encourages groups with similar views to appoint a spokesman to speak on behalf of the group. If possible, spokesmen wishing to present for longer than two minutes should make prior arrangements with the MPO to do so.

After testimony is given as specified above, supporters and remonstrators, respectively, shall be permitted five minutes each (for a total of no more than 10 minutes per resolution) for rebuttal that shall include only evidence, statements or arguments in rebuttal of previously presented testimony.

The Chair of the IRTC shall have the authority to cut off repetitious and irrelevant testimony, and also shall have authority to extend the periods of time specified above when it is in the interest of affording a fair hearing to all interested parties. Every person appearing at the hearings shall abide by the order and directives of the IRTC Chair. Discourteous, disorderly or contemptuous conduct shall be regarded as a breach of privileges extended by the IRTC and shall be dealt with by the Chair as deemed fair and proper.

Advance Public Hearing Procedure

Advance public hearings may be offered to organize proceedings in situations where the public would benefit from additional opportunities to comment on IMPO Resolutions.

Location:

Consideration for the location of the advance public hearing may be based on the following factors:

- Availability of Location
- Ability of Location to hold the anticipated number of persons attending
- Accessibility by public transit
- Access by and/or coordination with security personnel
- Buildings where firearms are prohibited
- ADA Accessibility

Physical Set-up:

The facility shall have adequate equipment for those speaking to be heard and/or recorded. There should be adequate provision for visual displays such as a computer projector, transparency projector or display boards as necessary. Dual podiums are encouraged but not required. Dual podiums all for public comment to effectively alternate from each podium to afford equal opportunity to both those in support and those in opposition to a resolution.

Organization:

Persons wishing to speak during the advance public hearing should sign in with the following information: first name, last name, address, and whether they are in support or opposition to the resolution. The IMPO will call a list of names, in the order that they signed in, to form a line at the podium(s) for public comment. Members of the public will be given between 2 and 5 minutes of time to speak based on the number of people present and wishing to speak.

Posting of procedure:

To provide the public with adequate instruction on how the meeting will be organized, the IMPO will post the hearing procedure where appropriate at the hearing location and shall prepare a statement to be read at the beginning of the hearing that covers this information as well.

Appendix C: Federal Code

23 CFR 450.316 - Interested parties, participation, and consultation.

- (a) The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.
 - (1) The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:
 - (i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
 - (ii) Providing timely notice and reasonable access to information about transportation issues and processes;
 - (iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;
 - (iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
 - (v) Holding any public meetings at convenient and accessible locations and times;
 - (vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
 - (vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
 - (viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;
 - (ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and
 - (x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.
 - (2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.
 - (3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan

shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

- (b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, metropolitan transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:
 - (1) Recipients of assistance under title 49 U.S.C. Chapter 53;
 - (2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and
 - (3) Recipients of assistance under 23 U.S.C. 204.
- (c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.
- (d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.
- (e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under § 450.314.

Appendix D: Indiana Open Door Law

Indiana Code Title 5, Article 14, Chapter 1.5

IC 5-14-1.5

Chapter 1.5. Public Meetings (Open Door Law)

IC 5-14-1.5-1

Purpose

Sec. 1. In enacting this chapter, the general assembly finds and declares that this state and its political subdivisions exist only to aid in the conduct of the business of the people of this state. It is the intent of this chapter that the official action of public agencies be conducted and taken openly, unless otherwise expressly provided by statute, in order that the people may be fully informed. The purposes of this chapter are remedial, and its provisions are to be liberally construed with the view of carrying out its policy. As added by Acts 1977, P.L.57, SEC.1. Amended by P.L.67-1987,

SEC.1. IC 5-14-1.5-2

Definitions

Sec. 2. For the purposes of this chapter:

(a) "Public agency", except as provided in section 2.1 of this chapter, means the following:

- (1) Any board, commission, department, agency, authority, or other entity, by whatever name designated, exercising a portion of the executive, administrative, or legislative power of the state.
- (2) Any county, township, school corporation, city, town, political subdivision, or other entity, by whatever name designated, exercising in a limited geographical area the executive, administrative, or legislative power of the state or a delegated local governmental power.
- (3) Any entity which is subject to either:
 - (A) budget review by either the department of local government finance or the governing body of a county, city, town, township, or school corporation; or
 - (B) audit by the state board of accounts that is required by statute, rule, or regulation.
- (4) Any building corporation of a political subdivision of the state of Indiana that issues bonds for the purpose of constructing public facilities.
- (5) Any advisory commission, committee, or body created by statute, ordinance, or executive order to advise the governing body of a public agency, except medical staffs or the committees of any such staff.
- (6) The Indiana gaming commission established by IC 4-33, including any department, division, or office of the commission.
- (7) The Indiana horse racing commission established by IC 4-31, including any department, division, or office of the commission.

(b) "Governing body" means two (2) or more individuals who are:

- (1) A public agency that:
 - (A) is a board, a commission, an authority, a council, a committee, a body, or other entity; and

- (B) takes official action on public business.
- (2) The board, commission, council, or other body of a public agency which takes official action upon public business.
- (3) Any committee appointed directly by the governing body or its presiding officer to which authority to take official action upon public business has been delegated. An agent or agents appointed by the governing body to conduct collective bargaining on behalf of the governing body does not constitute a governing body for purposes of this chapter.
- (c) "Meeting" means a gathering of a majority of the governing body of a public agency for the purpose of taking official action upon public business. It does not include any of the following:
 - (1) Any social or chance gathering not intended to avoid this chapter.
 - (2) Any on-site inspection of any:
 - (A) project;
 - (B) program; or
 - (C) facilities of applicants for incentives or assistance from the governing body.
 - (3) Traveling to and attending meetings of organizations devoted to betterment of government.
 - (4) A caucus.
 - (5) A gathering to discuss an industrial or a commercial prospect that does not include a conclusion as to recommendations, policy, decisions, or final action on the terms of a request or an offer of public financial resources.
 - (6) An orientation of members of the governing body on their role and responsibilities as public officials, but not for any other official action.
 - (7) A gathering for the sole purpose of administering an oath of office to an individual.
 - (8) Collective bargaining discussions that the governing body of a school corporation engages in directly with bargaining adversaries. This subdivision only applies to a governing body that has not appointed an agent or agents to conduct collective bargaining on behalf of the governing body as described in subsection (b)(3).
- (d) "Official action" means to:
 - (1) receive information;
 - (2) deliberate;
 - (3) make recommendations;
 - (4) establish policy;
 - (5) make decisions; or
 - (6) take final action.
- (e) "Public business" means any function upon which the public agency is empowered or authorized to take official action.
- (f) "Executive session" means a meeting from which the public is excluded, except the governing body may admit those persons necessary to carry out its purpose.
- (g) "Final action" means a vote by the governing body on any motion, proposal, resolution, rule, regulation, ordinance, or order.
- (h) "Caucus" means a gathering of members of a political party or coalition which is held for purposes of planning political strategy and holding discussions designed to prepare the members for taking official action.

- (i) "Deliberate" means a discussion which may reasonably be expected to result in official action (defined under subsection (d)(3), (d)(4), (d)(5), or (d)(6)).
 - (j) "News media" means all newspapers qualified to receive legal advertisements under IC 5-3-1, all news services (as defined in IC 34-6-2-87), and all licensed commercial or public radio or television stations.
 - (k) "Person" means an individual, a corporation, a limited liability company, a partnership, an unincorporated association, or a governmental entity. As added by Acts 1977, P.L.57, SEC.1. Amended by Acts 1979, P.L.39, SEC.1; P.L.33-1984, SEC.1; P.L.67-1987, SEC.2; P.L.8-1993, SEC.56; P.L.277-1993(ss), SEC.127; P.L.1-1994, SEC.20; P.L.50-1995, SEC.14; P.L.1-1998, SEC.71; P.L.90-2002, SEC.16; P.L.35-2003, SEC.1; P.L.179-2007, SEC.1; P.L.103-2013, SEC.1. IC 5-14-1.5-2.1
- "Public agency"; certain providers exempted

Sec. 2.1. "Public agency", for purposes of this chapter, does not mean a provider of goods, services, or other benefits that meets the following requirements:

- (1) The provider receives public funds through an agreement with the state, a county, or a municipality that meets the following requirements:
 - (A) The agreement provides for the payment of fees to the entity in exchange for services, goods, or other benefits.
 - (B) The amount of fees received by the entity under the agreement is not based upon or does not involve a consideration of the tax revenues or receipts of the state, county, or municipality.
 - (C) The amount of the fees are negotiated by the entity and the state, county, or municipality.
 - (D) The state, county, or municipality is billed for fees by the entity for the services, goods, or other benefits actually provided by the entity.
- (2) The provider is not required by statute, rule, or regulation to be audited by the state board of accounts. As added by P.L.179-2007, SEC.2.

IC 5-14-1.5-3

Open meetings; secret ballot votes; member participating by electronic means of communication Sec. 3.

- (a) Except as provided in section 6.1 of this chapter, all meetings of the governing bodies of public agencies must be open at all times for the purpose of permitting members of the public to observe and record them.
- (b) A secret ballot vote may not be taken at a meeting.
- (c) A meeting conducted in compliance with section 3.5 or 3.6 of this chapter or any other statute that authorizes a governing body to conduct a meeting using an electronic means of communication does not violate this section.

As added by Acts 1977, P.L.57, SEC.1. Amended by P.L.38-1988, SEC.6; P.L.1-1991, SEC.35; P.L.179-2007, SEC.3; P.L.134-2012, SEC.10.

IC 5-14-1.5-3.1

Serial meetings

Sec. 3.1.

(a) Except as provided in subsection (b), the governing body of a public agency violates this chapter if members of the governing body participate in a series of at least two (2) gatherings of members of the governing body and the series of gatherings meets all of the following criteria:

- (1) One (1) of the gatherings is attended by at least three (3) members but less than a quorum of the members of the governing body and the other gatherings include at least two (2) members of the governing body.
- (2) The sum of the number of different members of the governing body attending any of the gatherings at least equals a quorum of the governing body.
- (3) All the gatherings concern the same subject matter and are held within a period of not more than seven (7) consecutive days.
- (4) The gatherings are held to take official action on public business. For purposes of this subsection, a member of a governing body attends a gathering if the member is present at the gathering in person or if the member participates in the gathering by telephone or other electronic means, excluding electronic mail.

(b) This subsection applies only to the city-county council of a consolidated city or county having a consolidated city. The city-county council violates this chapter if its members participate in a series of at least two (2) gatherings of members of the city-county council and the series of gatherings meets all of the following criteria:

- (1) One (1) of the gatherings is attended by at least five (5) members of the city-county council and the other gatherings include at least three (3) members of the city-county council.
- (2) The sum of the number of different members of the city-county council attending any of the gatherings at least equals a quorum of the city-county council.
- (3) All the gatherings concern the same subject matter and are held within a period of not more than seven (7) consecutive days.
- (4) The gatherings are held to take official action on public business.

For purposes of this subsection, a member of the city-county council attends a gathering if the member is present at the gathering in person or if the member participates in the gathering by telephone or other electronic means, excluding electronic mail.

(c) A gathering under subsection (a) or (b) does not include:

- (1) a social or chance gathering not intended by any member of the governing body to avoid the requirements of this chapter;
- (2) an onsite inspection of any:
 - (A) project;
 - (B) program; or
 - (C) facilities of applicants for incentives or assistance from the governing body;
- (3) traveling to and attending meetings of organizations devoted to the betterment of government;
- (4) a caucus;

- (5) a gathering to discuss an industrial or a commercial prospect that does not include a conclusion as to recommendations, policy, decisions, or final action on the terms of a request or an offer of public financial resources;
- (6) an orientation of members of the governing body on their role and responsibilities as public officials, but not for any other official action;
- (7) a gathering for the sole purpose of administering an oath of office to an individual; or
- (8) a gathering between less than a quorum of the members of the governing body intended solely for members to receive information and deliberate on whether a member or members may be inclined to support a member's proposal or a particular piece of legislation and at which no other official action will occur.

(d) A violation described in subsection (a) or (b) is subject to section 7 of this chapter.

As added by P.L.179-2007, SEC.4.

IC 5-14-1.5-3.5

Electronic meetings of political subdivisions; statutory authorization required

Sec. 3.5.

- (a) This section applies only to a governing body of a public agency of a political subdivision.
- (b) A member of the governing body of a public agency who is not physically present at a meeting of the governing body but who communicates with members of the governing body during the meeting by telephone, computer, video conferencing, or any other electronic means of communication:
 - (1) may not participate in final action taken at the meeting unless the member's participation is expressly authorized by statute; and
 - (2) may not be considered to be present at the meeting unless considering the member to be present at the meeting is expressly authorized by statute.
- (c) The memoranda prepared under section 4 of this chapter for a meeting in which a member participates by using a means of communication described in subsection (b) must state the name of:
 - (1) each member who was physically present at the place where the meeting was conducted;
 - (2) each member who participated in the meeting by using a means of communication described in subsection (b); and
 - (3) each member who was absent.

As added by P.L.134-2012, SEC.11.

IC 5-14-1.5-4

Posting agenda; memoranda of meetings; public inspection of minutes

Sec. 4.

- (a) A governing body of a public agency utilizing an agenda shall post a copy of the agenda at the entrance to the location of the meeting prior to the meeting. A rule, regulation, ordinance, or other final action adopted by reference to agenda number or item alone is void.
- (b) As the meeting progresses, the following memoranda shall be kept:
 - (1) The date, time, and place of the meeting.

- (2) The members of the governing body recorded as either present or absent.
- (3) The general substance of all matters proposed, discussed, or decided.
- (4) A record of all votes taken by individual members if there is a roll call.
- (5) Any additional information required under section 3.5 or 3.6 of this chapter or any other statute that authorizes a governing body to conduct a meeting using an electronic means of communication.
- (c) The memoranda are to be available within a reasonable period of time after the meeting for the purpose of informing the public of the governing body's proceedings. The minutes, if any, are to be open for public inspection and copying.

As added by Acts 1977, P.L.57, SEC.1. Amended by P.L.38-1988, SEC.7; P.L.76-1995, SEC.1; P.L.2-2007, SEC.99; P.L.134-2012, SEC.13.

IC 5-14-1.5-5

Public notice of meetings

Sec. 5.

- (a) Public notice of the date, time, and place of any meetings, executive sessions, or of any rescheduled or reconvened meeting, shall be given at least forty-eight (48) hours (excluding Saturdays, Sundays, and legal holidays) before the meeting. This requirement does not apply to reconvened meetings (not including executive sessions) where announcement of the date, time, and place of the reconvened meeting is made at the original meeting and recorded in the memoranda and minutes thereof, and there is no change in the agenda.
- (b) Public notice shall be given by the governing body of a public agency as follows:
 - (1) The governing body of a public agency shall give public notice by posting a copy of the notice at the principal office of the public agency holding the meeting or, if no such office exists, at the building where the meeting is to be held.
 - (2) The governing body of a public agency shall give public notice by delivering notice to all news media which deliver an annual written request for the notices not later than December 31 for the next succeeding calendar year to the governing body of the public agency. The governing body shall give notice by one (1) of the following methods, which shall be determined by the governing body:
 - (A) Depositing the notice in the United States mail with postage prepaid.
 - (B) Transmitting the notice by electronic mail, if the public agency has the capacity to transmit electronic mail.
 - (C) Transmitting the notice by facsimile (fax).
 - (3) This subdivision applies only to the governing body of a public agency of a political subdivision described in section 2(a)(2), 2(a)(4), or 2(a)(5) of this chapter that adopts a policy to provide notice under this subdivision. Notice under this subsection is in addition to providing notice under subdivisions (1) and (2). If the governing body adopts a policy under this subdivision, the governing body of a public agency shall give public notice by delivering notice to any person (other than news media) who delivers to the governing body of the public agency an annual written request for the notices not later than December 31 for the next succeeding calendar year. The governing body shall give notice by one (1) of the following methods, which shall be determined by the governing body:

- (A) Transmitting the notice by electronic mail, if the public agency has the capacity to send electronic mail.
- (B) Publishing the notice on the public agency's Internet web site at least forty-eight (48) hours in advance of the meeting, if the public agency has an Internet web site. A court may not declare void any policy, decision, or final action under section 7 of this chapter based on a failure to give a person notice under subdivision (3) if the public agency made a good faith effort to comply with subdivision (3). If a governing body comes into existence after December 31, it shall comply with this subsection upon receipt of a written request for notice. In addition, a state agency (as defined in IC 4-13-1-1) shall provide electronic access to the notice through the computer gateway administered by the office of technology established by IC 4-13.1-2-1.
- (c) Notice of regular meetings need be given only once each year, except that an additional notice shall be given where the date, time, or place of a regular meeting or meetings is changed. This subsection does not apply to executive sessions.
- (d) If a meeting is called to deal with an emergency involving actual or threatened injury to person or property, or actual or threatened disruption of the governmental activity under the jurisdiction of the public agency by any event, then the time requirements of notice under this section shall not apply, but:
 - (1) news media which have requested notice of meetings under subsection (b)(2) must be given the same notice as is given to the members of the governing body; and
 - (2) the public must be notified by posting a copy of the notice according to subsection (b)(1).
- (e) This section shall not apply where notice by publication is required by statute, ordinance, rule, or regulation.
- (f) This section shall not apply to:
 - (1) the department of local government finance, the Indiana board of tax review, or any other governing body which meets in continuous session, except that this section applies to meetings of these governing bodies which are required by or held pursuant to statute, ordinance, rule, or regulation; or
 - (2) the executive of a county or the legislative body of a town if the meetings are held solely to receive information or recommendations in order to carry out administrative functions, to carry out administrative functions, or confer with staff members on matters relating to the internal management of the unit. "Administrative functions" do not include the awarding of contracts, the entering into contracts, or any other action creating an obligation or otherwise binding a county or town.
- (g) This section does not apply to the general assembly.
- (h) Notice has not been given in accordance with this section if a governing body of a public agency convenes a meeting at a time so unreasonably departing from the time stated in its public notice that the public is misled or substantially deprived of the opportunity to attend, observe, and record the meeting.

As added by Acts 1977, P.L.57, SEC.1. Amended by Acts 1979, P.L.39, SEC.2; P.L.67-1987, SEC.3; P.L.8-1989, SEC.22; P.L.3-1989, SEC.29; P.L.46-1990, SEC.1; P.L.251-1999, SEC.4; P.L.90-2002, SEC.17; P.L.200-2003, SEC.1; P.L.177-2005, SEC.14; P.L.134-2012, SEC.14.

IC 5-14-1.5-6

Repealed

(Repealed by P.L.1-1991, SEC.36 and P.L.10-1991, SEC.10.)

IC 5-14-1.5-6.1

Executive sessions

Sec. 6.1.

(a) As used in this section, "public official" means a person:

- (1) who is a member of a governing body of a public agency; or
- (2) whose tenure and compensation are fixed by law and who executes an oath.

(b) Executive sessions may be held only in the following instances:

- (1) Where authorized by federal or state statute.
- (2) For discussion of strategy with respect to any of the following:
 - (A) Collective bargaining.
 - (B) Initiation of litigation or litigation that is either pending or has been threatened specifically in writing. As used in this clause, "litigation" includes any judicial action or administrative law proceeding under federal or state law.
 - (C) The implementation of security systems.
 - (D) The purchase or lease of real property by the governing body up to the time a contract or option to purchase or lease is executed by the parties.
 - (E) School consolidation.

However, all such strategy discussions must be necessary for competitive or bargaining reasons and may not include competitive or bargaining adversaries.

- (3) For discussion of the assessment, design, and implementation of school safety and security measures, plans, and systems.
- (4) Interviews and negotiations with industrial or commercial prospects or agents of industrial or commercial prospects by the Indiana economic development corporation, the office of tourism development, the Indiana finance authority, the ports of Indiana, an economic development commission, the Indiana state department of agriculture, a local economic development organization (as defined in IC 5-28-11-2(3)), or a governing body of a political subdivision.
- (5) To receive information about and interview prospective employees.
- (6) With respect to any individual over whom the governing body has jurisdiction:
 - (A) to receive information concerning the individual's alleged misconduct; and
 - (B) to discuss, before a determination, the individual's status as an employee, a student, or an independent contractor who is:
 - (i) a physician; or
 - (ii) a school bus driver.
- (7) For discussion of records classified as confidential by state or federal statute.
- (8) To discuss before a placement decision an individual student's abilities, past performance, behavior, and needs.

(9) To discuss a job performance evaluation of individual employees. This subdivision does not apply to a discussion of the salary, compensation, or benefits of employees during a budget process.

(10) When considering the appointment of a public official, to do the following:

(A) Develop a list of prospective appointees.

(B) Consider applications.

(C) Make one (1) initial exclusion of prospective appointees from further consideration.

Notwithstanding IC 5-14-3-4(b)(12), a governing body may release and shall make available for inspection and copying in accordance with IC5-14-3-3 identifying information concerning prospective appointees not initially excluded from further consideration. An initial exclusion of prospective appointees from further consideration may not reduce the number of prospective appointees to fewer than three (3) unless there are fewer than three (3) prospective appointees.

Interviews of prospective appointees must be conducted at a meeting that is open to the public.

(11) To train school board members with an outside consultant about the performance of the role of the members as public officials.

(12) To prepare or score examinations used in issuing licenses, certificates, permits, or registrations under IC 25.

(13) To discuss information and intelligence intended to prevent, mitigate, or respond to the threat of terrorism.

(14) To train members of a board of aviation commissioners appointed under IC 8-22-2 or members of an airport authority board appointed under IC 8-22-3 with an outside consultant about the performance of the role of the members as public officials. A board may hold not more than one (1) executive session per calendar year under this subdivision.

(c) A final action must be taken at a meeting open to the public.

(d) Public notice of executive sessions must state the subject matter by specific reference to the enumerated instance or instances for which executive sessions may be held under subsection (b). The requirements stated in section 4 of this chapter for memoranda and minutes being made available to the public is modified as to executive sessions in that the memoranda and minutes must identify the subject matter considered by specific reference to the enumerated instance or instances for which public notice was given. The governing body shall certify by a statement in the memoranda and minutes of the governing body that no subject matter was discussed in the executive session other than the subject matter specified in the public notice.

(e) A governing body may not conduct an executive session during a meeting, except as otherwise permitted by applicable statute. A meeting may not be recessed and reconvened with the intent of circumventing this subsection.

As added by P.L.1-1991, SEC.37 and P.L.10-1991, SEC.8. Amended by P.L.48-1991, SEC.1; P.L.37-2000, SEC.1; P.L.200-2003, SEC.2; P.L.4-2005, SEC.28; P.L.229-2005, SEC.2; P.L.235-2005, SEC.84; P.L.101-2006, SEC.3; P.L.179-2007, SEC.5; P.L.2-2008, SEC.20; P.L.98-2008, SEC.3; P.L.120-2008, SEC.1; P.L.139-2011, SEC.1; P.L.24-2012, SEC.1; P.L.103-2013, SEC.2.

Appendix E: Public Comments on the PIP

During the official public comment period which took place December 29, 2014 – February 12, 2015, no public comments were received.

Kim Irwin of Health by Design spoke in support of the PIP at the public hearing on February 25, 2015.

March 24, 2017

DRAFT 2018 – 2021 Indianapolis Regional Transportation Improvement Program

The DRAFT IRTIP is available for public review now through April 21, 2017 at the MPO's website, www.indympo.org, or the MPO's offices located at 200 E. Washington Street, City-County Building, Suite 1922 in Indianapolis. Call (317)327-5403 or (317) 327-5137 for more information.

Prepared by the

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION

Anticipated Approval Date:
May 24, 2017
www.indympo.org



PUBLISHED IN THE INDIANAPOLIS STAR ON March 24th and April 7th, 2017

(Public Notice)

PUBLIC REVIEW and COMMENT

2018-2021 INDIANAPOLIS REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

The Indianapolis Metropolitan Planning Organization (MPO) is offering a DRAFT of the 2018-2021 Indianapolis Regional Transportation Improvement Program (IRTIP) for public review and comment now through April 21st. The IRTIP, which is prepared bi-annually and amended quarterly as needed, documents the federally funded transportation improvements proposed for the Indianapolis Metropolitan Planning Area. The [2035 Long-Range Transportation Plan](#) provides the planning support for the projects programmed in the IRTIP. A key objective of the IRTIP is to assist local governments in providing a coordinated transportation system for citizens in this area by ensuring that the limited federal funds available to the area are spent on projects that provide the greatest benefit consistent with the Long-Range Transportation Plan. The MPO's most recent amendment of the Long-Range Transportation Plan dated February 22, 2017 is available on the MPO's website.

The [DRAFT IRTIP](#) is available for review now through April 21, 2017 on the MPO's website or at the MPO's offices located at 200 East Washington Street, City-County Building, Suite 1922 in Indianapolis.

Public comments may be made by mail to Steve Cunningham, Principal Planner, Indianapolis Metropolitan Planning Organization, or Kristyn Campbell, Senior Transportation Finance Analyst, 200 East Washington Street, City-County Building, Suite 1922 Indianapolis, IN 46204. Comments may also be provided via e-mail to Steve.Cunningham@IndyMPO.org or Kristyn.Campbell@IndyMPO.org or by phone at 327-5403 or 327-5137, respectively. **All comments should be received by April 21, 2017.**

PUBLISHED IN INDIANAPOLIS STAR ON May 10, 2017

(Public Notice)
NOTICE OF PUBLIC HEARING
AND
REQUEST FOR PUBLIC REVIEW AND COMMENT
PROPOSED AMENDMENT TO THE 2016-2019 INDIANAPOLIS REGIONAL TRANSPORTATION
IMPROVEMENT PROGRAM
AND
2018-2021 INDIANAPOLIS REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM ADOPTION

Notice is hereby given that a proposed amendment to the 2016-2019 Indianapolis Regional Transportation Improvement Program (IRTIP) is now being offered for **public review and comment**. Public comments on the proposed IRTIP amendment and proposed adoption may be made by phone to Steve Cunningham at (317) 327-5403, emailed to Steve.Cunningham@Indy.gov , or mailed to Steve Cunningham, Principal Planner, Indianapolis Metropolitan Planning Organization, 200 E. Washington Street, City-County Building, Suite 1922, Indianapolis, IN 46204. All comments should be received by May 23, 2017.

Notice is hereby given that at 9:00 AM on Wednesday, May 24, 2017, at the MIBOR Realtor Association offices located at 1912 N. Meridian Street, Indianapolis, Indiana, large conference room on the second floor, the Indianapolis Regional Transportation Council's Policy Committee will conduct a **public hearing** on the following items:

- Resolution 17-IMPO-004 approving the proposed amendment to the 2016-2019 Indianapolis Regional Transportation Improvement Program
- Resolution 17-IMPO-005 approving the proposed adoption of the 2018-2021 Indianapolis Regional Transportation Improvement Program

Copies of the items above and all plans and exhibits pertaining thereto are on file and available for examination in Room 1922 of the City-County Building, 200 East Washington Street, Indianapolis, Indiana, between the hours of 8:00 AM and 5:00 PM, Monday through Friday and on **the Indianapolis MPO's website at www.indympo.org**. Written objection to a proposal may be filed with the Secretary of the Metropolitan Planning Organization before the May 24th hearing at 200 East Washington Street, Suite 1922, Indianapolis, Indiana, 46204, and such objections will be considered. At the hearing, all interested persons will be given an opportunity to be heard in reference to the matters contained in said proposal. The hearing may be continued from time to time as may be found necessary.

The public participation process described above is used to satisfy the public participation process for the Program of Projects (POP) for the following Federal Transit Administration (FTA) grantee: Indianapolis Public Transportation Corporation (IndyGo).

For accommodation needs for persons with disabilities, please call 327-5136.

Campbell, Kristyn M.

From: Cunningham, Steve
Sent: Wednesday, April 26, 2017 9:56 AM
To: Kim Irwin
Cc: Gremling, Anna M.; Campbell, Kristyn M.
Subject: RE: IRTIP Comments

Hi Kim,

As always, thanks for taking the time to review the draft IRTIP and provide us with your comments and observations. I have addressed your specific comments below. Let me know if you have anything further.

Thanks

Steven P. Cunningham, Principal Planner
Indianapolis Metropolitan Planning Organization
200 East Washington Street, City-County Building, Room 1922
Indianapolis, IN 46204
(317) 327-5403 FAX (317) 327-5950
E-mail: steve.cunningham@IndyMPO.org
www.indympo.org

"It's a great day for hockey!"

From: Kim Irwin [mailto:kirwin@hbdin.org]
Sent: Monday, April 24, 2017 8:04 PM
To: Cunningham, Steve <Steve.Cunningham@indy.gov>
Cc: Gremling, Anna M. <Anna.Gremling@indy.gov>; Campbell, Kristyn M. <Kristyn.Campbell@indy.gov>
Subject: IRTIP Comments

Good evening, Steve,

Thank you for the opportunity to provide input on the Draft 2018 – 2021 Indianapolis Regional Transportation Improvement Program, and per usual, the flexibility on timing. It's a comprehensive and well-organized document. Below are my comments and questions.

- Generally speaking, we would like to see less funding for system expansion. The 15% total (and a full one-third of STP funding) accounts for almost 150 million dollars that we think would be better spent on repair, maintenance, multimodal access and safety. **Noted. However, the MPO attempts to program funds (those the MPO administers) to reflect as much as possible the resource allocation goals of the Long Range Transportation Plan. At this time, the targets are roughly as follows: pavement preservation 32%, bridge preservation 19%, expansion 26%, bike/ped 9% and transit 13%. As shown in figure 2 on page 2, expansion is proposed for 22% which is almost equivalent to the 21% for bike/ped.**

- Please use the word crash or collision instead of accident. The rationale for the distinction is well-documented within the public health field, and has become increasingly so in the transportation sector. The only reference to “accident” in the draft IRTIP is in Appendix “A” in the “Project Selection Criteria” document from 2009. When we revise the criteria, we will be sure to use “crash” instead of “accident.”
- At what point in the MPO’s general planning processes is project scoring, selection and prioritization revisited? When did that last occur? I don’t have any specific comments at this time, but think that periodic, standardized review is important. The project scoring criteria for the STP funded projects was last revised in 2009. HSIP and CMAQ are scored based on data and elements established by the state and federal reviewing agencies and TAP was revised in 2015. With the development of performance measures, targets and trends, the MPO will be revisiting the project scoring criteria in the next year or so to reflect a more performance based programming process.
- There do not appear to be any TAP projects funded in 2021 (Table 7). Why not? There is only one TAP project programmed in SFY 2021 in which the total Federal amount for Construction and Construction Engineering exceeds the MPO’s TAP allocation for a given year. Therefore, the project is listed in the Illustrative table.
- Is there any additional background info available on the RTP Bicycle Grant award listed in Table 12? This is a project that is being carried over from the existing TIP to the new TIP. The project description as provided by INDOT and shown in MiTIP is “Statewide bicycle education program administration by the Department of Natural Resources for the recreational trails program.” To obtain more details you will need to contact Mike Cales at INDOT who is listed as the INDOT contact.
- The TAP and HSIP projects appear to total less than expected in federal funding (Table C.1). Other project categories appear to total more. How is that determined? Where were the TAP and HSIP funds ‘moved’ (while realizing they’re forecasted dollars)? Some TAP and HSIP projects will show as Prior Year Balances as well as in the Illustrative table instead of the respective TAP and HSIP tables.
- With regard to INDOT interstate and state road projects, what is the process for ensuring that interchange modifications and intersection improvements account for safety and access for people walking, biking and/or using a mobility device? What role does the MPO Complete Streets policy play in that? INDOT has its own program titled Common Paths which seeks to address complete street issues. The MPO’s Complete Streets Policy does not apply to INDOT projects as agreed to by the IRTC during the policy’s development.

Thanks to you and the MPO team for the time and effort in developing this IRTIP. Please let me know if you have any questions for me. Take care and enjoy the rest of the week!

Kim

Kim Irwin, MPH
Health by Design
 Executive Director, Alliance for Health Promotion
 615 N. Alabama Street, Suite 426
 Indianapolis, IN 46204
 317-622-4821
kirwin@hbdin.org

Campbell, Kristyn M.

From: Cunningham, Steve
Sent: Monday, May 01, 2017 1:20 PM
To: Jim Hodapp; Campbell, Kristyn M.
Cc: Charles Marohn; Kea Wilson; Rachel Quednau; Kate Riordan; Gremling, Anna M.
Subject: RE: Feedback on the IndyMPO Transportation Improvement Plan

Jim,

Thanks again for your comments. I have addressed your specific comments below. Let me know if you have anything further.

Thanks

Steven P. Cunningham, Principal Planner
Indianapolis Metropolitan Planning Organization
200 East Washington Street, City-County Building, Room 1922
Indianapolis, IN 46204
(317) 327-5403 FAX (317) 327-5950
E-mail: steve.cunningham@IndyMPO.org
www.indympo.org

"It's a great day for hockey!"

From: Jim Hodapp [mailto:james.hodapp@gmail.com]
Sent: Thursday, April 27, 2017 8:14 PM
To: Cunningham, Steve <Steve.Cunningham@indy.gov>; Campbell, Kristyn M. <Kristyn.Campbell@indy.gov>
Cc: Charles Marohn <marohn@strongtowns.org>; Kea Wilson <kea@strongtowns.org>; Rachel Quednau <quednau@strongtowns.org>; Kate Riordan <keriordan@gmail.com>
Subject: Feedback on the IndyMPO Transportation Improvement Plan

Steve and Kristyn,

I represent an organization in Indy that is a local chapter of a national movement called [Strong Towns](#). The name of our local organization is [Strong Indy](#). Our group mission is the following: "We advocate for a model of development that will allow Indianapolis, surrounding cities, towns and neighborhoods to grow financially strong and resilient by reducing the impact of the significant shift that occurred in how we design, build and finance land use and public infrastructure." I have reviewed much of the [IndyMPO TIP document](#) and have some suggestions as well as some questions on this proposal that I'm hoping I can present to you and learn more about.

First and most importantly, with the I-65 interstate expansion through downtown to the north and east of the mile square, do you know the rationale of why INDOT is implementing this expansion? Is this primarily because of significantly increased traffic counts or primarily based on a projected model of future traffic counts? This is a very expensive project and it's very important that the public understands how much money is going to this project. ***Is it possible to get access to the model and actual calculations that INDOT did to provide rationale for this very costly expansion?*** Strong Indy can easily demonstrate that expanding this highway could be a significant step backwards for pedestrian safety and downtown neighborhood vitality by increasing noise, decreasing air quality from increased pollution and increasing the number of cars passing through an area that is increasingly trying to reduce its car dependency.. This is a project that's spending over \$200 million on a concept that's very hard to justify as a significant return-on-investment. There's many studies published in recent years that clearly show that adding lanes to most highways do very little or nothing to reduce congestion over a timespan of months or years. In fact, induced demand that

results from the perception of less congestion usually ends up creating more congestion in the long run. Has INDOT considered expanding capacity of I-65 through downtown Indy by doing [HOT lanes](#) or other means that don't involve spending huge sums of money on expanding the maintenance burden on taxpayers?

Is INDOT required to do a maintenance study on how much this added lane will cost the taxpayer over the various lifespan of this new lane vs using this money to better improve and maintain what we already have? There are so many other less costly ways of attempting to reduce congestion both in the short term as well as the long term than simply expanding the number of travel lanes. **This project if I am correct in my assumption is DES # 1592385 which involves interchange modifications and bridge rehabs or replacements. This project is in the currently approved Transportation Improvement Program and simply being carried forward. I am not aware that this is an added travel lanes project at this point. I will forward your email to the INDOT project manager and cc you on the email.**

Where is the bike share extension going exactly? Are there anymore details about this project?

Indianapolis Various Locations Bike Share Extension CN CMAQ \$ 1,200,000 \$ 960,000 \$ 240,000 **I will forward this email to the appropriate DPW project manager to answer your specific questions and copy you on the email. However, I can tell you that the project is intended to double the bikeshare program with the addition of 30 stations and 250 bikes generally in an area adjacent to existing areas served by the program as well as to the north. This expansion reflects input received by DPW at recent public meetings and additional public meetings will be held prior to station location finalization.**

From INDOT's project list, is this a bridge width expansion over what's currently there or is this literally just rebuilding what is currently there because the bridge is structurally at its end-of-life?

1298262 Marion Co. New Bridge, Steel Construction New Bridge Steel Construction on I-65 over New York Street, 1.19 miles N of I-70

Dist:N/A G IM CN 2018 \$ 4,441,596 \$ 3,997,436 \$ 444,160 **As I understand it, this project is a bridge replacement of the existing structure due to deterioration. However, I will forward your email to the INDOT project manager who can answer specifics of the project. Note that this project is in the currently approved Transportation Improvement Program and is simply being carried over into the new Program.**

Also, will INDOT be working with the city to vastly improve the pedestrian safety around this area? I regularly walk over to Downtown Doggie Daycare and crossing under the interstate bridge and the two feeder streets (like Pine St) is an extremely terrible and unsafe pedestrian experience. Cars/trucks regularly travel at speeds in excess of 50 mph on Pine St while the pedestrian infrastructure is extremely lacking. Has there been any discussion about capping this area of the interstate to mitigate the many negative effects of the interstate running through pedestrian-oriented neighborhoods? If not, how can we begin to get the conversation going in this direction? Strong Indy would be happy to help drive this conversation. **INDOT and Indianapolis DPW coordinate on many aspects of each agencies projects. At this time, I am not aware of specific conversations related to the area you mention in your comment. I would suggest contacting Indianapolis DPW regarding specifics of INDOT coordination related to these projects. I would suggest contacting Larry Jones larry.jones@indy.gov or Nathan Sheets Nathan.sheets@indy.gov.**

How can Strong Indy get into the conversation with IndyMPO and INDOT to help set the priorities of these improvement programs to increasing pedestrian/transit funding, improving the safety and the quality of these experiences, expanding the percentage spent on maintaining all of the existing infrastructure that we have while significantly reducing the amount dedicated to system expansion? **There are a number of ways Strong Indy can get involved.**

- 1. Added capacity (expansion) projects originate in the Long Range Transportation Plan (LRTP) which is currently being updated. Providing input to the development of the LRTP is an important way to help with setting priorities. You can find information about the LRTP at <http://www.indympo.org/whats-underway/lrtp-2045>**
- 2. Another place to check is at INDOT's Statewide Transportation Improvement Program page at <http://www.in.gov/indot/2348.htm>**
- 3. Sign up for our eNewsletter at <http://www.indympo.org/whats-underway/get-involved/tempo-newsletter>**

4. Actively review and participate in public comment review periods on various documents and public hearings. Our newsletter is the best way to stay engaged on various items. Specifically, if you are interested in transit you may want to also sign up on for the Indy Connect newsletter at <http://indyconnect.org/newsletter-sign-up/> or follow IndyGo on facebook.

Our Executive Director would be happy to meet with you or your committee periodically to let you know what is happening at the MPO or to hear your concerns.

Thanks very much for considering my thoughts and questions and please let me know how Strong Indy can become a much more direct stakeholder in this process. We all love our city and we seek to make it a better place to *be* instead of being a place to merely *move through*.

Cheers,
Jim Hodapp

Founder of Strong Indy

Appendix E

Annual Listing of Obligated Projects

Indianapolis Metropolitan Planning Organization

Annual Listing of Federally Obligated Projects

State Fiscal Year 2016
(July 1, 2015 – June 30, 2016)



200 East Washington Street, Suite 1922,
City-County Building, Indianapolis, Indiana 46204

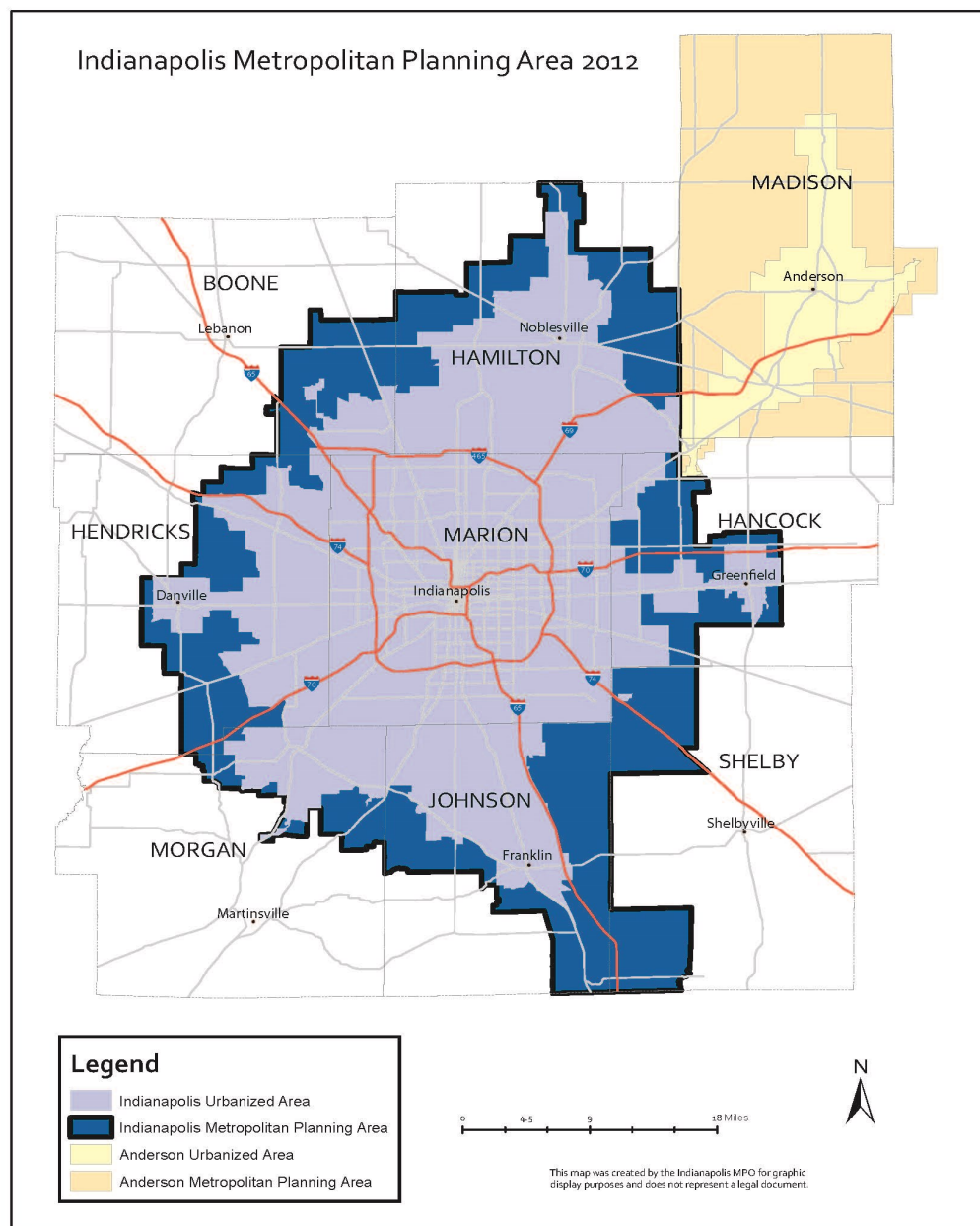
www.indympo.org

(317)327-5136

Introduction

The Indianapolis Metropolitan Planning Organization (MPO) is responsible for regional transportation planning in the Indianapolis urbanized area, as defined by the 2010 Census, as well as the area projected to be urbanized by the year 2030. Figure 1 shows the current Indianapolis urbanized area with lighter shading, and the projected urbanized area with a darker shade. Together these areas create the Metropolitan Planning Area (MPA), which contains all of Marion County and portions of the surrounding counties of Hamilton, Hancock, Shelby, Johnson, Morgan, Hendricks and Boone.

Figure 1: Indianapolis MPA



Players in the Planning Process

The MPO is charged with providing a continuing, comprehensive and cooperative transportation planning process for expenditure of state and federal funds within the MPA. The planning process is carried out through coordination between the MPO and their Technical and Policy Committees, known together as the Indianapolis Regional Transportation Council (IRTC). The IRTC includes representatives from all eligible local governments, the Indiana Department of Transportation (INDOT), and other transportation agencies such as IndyGo and the Indianapolis Airport Authority. The Technical Committee consists of planners and engineers from local governments and public agencies within the MPA while the Policy Committee consists of the elected and appointed officials from the same agencies. The IRTC Policy Committee serves as the policy-making body for the MPO and is responsible for officially adopting all plans.

About This Report

This report serves as an organizational and monitoring tool and works in coordination with the Indianapolis Regional Transportation Improvement Program (IRTIP) to promote planning for an efficient and cohesive transportation system. In creating these reports, the Indianapolis MPO collaborates with other state and local organizations, including INDOT, the Indianapolis Public Transportation Corporation, and the IRTC. The 4-year IRTIP lists the type and location for all federally funded and regionally significant transportation projects scheduled over the four-year period, as well as their funding sources.

Since there is potential for slight variations in the IRTIP due to changes in cost and timing of projects, one requirement of the transportation act passed by Congress in 2005 titled the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), is, "...an Annual Listing of Projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds that have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and Metropolitan Planning Organization for public review. The listing shall be consistent with the funding categories identified in each metropolitan Transportation Improvement Program (TIP)."

In accordance with Federal requirements, the MPO has published its "Annual Listing of Federally Obligated Transportation Projects" for state fiscal year 2016 (July 1, 2015 – June 30, 2016) based on information provided by INDOT. The purpose of this report is to provide to the public, as well as State and local officials, information regarding federal spending on transportation projects within the Indianapolis region, along with a progress report and disclosure of project delivery occurring over a shorter planning period of only one year. Because the data provided by INDOT was sorted at the county level, the MPO carefully analyzed the obligation information to ensure the obligations shown were in fact within the Indianapolis MPO's Metropolitan Planning Area.

If a project is "Federally obligated," it means that the Federal government has made a legal commitment to pay or reimburse the state and/or local jurisdictions for the Federal share of a project's eligible costs. The normal split for Federal and local funds contributed to transportation projects is 80% Federal and 20% local. For transit projects, obligation occurs when the FTA (Federal Transit Administration) awards a grant to the eligible recipient. For FHWA, funds become obligated to a project about five weeks following a project being deemed "ready for contracts"—a determination made by INDOT. Obligated

Annual Listing of Federally Obligated Projects

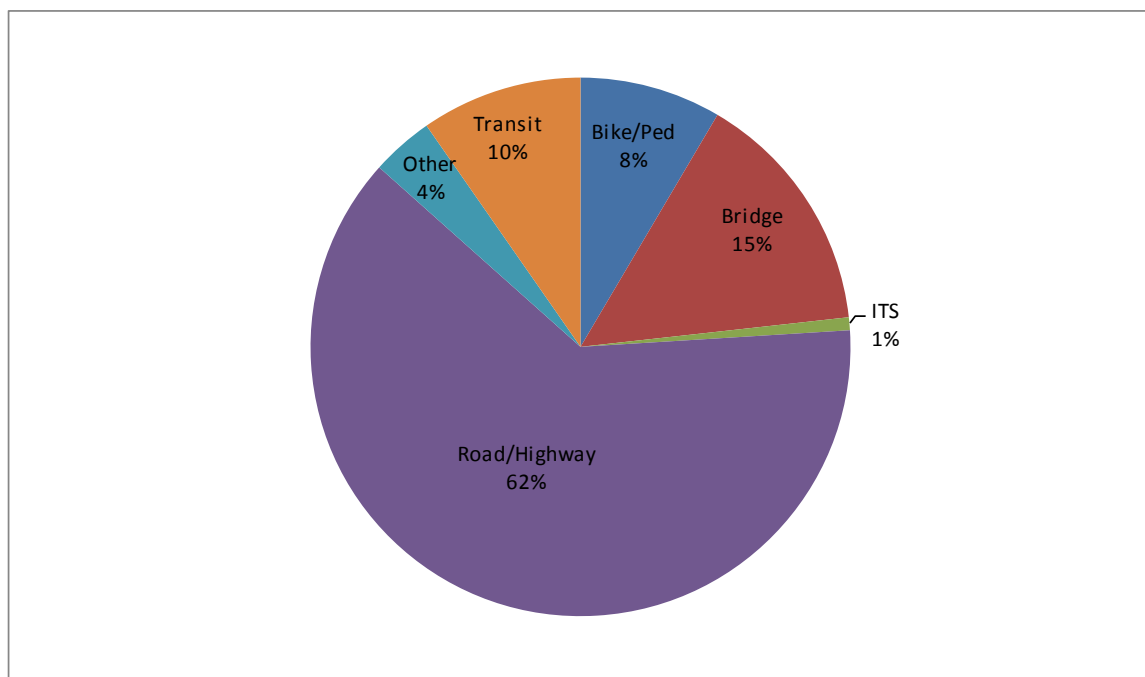
projects were not necessarily initiated or completed in the fiscal year shown and the costs shown are not necessarily the final project cost. It is noted that obligated funds may exceed the amount programmed in the IRTIP.

Summary of Obligated Projects

The projects contained in this report have been provided by INDOT and are categorized by type, and include bicycle/pedestrian, bridge, intelligent transportation system (ITS), road/highway, other, and transit. It should be noted that some projects may include more than one project type. For instance, a roadway project may include a bridge or bike or pedestrian system components even though they are not specifically identified.

This report shows that the amount of federal funds obligated in the Indianapolis area in SFY 2016 was \$201,057,767.74. Of the total, the amount spent on each category is displayed in Figure 2.

Figure 2: Obligated Funds by Project Type (SFY 2016)



BICYCLE AND PEDESTRIAN PROJECTS									
COUNTY	DES #	SPONSOR	ROUTE	PROJECT DESCRIPTION	PROJECT TYPE	PHASE	FUND TYPE	FEDERAL OBLIGATION	
Hamilton	0710991	Hamilton Co.	Local	Rehab/Relocate truss over White R. from Strawtown to Strawtown Koteewi Park	Bike/Ped	CE	TE	\$	223,425.27
						CN	TE	\$	2,026,888.42
Johnson	0810438	Johnson Co.	Local	Center Grove area, CR 500W and Stones Crossing Road; small non-inf component	Bike/Ped	CE	SRTS	\$	7,916.23
Marion	0902309	Indianapolis	Local	Washington St Corridor Streetscape, Phase 2	Bike/Ped	CE	Group I	\$	50,000.00
						CN	Group I	\$	824,524.00
Marion	0902315	Indianapolis	Local	St Thomas Aquinas School neighborhood	Bike/Ped	CE	SRTS	\$	44,800.00
						CN	SRTS	\$	318,850.00
Hamilton	1006027	Carmel	Local	W. of US 31 along 106th St. from Ditch Rd. to Illinois St	Bike/Ped	CE	CMAQ	\$	40,000.00
						CN	CMAQ	\$	1,300,898.26
Hendricks	1006321	Brownsburg	Local	O'Dell, Sycamore , Tilden, Jefferson Street SRTS project	Bike/Ped	CN	Group I	\$	460,000.00
						CE	Group I	\$	40,520.00
Marion	1006361	Indianapolis	Local	Vicinity around Immaculate Heart of Mary School and IPS 84 in NE Indianapolis	Bike/Ped	PE	SRTS	\$	63,300.00
						RW	SRTS	\$	91,100.00
Marion	1006365	Lawrence	Local	SRTS at 2 locations; on Fox Rd and on Richardt Ave	Bike/Ped	CE	SRTS	\$	21,370.21
						CN	SRTS	\$	147,380.75
						UT	SRTS	\$	600.00
Marion	1172459	Indianapolis	Local	71st Street Multi-Use Trail from Lake Knoll to Hague	Bike/Ped	CE	CMAQ	\$	14,713.00
Hamilton	1173079	Westfield	Local	Old Monon Trail from 181st to 191st.	Bike/Ped	CE	TAP	\$	40,000.00
						CN	TAP	\$	1,198,277.50
Hamilton	1173093	Hamilton Co.	Local	146th Street from 0.13 mi. E of Carey Rd to 0.10 mi. W of Hazel Dell Pkwy	Bike/Ped	CE	Group I	\$	36,000.00
						CN	Group I	\$	358,400.00
Hamilton	1173193	Westfield	Local	Old Monon Trail 191st St to 216th St in Washington Township (phase7)	Bike/Ped	RW	Group I	\$	400,000.00
Hamilton	1173194	Fishers	Local	106th St to Fishers Pointe Blvd through Cheeney Creek Park	Bike/Ped	CN	Group I	\$	428,278.40
						CE	Group I	\$	51,760.00
Marion	1173576	Speedway	Local	Speedway B&O Trail from Main St. to E of Big Eagle Creek	Bike/Ped	RW	Group I	\$	100,000.00
Marion	1173766	Indianapolis	Local	SRTS Mainly 42nd St. & Park Ave., but also Central Ave College Ave. intersection	Bike/Ped	PE	SRTS	\$	47,770.00
						RW	SRTS	\$	77,425.00
Hendricks	1173775	Hendricks Co.	Local	B&O Trail Phase 3b, new trail from SR 267 to 1000' W of White Lick Creek	Bike/Ped	CE	TE	\$	138,813.00
						CN	TE	\$	1,298,141.88
						UT	TE	\$	16,548.80
Hendricks	1296974	Hendricks Co.	Local	B&O trailhead at SR 267	Bike/Ped	CE	TE	\$	68,320.00
						CN	TE	\$	296,790.20
Hendricks	1298249	Danville	Local	SRTS project along W. Lincoln Street in Danville	Bike/Ped	CE	SRTS	\$	14,624.00
						CN	SRTS	\$	126,069.00
						PE	SRTS	\$	8,000.00
Hamilton	1298498	Westfield	Local	Non-infrastructure activities at Oak Trace Elem. in Westfield	Bike/Ped	PE	Group I	\$	60,000.00
Marion	1298645	Lawrence	Local	Fox Rd from W of Amy Beverland School to N Halyard Way	Bike/Ped	PE	SRTS	\$	250,000.00
Marion	1298651	Indianapolis	Local	Central Ave. in Indianapolis	Bike/Ped	PE	SRTS	\$	43,350.00
						RW	SRTS	\$	68,325.00
Hamilton	1383152	Hamilton Co.	Local	103rd St. between Pennsylvania & College Ave, Homeplace ADA Project	Bike/Ped	CN	TAP	\$	23,826.25
Hamilton	1383153	Hamilton Co.	Local	146th St. 800 ft. W of Springmill Ave to Western Way, W Path ADA Project	Bike/Ped	CE	TE	\$	36,384.88
Hamilton	1383155	Hamilton Co.	Local	146th St Dublin Dr. to Harrison St, Central ADA Project	Bike/Ped	CE	TAP	\$	20,756.99
Hancock	1383161	McCordsville	Local	E of 600 W, N of 800 N, Schulz Ditch pedestrian bridge	Bike/Ped	CE	Group I	\$	2,600.00
						CN	Group I	\$	228,175.20
Hamilton	1383163	Fishers	Local	Nickel Plate Trail Amenities	Bike/Ped	CE	Group I	\$	20,000.00
						CN	Group I	\$	368,000.00
Hamilton	1383165	Carmel	Local	136th St. Keystone Ave to Grey Rd, Path	Bike/Ped	CN	TAP	\$	22,160.88
Hamilton	1383166	Carmel	Local	Main St Path Project from Keystone to Gray Rd	Bike/Ped	CN	TAP	\$	61,596.08
Hamilton	1383167	Noblesville	Local	Carrigan Rd From Clarendon Dr. to N Harbour Dr	Bike/Ped	CN	TAP	\$	647.34
Hamilton	1383168	Noblesville	Local	Midland Trace Trail from Gray Rd. to Hazel Dell Rd.	Bike/Ped	RW	Group I	\$	400,000.00
Marion	1383252	Indianapolis	Local	Install countdown heads throughout Marion Co (424 intersections)	Bike/Ped	CE	HSIP	\$	85,059.75
						CN	HSIP	\$	680,478.00
Marion	1383267	Indianapolis	Local	SENSE Charter School, 1601 S. Barth Ave.	Bike/Ped	PE	TAP	\$	60,000.00
Hendricks	1383375	Hendricks Co.	Local	Extension of the National Road Heritage Trail: West County Line to Amo	Bike/Ped	PE	TAP	\$	8,796.00
Hendricks	1400271	Hendricks Co.	Local	BO trail phase 4	Bike/Ped	CN	Group I	\$	328,438.77
Hamilton	1500428	Westfield	Local	Install / upgrade handicap pedestrian curb ramps; various locations	Bike/Ped	PE	HSIP	\$	19,800.00
Hamilton	1500481	Fishers	Local	Pedestrian Improve; on 116th St between Allisonville Rd & I-69	Bike/Ped	PE	HSIP	\$	78,300.00
TOTAL FEDERAL OBLIGATION:								\$	15,919,182.41

BRIDGE PROJECTS								
COUNTY	DES #	SPONSOR	ROUTE	PROJECT DESCRIPTION	PROJECT TYPE	PHASE	FUND TYPE	FEDERAL OBLIGATION
Shelby	9380756	Shelby Co.	Local	Bridge #49 over Sugar Creek on CR 400 N	Bridge	CN	Group IV	\$35,982.80
Shelby	0100361	Shelby Co.	Local	Bridge #13 over Buck Creek on CR 875W	Bridge	PE	Local Bridge	\$104,655.00
Hamilton	0101380	INDOT	SR 32	at Presley Blvd	Bridge	CN	Normal Project	\$1,278,800.00
Hendricks	0710362	INDOT	US 36	From 0.96 miles E of SR 39 South Jct to 0.09 miles W of SR 267	Bridge	CE	Normal Project	\$67,200.00
Marion	0710482	INDOT	US 136	BR over Eagle Creek, 0.13 mi N of SR 134	Bridge	CE	Normal Project	\$61,600.00
Marion	0800963	INDOT	I 65	4 bridges in Marion County (see project log)	Bridge	CN	Normal Project	\$10,066.67
Marion	0800965	INDOT	I 65	Various bridges in Marion County (See Project Log)	Bridge	CN	Normal Project	\$546,433.83
Marion	0800979	INDOT	I 70	Over Madison Ave and CSX R/R	Bridge	CN	Normal Project	\$626,264.69
Marion	0801036	INDOT	I 65	At Pleasant Run and Pleasant Run Parkway (see project log)	Bridge	CN	Normal Project	\$426,601.49
Hendricks	0801055	Hendricks Co.	Local	BR #265; Ronald Reagan Pkwy over US 136	Bridge	CE	Group I	\$89,849.00
						CN	Group I	\$931,364.38
Hendricks	0801056	Hendricks Co.	Local	BR #264; Ronald Reagan Pkwy over CSX RR	Bridge	CE	Group I	\$106,459.50
						CN	Group I	\$957,592.56
						RR	Group I	\$92,609.50
Hendricks	0801057	Hendricks Co.	Local	BR #263; Ronald Reagan Pkwy over East Fork White Lick Creek	Bridge	CE	Group I	\$42,281.73
						CN	Group I	\$376,043.40
Hendricks	0801058	Hendricks Co.	Local	BR # 46; CR 300 N over East Fork White Lick Creek	Bridge	CE	Group I	\$27,181.00
						CN	Group I	\$236,377.65
Marion	0900324	INDOT	I 65	7 Streets RR, Monorail	Bridge	CN	Normal Project	\$3,395,696.85
Marion	0900359	INDOT	I 65	7 Streets, RR, Monorail	Bridge	CN	Normal Project	\$808,921.35
Marion	1006247	INDOT	I 465	2.920 mi E of SR 431	Bridge	RW	Normal Project	\$55.81
						CN	Normal Project	\$808,651.49
Hamilton	1006252	INDOT	SR 38	5.674 mi. E. of US 31	Bridge	CN	Normal Project	\$259,992.00
Hamilton	1006257	INDOT	SR 32	3.582 mi E of E jct SR 38	Bridge	RW	Normal Project	\$2,000.00
Marion	1006316	INDOT	I 465	3 bridges on I-465; 1 at 1.96 mi E US 31; & 2 at 0.79 mi S of I-70	Bridge	CN	Normal Project	\$386,097.75
						RR	Normal Project	\$21,375.00
Marion	1006353	INDOT	I 65	1.15 N of I-465 NB over Keystone Ave.	Bridge	PE	Normal Project	\$89,280.00
Marion	1006357	INDOT	I 70	0.896 miles E of I-465 (W Jct)	Bridge	CN	Normal Project	\$483,840.00
						RW	Normal Project	\$1,877.39
Hancock	1006422	INDOT	US 40	1.51 mile E of the Marion / Hancock Co Line	Bridge	CN	Normal Project	\$319,627.39
Hamilton	1006436	INDOT	SR 32	0.457 mile E of Boone / Hamilton Co Line	Bridge	RW	Normal Project	\$16.38
						CN	Normal Project	\$286,004.33
Marion	1006455	INDOT	I 70	Lynhurst Drive 1.18 miles E of I-465	Bridge	PE	Normal Project	\$2,970.00
Marion	1172943	INDOT	I 65	Ramp (I-465 to I-65 SB) over I-65 and I-465	Bridge	CN	Major Moves - Major New	\$227,940.25
Marion	1173063	Indianapolis	Local	Keystone Ave 0.1 mi S of Fall Creek Parkway, Washington Twp	Bridge	CN	Group I	\$38,264.70
Marion	1173065	Indianapolis	Local	Pleasant Run Pkwy 0.2 miles NE of Ritter Ave in Warren Township	Bridge	CE	Group I	\$40,000.00
						CN	Group I	\$869,884.66
Morgan	1173090	Morgan Co.	Local	Morgan County Bridge #144 White Lick Road .74 miles south of Hendricks CoLine Rd	Bridge	CE	Group I	\$50,000.00
Marion	1173926	INDOT	I 70	WB ramp to I-465; SB bridge over I-70, 0.16 mi E of I-465 (RP89+49)	Bridge	CN	Normal Project	\$1,083,239.10
Johnson	1296198	INDOT	I 65	North of Bartholomew County Line at 88+79	Bridge	CN	Normal Project	\$1,808.00
Marion	1296280	INDOT	I 74	6.61 miles E of SR 267	Bridge	CN	Normal Project	\$524,541.78
Hamilton	1296470	INDOT	SR 13	at 4.647 mile N of SR 32	Bridge	PE	Normal Project	\$46,354.91
Marion	1296520	INDOT	US 36	5.87 miles E of I-465	Bridge	RR	Normal Project	\$8,000.00
Marion	1296592	INDOT	I 65	0.33 mile N I-465 Hanna Ave	Bridge	CN	Normal Project	\$562,048.67
Marion	1296631	INDOT	I 65	4.25 miles S of I-70	Bridge	PE	Normal Project	\$3,555.00
Marion	1296651	INDOT	US 52	3.27 miles E of I-465 (Grassy Creek)	Bridge	PE	Normal Project	\$16,400.00
Hancock	1296692	INDOT	I 70	EB over Brandywine Creek, 0.3 miles E of SR-9	Bridge	PE	Normal Project	\$15,840.00
Hancock	1296694	INDOT	I 70	WB over Brandywine Creek, 0.3 miles E of SR-9	Bridge	PE	Normal Project	\$18,504.00
Shelby	1296698	INDOT	I 74	EB over Sugar Creek, 9.16 mile E of I-465	Bridge	CN	Normal Project	\$137,371.95
Hamilton	1296745	INDOT	SR 37	3.194 miles N of I-69	Bridge	PE	Normal Project	\$56,269.83
Marion	1297292	Indianapolis	Local	82nd St Bridge (#0601F) over Mud Creek	Bridge	CE	Group I	\$75,000.00
Marion	1297835	INDOT	I 65	0.05 miles N of I-70 under Virginia Ave	Bridge	CN	Bridge/Culvert Pres. Initiative	\$12,600.00
Marion	1298087	INDOT	I 70	4.123 mile E of I-465 (located below Tibbs Ave S side bridge str)	Bridge	PE	Normal Project	\$9,000.00
Hancock	1298191	INDOT	I 70	at 1.30 mile W of SR 9, Fortville Pike over I-70	Bridge	PE	Normal Project	\$25,200.00
Marion	1298193	INDOT	I 465	Ditch Road over I-465, 1.50 mile W of US 31	Bridge	PE	Normal Project	\$37,800.00
Hendricks	1298333	INDOT	US 36	.58 mi W of SR 39 W jct	Bridge	PE	Normal Project	\$21,680.00
Hendricks	1298375	INDOT	US 36	1.21 mi E of Avon Ave (Old SR 267)	Bridge	PE	Normal Project	\$26,000.00
Boone	1382012	Boone Co.	Local	Countywide Bridge Inspection and Inventory Program for Cycle Years 2013-2016	Bridge	PE	Local Bridge	\$13,440.00
Marion	1382613	Indianapolis	Local	Keystone Avenue over 86th Street (SB) Bridge # 0407F	Bridge	CE	Group I	\$75,000.00
Marion	1382805	INDOT	I 70	East Street Bridge superstructure replacement and raising over I-70	Bridge	UT	Normal Project	\$21,600.00
Johnson	1383133	Johnson Co.	Local	N.B. Madison Ave. over Pleasant Run	Bridge	CN	Group I	\$617,530.30
						CE	Group I	\$30,000.00
Johnson	1383134	Johnson Co.	Local	S.B. Madison Avenue over Pleasant Run	Bridge	CN	Group I	\$319,413.82
						CE	Group I	\$30,000.00
Marion	1400034	INDOT	I 465	EB over West 96th Street, 1.22 miles W US 421	Bridge	PE	Normal Project	\$376,519.50
Boone	1400339	INDOT	I 65	0.48 miles S I-865	Bridge	CN	Bridge/Culvert Pres. Initiative	\$131,546.47
Boone	1400341	INDOT	I 65	0.48 miles S I-865	Bridge	CN	Bridge/Culvert Pres. Initiative	\$75,214.57
Marion	1400344	INDOT	I 70	3.9 miles W I-65	Bridge	CN	Bridge/Culvert Pres. Initiative	\$332,893.29
Johnson	1400422	INDOT	US 31	0.29 mile S of SR 252 over Big Blue River NBL	Bridge	CN	Bridge/Culvert Pres. Initiative	\$165,748.60
Johnson	1400431	INDOT	US 31	0.29 mile S of SR 252 over Big Blue River SBL	Bridge	CN	Bridge/Culvert Pres. Initiative	\$73,922.60
Johnson	1400451	INDOT	SR 252	0.52 mile E of US 31 over Big Blue River	Bridge	CN	Bridge/Culvert Pres. Initiative	\$85,954.04
Marion	1400480	INDOT	ST 1028	Emerson Avenue - I 70, 2.84 miles W I-465	Bridge	CN	Bridge/Culvert Pres. Initiative	\$75,963.20
Marion	1400481	INDOT	ST 1001	Mitthoefer Road - I 70, 2.34 miles E I-465	Bridge	CN	Bridge/Culvert Pres. Initiative	\$20,043.03
Marion	1400482	INDOT	ST 1001	Fisher Road - I 74, 0.52 miles E I-465	Bridge	CN	Bridge/Culvert Pres. Initiative	\$19,179.03
Marion	1400483	INDOT	ST 1001	Vandergriff Road - I 74, 2.92 miles E I-465	Bridge	CN	Bridge/Culvert Pres. Initiative	\$19,763.83
Boone	1400484	INDOT	I 465	1.97 miles W US 421	Bridge	CN	Bridge/Culvert Pres. Initiative	\$32,562.74
Marion	1400485	INDOT	I 465	3.89 miles W US-31	Bridge	CN	Bridge/Culvert Pres. Initiative	\$34,124.13
Marion	1400486	INDOT	I 465	3.89 miles W US-31	Bridge	CN	Bridge/Culvert Pres. Initiative	\$34,124.13
Marion	1400501	INDOT	I 65	5.69 miles N I-70	Bridge	CN	Bridge/Culvert Pres. Initiative	\$69,634.80
Marion	1400502	INDOT	I 65	6 miles N I-70	Bridge	CN	Bridge/Culvert Pres. Initiative	\$78,210.90
Marion	1400503	INDOT	I 65	5.05 miles S I-465	Bridge	CN	Bridge/Culvert Pres. Initiative	\$41,920.50
Marion	1400504	INDOT	I 65	5.05 miles S I-465	Bridge	CN	Bridge/Culvert Pres. Initiative	\$46,169.84
Marion	1400505	INDOT	ST 1001	38th Street EB - I 65, 5.22 miles S I-465	Bridge	CN	Bridge/Culvert Pres. Initiative	\$34,757.94
Marion	1400583	INDOT	I 74	2.42 miles E of I-465	Bridge	CN	Normal Project	\$9,020.24
Shelby	1401295	INDOT	I 74	WB over W Little Sugar Creek; 8.32 miles E I-465	Bridge	CN	Normal Project	\$29,706.68
Shelby	1401296	INDOT	I 74	EB over W Little Sugar Creek; 8.32 miles E I-465	Bridge	CN	Normal Project	\$29,706.68
Marion	1401438	INDOT	I 70	Over Harding Street and CSX RR; 2.36 miles W of I-65	Bridge	CN	Bridge/Culvert Pres. Initiative	\$1,481,224.01
						RR	Bridge/Culvert Pres. Initiative	\$23,420.70
Marion	1401446	INDOT	I 70	Ramp I-465 SB-I-70 EB over I-70, I-70 WB CD; 0.13 miles W of I-465	Bridge	CN	Bridge/Culvert Pres. Initiative	\$870,913.80
Marion	1401448	INDOT	I 465	RAMP I-70 EB-I-465 NB Over I-465 NB/SB; 0.12 Miles S OF I-70	Bridge	CN	Bridge/Culvert Pres. Initiative	\$98,430.30
Marion	1401449	INDOT	I 465	NB over I-465 SB to I-70 EB Ramp; 0.07 miles S I-70	Bridge	CN	Bridge/Culvert Pres. Initiative	\$77,471.55
Marion	1401450	INDOT	I 465	SB over I-465 SB TO I-70 EB ramp; 0.07 miles S I-70	Bridge	CN	Bridge/Culvert Pres. Initiative	\$81,906.30
Marion	1401451	INDOT	I 465	Ramp I-70 EB-I-465 NB over I-70; 0.14 miles E I-465	Bridge	CN	Bridge/Culvert Pres. Initiative	\$127,385.55
Marion	1401452	INDOT	I 465	NB over CSX RR; 0.77 miles N I-70	Bridge	CN	Bridge/Culvert Pres. Initiative	\$121,521.15
Marion	1401453	INDOT	I 465	SB over CSX RR; 0.77 miles N I-70	Bridge	CN	Bridge/Culvert Pres. Initiative	\$90,588.15
Marion	1401454	INDOT	I 465	NB over E 30th Street; 0.89 miles N I-70	Bridge	CN	Bridge/Culvert Pres. Initiative	\$165,821.40
Marion	1401455	INDOT	I 465	SB over E 30th Street; 0.89 miles N I-70	Bridge	CN	Bridge/Culvert Pres. Initiative	\$153,401.40
Marion	1401758	Indianapolis	Local	Keystone Avenue over 86th Street (NB) Bridge #0408F	Bridge	CE	Group I	\$60,000.00
Hendricks	1500139	INDOT	US 136	1.55 mi E of SR 267	Bridge	PE	Normal Project	\$7,120.00

NOTE: INDOT did not provide the IMPO with funding type information for their projects.

BRIDGE PROJECTS

COUNTY	DES #	SPONSOR	ROUTE	PROJECT DESCRIPTION	PROJECT TYPE	PHASE	FUND TYPE	FEDERAL OBLIGATION
Hendricks	1592151	INDOT	I 70	CR 525E over I-70, 3.12 mi E of SR 39	Bridge	CN	Normal Project	\$65,785.91
Marion	1592304	INDOT	I 65	NB over I-70 WB, Ramp	Bridge	CN	Normal Project	\$141,948.90
Boone	1592319	INDOT	I 465	I-465 over Zionsville Road	Bridge	CN	Normal Project	\$133,943.40
						PE	Normal Project	\$22,500.00
Marion	1592385	INDOT	I 65	I/I-70 Bridge projects from Morris/Prospect N to Central Ave/Lewis St	Bridge	PE	Normal Project	\$4,095,009.00
Hendricks	1592514	INDOT	I 70	EB over East Fork of White Lick Creek, 4.26 miles W. of I-465	Bridge	PE	Normal Project	\$128,160.00
TOTAL FEDERAL OBLIGATION:								\$27,661,294.17

NOTE: INDOT did not provide the IMPO with funding type information for their projects.

INTELLIGENT TRANSPORTATION SYSTEM PROJECTS								
COUNTY	DES #	SPONSOR	ROUTE	PROJECT DESCRIPTION	PROJECT TYPE	PHASE	FUND TYPE	FEDERAL OBLIGATION
Marion	0800466	INDOT	I 465	Travel Time Signs in Indianapolis Area on I-465, I-65, and I-70	ITS	CN	CMAQ	\$ 1,148,403.33
Marion	1297417	INDOT	I 65	I-465 S of Indianapolis	ITS	CN	Major Moves - Major New	\$ 65,225.78
Hamilton	1298148	INDOT	US 31	146th to 169th Street	ITS	CN	Major Moves - Major New	\$ 3,818.69
Hamilton	1298686	INDOT	US 31	146th to 203rd	ITS	CN	Major Moves - Major New	\$ 65,318.59
Hamilton	1500357	INDOT	SR 32	at 8th, 9th, 10th and 16th Streets	ITS	CN	Normal Project	\$ 166,995.50
TOTAL FEDERAL OBLIGATION:								\$ 1,449,761.89

NOTE: INDOT did not provide the IMPO with funding type information for their projects.

TRANSIT PROJECTS					
COUNTY/SPONSOR	INDOT PROJECT NUMBER	PROJECT DESCRIPTION	GRANT NUMBER	FUND TYPE	FEDERAL OBLIGATION
Boone Co.	18034590	Operating	IN-18-X034	5311	\$209,695
Hamilton Co.	18034680	Operating	IN-18-X034	5311	\$647,141
Hamilton Co.	3403468C	BOVC - Medium Transit Vehicle (3)	IN-34-0011	5339	\$126,000
Hancock Co.	18034560	Operating	IN-18-X034	5311	\$214,489
Hendricks Co.	18034430	Operating	IN-18-X034	5311	\$713,941
Hendricks Co.	3403443C	MNV - Low Floor Mini Van (2)	IN-34-0011	5339	\$61,600
Johnson Co.	18034270	Operating	IN-18-X034	5311	\$759,226
COUNTY/SPONSOR	FTA GRANT NUMBER	PROJECT DESCRIPTION	DES. NUMBER	FUND TYPE	FEDERAL OBLIGATION
CIRTA	n/a	Commuter Connect Carpool Vanpool Program	1400984	CMAQ	\$2,469,619
IndyGo	IN-90X6-83	Acquire - Mobile Surv/Security Equip	1382907	Section 5307	\$168,000
IndyGo	IN-90X6-83	Audit Services 3rd Party	1382887	Section 5307	\$100,000
IndyGo	IN-90X6-83	Rehab/Renovate - Admin/Main Facility	1382889	Section 5307	\$2,201,347
IndyGo	IN-90X6-83	Preventive Maintenance	1382892	Section 5307	\$8,343,810
IndyGo	IN-90X6-83	Non-Fixed Route ADA Paratransit Service	1382885	Section 5307	\$1,375,809
IndyGo	IN-90X6-83	Buy Replacement 40 FT Bus	1382894	Section 5307	\$1,031,999
IndyGo	IN-90X6-83	Purchase Signage	1382896	Section 5307	\$140,000
IndyGo	IN-90X6-83	Acquire Shop Equipment	1500482	Section 5307	\$240,000
IndyGo	IN-90X6-83	Acquire Support Vehicles	1500483	Section 5307	\$176,001
IndyGo	IN-2016-016	IT/ITS Projects	1383088	STP	\$4,000,000
IndyGo	IN-2016-016	Public Outreach	1400993	CMAQ	\$3,348,710
IndyGo	IN-2016-016	BRT PE & NEPA	1401418	CMAQ	\$1,600,000
IndyGo	n/a	Transit Buses	1401608	STP	\$4,000,000
TOTAL FEDERAL OBLIGATION:					\$31,927,387

ROAD AND HIGHWAY PROJECTS									
COUNTY	DES #	SPONSOR	ROUTE	PROJECT DESCRIPTION	PROJECT TYPE	PHASE	FUND TYPE	FEDERAL OBLIGATION	
Shelby	9300140	INDOT	SR 252	From I-65 to Flatrock	Road/Hwy	PE	Major Moves - Major Pave	\$	81,576.00
Morgan	0100750	INDOT	SR 144	At Kitchen Road, 3.2 miles E of SR 67	Road/Hwy	RW	Normal Project	\$	70.65
Hendricks	0200705	Brownsburg	Local	From US 136 to 56th Street	Road/Hwy	CN	Group I	\$	654,490.58
Morgan	0300382	INDOT	PR 69	From SR 39 via SR 37 corridor to I-465 (tier 2 environmental study) SAFETEA-LU	Road/Hwy	PE	Major Moves - Major New	\$	2,196,000.00
Marion	0301105	Indianapolis	Local	10th St. From Delaware to Central, St. Joseph Historic District	Road/Hwy	CE CN PE	Group I Group I Group I	\$ \$ \$	25,000.00 410,797.60 12,880.00
Hancock	0400037	Hancock Co.	Local	CR 600W from US 40 to Broken Arrow Dr	Road/Hwy	CE CN UT	Group IV Group IV Group IV	\$ \$ \$	203,718.90 1,629,751.20 51,600.00
Marion	0400409	INDOT	I 465	Interchange at Allisonville Rd and I-465 (Design Build)	Road/Hwy	CN	Major Moves - Major New	\$	14,280.16
Hendricks	0501243	INDOT	I 74	From 0.23 mi E of SR 39 (Ross Ditch Bridge) to 1 mi W of SR 267	Road/Hwy	CE	Major Moves - Major Pave	\$	36,000.00
Shelby	0600118	Shelby Co.	Local	CR 400N from CR 825W to Shelby-Johnson Co line	Road/Hwy	RW	Group IV	\$	77,200.00
Hendricks	0600407	Hendricks Co.	Local	Ronald Reagan Pkwy (N-S Corridor) from CR 300 N to 2000 ft N of US 136	Road/Hwy	CE CN UT	Group I Group I Group I	\$ \$ \$	489,260.50 4,872,990.58 159,091.17
Hamilton	0600430	INDOT	US 31	From 0.2 mile S of I-465 to 111th Street	Road/Hwy	UT	Major Moves - Major New	\$	246,162.71
Hamilton	0600431	INDOT	US 31	From Blackburn Ave to 203rd Street	Road/Hwy	UT	Major Moves - Major New	\$	35,731.45
Hamilton	0600438	INDOT	US 31	Monon Trail to Greyhound Pass	Road/Hwy	CN	Major Moves - Major New	\$	82,649.38
Hendricks	0710126	INDOT	I 74	From 1 mile W of SR 267 to 2.83 miles E of SR 267(E ramp Ronald Reagan Pky)	Road/Hwy	CN	Normal Project	\$	49,500.00
Hendricks	0710127	INDOT	I 74	From 2.83 mi E of SR 267 (E ramp Ronald Reagan Pky) to 6.74 mi E SR 267	Road/Hwy	CN	Normal Project	\$	136,800.00
Hamilton	0710215	INDOT	US 31	From 96th St to 216th Street (ALL phases cashflow) Traditional Option	Road/Hwy	PE RW	Major Moves - Major New Major Moves - Major New	\$ \$	486,400.00 3,982,392.82
Hendricks	0710400	INDOT	US 36	From 0.02 mi W of SR 75 to 0.96 mi E of SR 39 East jct	Road/Hwy	RW CN	Normal Project Normal Project	\$ \$	50,984.00 2,064,000.00
Hendricks	0710400	INDOT	US 36	From 0.02 mi W of SR 75 to 0.96 mi E of SR 39 East jct	Road/Hwy	RW	Normal Project	\$	22,726.56
Hamilton	0801009	INDOT	SR 19	From 2.92 miles N of SR 32 (206th St) to 6.82 miles N of SR 32(Cicero Ck)	Road/Hwy	CN RR	Normal Project Normal Project	\$ \$	996,800.00 1,600.00
Hendricks	0900212	INDOT	SR 39	From 0.02 mi N of US 40 to 1.75 mi N of US 40	Road/Hwy	CN	Normal Project	\$	384,694.40
Marion	0902297	INDOT	I 65	I-465 and I-65 S of Indianapolis	Road/Hwy	CN CE RW	Major Moves - Major New Major Moves - Major New Major Moves - Major New	\$ \$ \$	145,516.95 14,400.00 21,150.00
Johnson	1000001	INDOT	SR 135	SR-135 at Smokey Row Road (CR-600N)	Road/Hwy	CN	Major Moves - Major New	\$	95,580.93
Boone	1005552	INDOT	US 421	US 421 at the intersection of SR 32	Road/Hwy	CN	Normal Project	\$	194,079.33
Johnson	1005947	Johnson Co.	Local	Between CR325E & CR440 E in Clark Twp, new 2 lane roadway construction	Road/Hwy	PE RW	Group IV Group IV	\$ \$	49,148.00 374,064.00
Marion	1006188	INDOT	US 31	.35 mile S of I-465 at Thompson Road	Road/Hwy	PE	Normal Project	\$	72,000.00
Shelby	1006430	INDOT	I 65	From SR 252 to 0.85 mile S of SR 44	Road/Hwy	CE CN	Normal Project Normal Project	\$ \$	264,846.15 6,898,815.27
Hendricks	1006551	Brownsburg	Local	West Northfield Drive from Brownsburg Station to US 136 Phase IV	Road/Hwy	CN	Group I	\$	105,155.66
Hendricks	1172483	Avon	Local	CR 1050 E at CR 100 N Construction of round about	Road/Hwy	CN	HSIP	\$	1,800.00
Marion	1173048	Indianapolis	Local	82nd St. Widening - Phase I - from Hague Rd. to Lantern Rd.	Road/Hwy	CE	Group I	\$	615,705.06
Marion	1173049	Indianapolis	Local	On Shadeland Ave from Brookville to 21st	Road/Hwy	CN	Group I	\$	112,800.00
Marion	1173051	Indianapolis	Local	On 38th Street from Post Road to Mithoeffer	Road/Hwy	CN	Group I	\$	200,000.00
Hamilton	1173100	Westfield	Local	Intersection of 161st Street and Oakridge Rd roundabout	Road/Hwy	CE	CMAQ	\$	53,937.00
Johnson	1173103	Whiteland	Local	Roundabout Intersection Improvement Whiteland Rd (500N) and Graham Rd(225E)	Road/Hwy	CN CE	HSIP HSIP	\$ \$	784,640.00 96,000.00
Hamilton	1173460	Hamilton Co.	Local	Roundabout at Cumberland Rd. & 96th St intersection	Road/Hwy	CN CE	CMAQ CMAQ	\$ \$	1,456,270.63 247,703.23
Hamilton	1173468	Westfield	Local	156th St and Springmill Road roundabout	Road/Hwy	CE	CMAQ	\$	74,412.70
Hamilton	1173474	Fishers	Local	106th Street and Eller Road	Road/Hwy	CE CN	CMAQ CMAQ	\$ \$	10,294.40 146,297.62
Marion	1173620	Indianapolis	Local	Southeastern Avenue from Emerson Avenue to English Avenue	Road/Hwy	CE CN	HSIP HSIP	\$ \$	35,000.00 1,294,444.80
Marion	1173621	Indianapolis	Local	Post Road from I-70 to 46th Street	Road/Hwy	CE	Group I	\$	207,702.43
Marion	1173697	INDOT	I 70	EB Added Travel Lane from Franklin Way Overpass to Post Road	Road/Hwy	PE	Normal Project	\$	17,900.00
Marion	1173721	INDOT	I 65	From Morris St exit ramp to the N split of the inner loop	Road/Hwy	CN	Normal Project	\$	1,664,629.20
Johnson	1296276	INDOT	US 31	1.03 miles N of SR 44 (Westview Dr) to 8.15 miles N of SR 44 (Stop 18 Rd)	Road/Hwy	CN	Normal Project	\$	3,083,200.00
Hamilton	1296427	INDOT	US 31	96th Street to 146th	Road/Hwy	CE CN	Major Moves - Major New Major Moves - Major New	\$ \$	607,133.60 26,119,454.85
Morgan	1296656	INDOT	SR 39	From SR 142 to SR 42	Road/Hwy	PE	Normal Project	\$	14,000.00
Marion	1296835	INDOT	I 465	from I-70 to 0.50 mi E SR 37	Road/Hwy	CN	Normal Project	\$	1,762,389.90
Johnson	1297199	INDOT	I 65	At Worthsville Road, 7.7 miles N of SR 44	Road/Hwy	PE RW UT	Normal Project Normal Project Normal Project	\$ \$ \$	28,125.00 204,750.00 13,736.65
Marion	1297293	Indianapolis	Local	Monument Circle Pedestrian Enhancement - Meridian and Market Street PE ONLY	Road/Hwy	PE	Group I	\$	2,690.45
Hamilton	1297561	Carmel	Local	116th St & Hazel Dell Parkway Intersection Conversion (Roundabout)	Road/Hwy	RW	Group I	\$	200,000.00
Hamilton	1297562	Hamilton Co.	Local	Hague Rd. & Carrigan Rd. (209th St) Roundabout	Road/Hwy	CN	CMAQ	\$	1,149,570.00
Hendricks	1297649	INDOT	US 36	From 0.08 W of SR 267 to 0.17 mi W of I-465 (High School Rd)	Road/Hwy	CN	Pavement Preservation Initiative	\$	24,000.00
Hamilton	1298035	INDOT	I 69	at 106 Street	Road/Hwy	CE CN PE RW UT	Normal Project Normal Project Normal Project Normal Project Normal Project	\$ \$ \$ \$ \$	23,949.00 1,223,013.44 474,592.50 360,096.00 3,314,757.07
Hamilton	1298140	INDOT	US 31	From 146th Street to 169th Street	Road/Hwy	CN	Major Moves - Major New	\$	117,687.24
Hamilton	1298682	INDOT	US 31	Local Roads	Road/Hwy	CN	Major Moves - Major New	\$	32,259.74
Hamilton	1298685	INDOT	US 31	169th to 203rd Street	Road/Hwy	CE CN	Major Moves - Major New Major Moves - Major New	\$ \$	464,702.20 12,506,018.80
Marion	1383087	Indianapolis	Local	46th St & German Church Rd roundabout	Road/Hwy	CE CN	Group I Group I	\$ \$	126,064.00 1,479,932.54
Hamilton	1383177	Fishers	Local	96th St from Lantern Rd to Cumberland Rd, add travel lanes	Road/Hwy	PE	Group I	\$	34,125.00
Hamilton	1383178	Fishers	Local	113th St from Ollo Rd to Florida Rd, rd rehabilitation	Road/Hwy	PE	Group I	\$	35,000.00
Hamilton	1383334	Hamilton Co.	Local	276th St from US 31 to Gwinn Road	Road/Hwy	RW	Group IV	\$	417,400.00
Johnson	1383341	INDOT	I 65	0.85 mile S of SR 44 to 5.41 miles N of SR 44 (0.50 mile N of Whiteland Rd)	Road/Hwy	CE	2020 Trust Fund	\$	60,510.93
Boone	1383408	Boone Co.	Local	From the intersection of CR 400 S with CR 650 E to CR 300 E, approximately 1 mi	Road/Hwy	RW	Group IV	\$	479,840.00
Hendricks	1400276	Avon	Local	CR 100 N. Resurfacing	Road/Hwy	CE	Group I	\$	20,000.00
Hendricks	1400277	Avon	Local	CR 100 S	Road/Hwy	CE	Group I	\$	10,000.00
Hamilton	1400760	Hamilton Co.	Local	236th Street from approx. 2.2 miles west of US 31 (Br. #201) to US 31	Road/Hwy	PE	Group IV	\$	506,706.40
Hamilton	1400811	Fishers	Local	Intersection of 136th Street and Cyntheanne Road roundabout	Road/Hwy	PE	HSIP	\$	204,000.00
Marion	1400973	INDOT	Various	I465 NB ramp- I69 NB, I69 SB ramp- I465 SB, I69 SB ramp- 465 WB, 82nd St- I69	Road/Hwy	CN	Normal Project	\$	106,674.06
Marion	1400974	INDOT	I 465	from just east of SR 37 to SR 67 (Kentucky Avenue)	Road/Hwy	CN	Normal Project	\$	12,842.58
Marion	1400975	INDOT	SR 135	Thompson Rd from SR 135 to US 31	Road/Hwy	CN	Normal Project	\$	214,400.00
Boone	1401153	INDOT	I 865	New Cable Rail Barriers, between I-65 and I-465	Road/Hwy	CN	Normal Project	\$	258,133.00
Johnson	1401355	INDOT	SR 37	From SR 144 to the Marion County line	Road/Hwy	CN	Pavement Preservation Initiative	\$	2,649,600.00
Hendricks	1500337	Brownsburg	Local	Intersection of E 56th St and Wild Ridge Blvd	Road/Hwy	PE	HSIP	\$	44,588.70
Marion	1500343	INDOT	I 465	0.4 mi E of SR 37 to SR 67	Road/Hwy	CN	Normal Project	\$	3,929,400.00

NOTE: INDOT did not provide the IMPO with funding type information for their projects.

ROAD AND HIGHWAY PROJECTS								
COUNTY	DES #	SPONSOR	ROUTE	PROJECT DESCRIPTION	PROJECT TYPE	PHASE	FUND TYPE	FEDERAL OBLIGATION
Marion	1500344	INDOT	I 65	N Split to Bridge over Alabama Street	Road/Hwy	CN	Normal Project	\$ 882,450.00
Hamilton	1500444	Carmel	Local	Roundabout construction; intersection of 126th St (Carmel Dr.) & Old Meridian St	Road/Hwy	PE	Earmark	\$ 100,500.00
Johnson	1500685	Franklin	Local	Roundabout @ Jefferson St. and Westview Dr.	Road/Hwy	PE	HSIP	\$ 135,000.00
Hamilton	1592152	Fishers	Local	Intersection improvement; 126th St & Reynolds Dr / Enterprise Dr / Parkside Dr	Road/Hwy	PE	HSIP	\$ 90,000.00
Morgan	1592374	INDOT	SR 42	From 0.06 mi E of SR 39 N Jct to 0.48 mi W of SR 267 (Br over White Lick Creek)	Road/Hwy	CN	Pavement Preservation Initiative	\$ 726,288.00
Hamilton	1592480	Fishers	Local	Right-of-Way Clearing and Staking at 96th Street and Lantern Road	Road/Hwy	CN	CMAQ	\$ 76,973.41
Marion	1592539	INDOT	I 65	From 1.76 mi. N. of I-70 to 3.28 mi N of I-70 Bridge over MLK Jr.St.	Road/Hwy	PE	21st Crossroads	\$ 36,000.00
Shelby	1592647	INDOT	SR 252	From US 31 to I-65	Road/Hwy	PE	21st Crossroads	\$ 15,200.00
TOTAL FEDERAL OBLIGATION:								\$ 117,093,258.64

NOTE: INDOT did not provide the IMPO with funding type information for their projects.

OTHER TRANSPORTATION PROJECTS									
COUNTY	DES #	SPONSOR	ROUTE	PROJECT DESCRIPTION	PROJECT TYPE	PHASE	FUND TYPE	FEDERAL OBLIGATION	
Marion	0810498	Indianapolis	Local	Georgetown Road from 56th Street to 62nd Street	Other	CN	Group I	\$	413,203.75
Marion	1006026	Southport	Local	System-wide sign replacement in Southport	Other	CE	HSIP	\$	2,250.00
						CN	HSIP	\$	47,932.25
Marion	1172478	INDOT	Various	Traffic Signals Mod -Various locations in project log - Discretionary I70 & 65	Other	CN	Normal Project	\$	1,875.22
Marion	1173081	Indianapolis	Local	East Stop 11 at Madison Ave	Other	CE	HSIP	\$	27,556.00
Marion	1173082	Indianapolis	Local	10th St at Tibbs Ave	Other	CE	Group I	\$	36,878.00
Marion	1173084	Indianapolis	Local	Five Points and Thompson Rd roundabout	Other	CN	CMAQ	\$	15,139.88
Marion	1173115	Indianapolis	Local	79th Street at Michigan Road	Other	CN	HSIP	\$	705.60
Marion	1173116	Indianapolis	Local	Shelby Street at Tabor Street	Other	CN	HSIP	\$	14,065.20
Marion	1173121	Lawrence	Local	Sign Replacement at various locations in Lawrence	Other	CE	HSIP	\$	47,900.00
						CN	HSIP	\$	986,569.00
Marion	1297416	INDOT	I 65	I-465 S of Indianapolis	Other	CN	Major Moves - Major New	\$	178,990.86
Hamilton	1298139	INDOT	US 31	Utility Relocation throughout the project	Other	CN	Major Moves - Major New	\$	125,153.86
Hamilton	1298142	INDOT	US 31	From 146th Street to 169th Street	Other	CN	Major Moves - Major New	\$	46,262.47
Marion	1382023	INDOT	MS MISC	6240 West Washington St, Former Jiffy Lube, Indianapolis	Other	PE	Major Moves - Major New	\$	22,838.42
Boone	1382075	INDOT	I 65	Sound Barrier Wall Construction for I-65 Added Travel Lanes (IR-30692)	Other	CN	Major Moves - Major New	\$	41,866.62
Marion	1382494	INDOT	I 65	I-465 and I-65 Interchange, S of Indianapolis	Other	CN	Major Moves - Major New	\$	110,444.80
						RW	Major Moves - Major New	\$	7,631.43
Hancock	1382680	INDOT	SR 9	at McClarnon Street, Greenfield	Other	CN	Normal Project	\$	1,041.80
Hancock	1382682	INDOT	SR 9	at Muskegon Drive, Greenfield	Other	CN	Normal Project	\$	1,355.00
Marion	1382870	Beech Grove	Local	Beech Grove Sign Replacement	Other	CN	HSIP	\$	8,002.06
Hancock	1383061	Hancock Co.	Local	Hancock County sign replacement	Other	CE	HSIP	\$	9,321.20
						CN	HSIP	\$	74,569.64
Johnson	1383103	Whiteland	Local	Town of Whiteland Municipal Sign Inventory and Replacement	Other	CE	HSIP	\$	5,697.00
						CN	HSIP	\$	36,274.49
Marion	1383159	Indianapolis	Local	Install flashing beacons at schools in various locations	Other	CE	HSIP	\$	40,000.00
						CN	HSIP	\$	159,401.09
Marion	1383193	INDOT	I 465	Pleasant Run Golf Course 601 N Arlington Ave	Other	PE	Normal Project	\$	22,122.00
Hamilton	1383254	Hamilton Co.	Local	Guardrail end treatment upgrades - 7 locations throughout Hamilton County	Other	CE	HSIP	\$	15,000.00
						CN	HSIP	\$	213,007.50
Hamilton	1383256	Hamilton Co.	Local	Pedestrian countdown signal heads & pushbuttons various intersections in county	Other	CE	HSIP	\$	22,764.00
						CN	HSIP	\$	196,605.72
Johnson	1383279	INDOT	SR 135	On SR 135 from CR 700N to CR 850N	Other	PE	Normal Project	\$	15,520.00
Marion	1400337	INDOT	I 65	4.33 miles N I-70	Other	CN	Bridge/Culvert Pres. Initiative	\$	393,521.72
Hendricks	1400545	INDOT	I 70	EB Bridge over White Lick Creek, 1.08 mi W of SR 267	Other	CN	Bridge/Culvert Pres. Initiative	\$	27,424.49
Hendricks	1400546	INDOT	I 70	WB Bridge over White Lick Creek, 1.08 mi W of SR 267	Other	CN	Bridge/Culvert Pres. Initiative	\$	27,424.49
Marion	1400580	Indianapolis	Local	Install school zone flashers at IPS School Nos. 66-106.	Other	CE	HSIP	\$	60,000.00
						CN	HSIP	\$	797,584.05
Marion	1400624	INDOT	Local	Ritter Avenue at CSX DOT# 154278E in Indianapolis	Other	RR	HSIP	\$	10,000.00
Marion	1400938	Indianapolis	Local	Knozone Outreach and Education Program - FY 2016 thru 2018	Other	PE	CMAQ	\$	320,000.00
Morgan	1400998	INDOT	SR 39	SR 39, From North Junction with SR 42 to US 40	Other	PE	Normal Project	\$	17,416.00
Marion	1401172	INDOT	Various	7 Interstate-to-Interstate Ramps, 465/70/65/865	Other	CN	Normal Project	\$	3,909.72
Hamilton	1401174	INDOT	Various	NB I-69 Ramp to 116th Street	Other	CN	Normal Project	\$	7,335.04
Hendricks	1401649	Pittsboro	Local	Sign inventory and replacement for the Town of Pittsboro	Other	PE	HSIP	\$	38,790.00
Johnson	1401685	Bargersville	Local	Sign inventory and replacement - Entire Town of Bargersville	Other	PE	HSIP	\$	26,730.00
Marion	1500356	INDOT	I 465	at I-465 SB entrance ramp and W 56th St; at I-465 NB exit ramp and W 56th St.	Other	CN	Normal Project	\$	84,068.25
Hendricks	1500404	Brownsburg	Local	Multiple locations in Brownsburg	Other	PE	HSIP	\$	42,037.00
Hendricks	1500423	Brownsburg	Local	Multiple Locations w/in the jurisdiction of the Town of Brownsburg	Other	PE	HSIP	\$	6,746.04
Hamilton	1500429	Westfield	Local	Install St. lighting at existing roundabouts and intersections; various location	Other	PE	HSIP	\$	81,000.00
Hamilton	1500430	Westfield	Local	Improve intersection sight distance; various locations	Other	PE	HSIP	\$	54,450.00
Hamilton	1500431	Westfield	Local	151st between Shelborne & Town Rd; Culvert Replacement & Safety Improvement	Other	PE	HSIP	\$	22,500.00
Marion	1500432	Indianapolis	Local	W/in 1/2 mile of the E Michigan St & Tecumseh St Intersection	Other	PE	HSIP	\$	63,567.00
Marion	1500433	Indianapolis	Local	Massachusetts Ave, Dearborn St & 21st St Intersections	Other	PE	HSIP	\$	108,900.00
Marion	1500434	Indianapolis	Local	W/in 1/2 mile of the N Alabama St and E 16th St Intersection	Other	PE	HSIP	\$	117,063.00
Marion	1500435	Indianapolis	Local	W/in 1/2 mile of the N Delaware St & E 25th St Intersection	Other	PE	HSIP	\$	81,450.00
Hendricks	1500436	INDOT	I 74	at Ronald Reagan Parkway Interchange, Westbound Exit Ramp	Other	CN	Normal Project	\$	130,778.70
Marion	1500437	Indianapolis	Local	Guard Rail Attenuators, New Or Modernize; Indy, Marion Co, all Townships	Other	PE	HSIP	\$	138,105.00
Marion	1500438	Indianapolis	Local	W/n 1/2 mile of the N Meridian St & St Clair St Intersection	Other	PE	HSIP	\$	113,004.00
Marion	1500439	Indianapolis	Local	W/n 1/2 mile of the E Washington St & Arsenal Ave Intersection	Other	PE	HSIP	\$	53,100.00
Marion	1500440	Indianapolis	Local	W/in 1/2 mile of the Washington St & Belmont/Warman Ave Intersection	Other	PE	HSIP	\$	71,460.00
Marion	1500441	Indianapolis	Local	W/in 1/2 mile of the E Washington St & N Linwood Ave Intersection	Other	PE	HSIP	\$	53,100.00
Hancock	1500442	Hancock Co.	Local	600 W Corridor; Sugar Creek Elementary, Zion School, and Mt Comfort Elementary	Other	PE	HSIP	\$	9,000.00
Hancock	1500443	Hancock Co.	Local	Update or add guardrail end treatments at 47 structures in Hancock Co.	Other	PE	HSIP	\$	36,000.00
Hendricks	1500571	Brownsburg	Local	Multiple locations in Brownsburg	Other	CE	HSIP	\$	10,645.00
Hendricks	1500571	Brownsburg	Local	Multiple locations in Brownsburg	Other	CN	HSIP	\$	131,657.98
Johnson	1500613	Greenwood	Local	Signalized intersections within the City of Greenwood	Other	PE	HSIP	\$	70,650.00
Johnson	1500692	Franklin	Local	Intersection of Mallory Parkway and US31	Other	PE	HSIP	\$	67,365.00
Shelby	1500864	INDOT	SR 252	Clearing contract from I-65 to Flatrock	Other	CN	Normal Project	\$	262,280.00
TOTAL FEDERAL OBLIGATION:								\$	7,006,883.63
TOTAL OBLIGATED, ALL							\$	201,057,767.74	

NOTE: INDOT did not provide the IMPO with funding type information for their projects.

Appendix F

Assurances, Approvals, Certifications and Acknowledgements

- Checklist of Federal Requirements for the TIP
- Resolution Number 2017-IMPO-005;
IRTC approval of the 2018-2021 IRTIP on May 24, 2017
- Metropolitan Transportation Planning Process Certification
- SFY 2022 Call for Projects - Complete Streets Compliance
- Title VI and Environmental Justice
- Letter from INDOT regarding Prior Year Balances.
- Letter approving 2018-2021 IRTIP, signed by INDOT Commissioner on behalf of the Governor.
- Acknowledgment of the organizations and individuals who contributed to the development of the IRTIP.

Checklist of Required Information for the Transportation Improvement Program (TIP) Per Federal Regulations

Regulatory Citation	Key Content of Rule	Review Guidance	Where in TIP? Pg(s)	Comments
CFR 450.316 (a)	Public Involvement	TIP uses visualization, is available on the web, process was consistent with public involvement plan, final action includes documentation of significant comments and disposition.	D-1	<u>Yes</u> /No
CFR 450.316 (b)	Consultation	TIP process includes consultation with other planning organizations and stakeholders, including applicable tribes and federal land management agencies.	3	<u>Yes</u> /No
CFR 459.320 (b)	Congestion Management	TMA's TIP reflects multimodal measures/strategies from congestion management process	n/a	No approved CMP in place at time of TIP development
CFR 450.324 (a)	Cooperation with State and public transit	TIP was developed in cooperation with the State (DOT) and (any) public transit operators.	3	<u>Yes</u> /No
	> or = to 4 years	TIP covers at least 4 years	5	<u>Yes</u> /No
		TIP cycle matches STIP		<u>Yes</u> /No
	MPO approval of TIP	Date TIP approved by the MPO's Policy Board. Signed resolution is included.		Date: <u>Yes</u> /No
	Approval by INDOT	Approval recommended by INDOT	i	Date:
	Governor's approval	Approval by Governor	i	Date:
	MPO Conformity Determination	If a nonattainment/maintenance area, a conformity determination was made and included in the TIP		Date: <u>Yes</u> /No
CFR 450.324 (b)	Reasonable Opportunity for Public Comment	TIP identifies options provided for public review/comment, documentation of meetings, notices, TIP published on-line, other document availability, accommodations, etc.	D-1	<u>Yes</u> /No
CFR 450.324 (c)	Specific types of projects to be included in TIP	TIP includes capital and non-capital surface transportation projects within the metropolitan planning area proposed for funding under 23 USC or 49 USC chapter 53.	11-50	<u>Yes</u> /No
CFR 450.324 (d)	List all regionally significant projects	TIP lists all regionally significant projects requiring FHWA or FTA action, regardless of funding source.	50	<u>Yes</u> /No
CFR 450.324 (e)	Information required about each project	Sufficient scope description (type, termini, length, etc...)	11-50	<u>Yes</u> /No
		Estimated total cost (including costs that extend beyond the 4 years of the TIP)	11-50	<u>Yes</u> /No
		Federal funds proposed by year.	11-50	<u>Yes</u> /No
		Proposed category(ies) and source(s) of federal and non-federal funds.	11-50	<u>Yes</u> /No
		Recipient/responsible agency(s) identified.	11-50	<u>Yes</u> /No
		If a nonattainment/maintenance area, TCMs from SIP are identified.	n/a	<u>Yes</u> /No
		If a nonattainment/maintenance area, project information provides sufficient detail for air quality analysis.	11-50	<u>Yes</u> /No
		Identification of projects that will implement ADA paratransit or key station plans.	n/a	Yes/No/ <u>NA</u>
CFR 450.324 (g)	Consistency with approved plans	Each project is consistent with the MPO's approved transportation plan.	50	<u>Yes</u> /No
CFR 450.324 (h)	Financial Plan	Demonstrates TIP can be implemented, indicates reasonably expected public and private resources, and recommends financing strategies for needed projects and programs.	C-1	<u>Yes</u> /No
		Total costs are consistent with DOT estimate of available federal and state funds.	C-3	<u>Yes</u> /No
		Construction or operating funds are reasonably expected to be available for all listed projects.	C-3	<u>Yes</u> /No
		For new funding sources, strategies have been identified to ensure fund availability.	n/a	Yes/No
		Includes all projects and strategies funded under 23 USC and Federal Transit Act and regionally significant projects.	11-50	<u>Yes</u> /No
		Contains system-level estimates of costs and revenues expected to be available to operate and maintain Federal-aid highways and transit.	C-3	<u>Yes</u> /No

Regulatory Citation	Key Content of Rule	Review Guidance	Where in TIP? Pg(s)	Comments
		Revenue and cost estimates are inflated to reflect year of expenditure.	C-1	<u>Yes</u> /No
CFR 450.324 (i)	Financial Constraint	Full funding for each project is reasonably anticipated to be available within the identified time frame.	C-1	<u>Yes</u> /No
		If a nonattainment/maintenance area, the first two years' projects are only those for which funds are available or committed.	C-1	<u>Yes</u> /No
		TIP is financially constrained by year, while providing for adequate operation and maintenance of the federal-aid system.	C-1 to C-3	<u>Yes</u> /No
		If nonattainment/maintenance area, priority was given to TCMs identified in the SIP.	n/a	Yes/No/ <u>NA</u>
CFR 450.324 (k)	5309 Projects	Total federal share in TIP does not exceed funding committed to the MPA and is reasonably expect to be available.	n/a	Yes/No/ <u>NA</u>
CFR 450.324 (l)	Monitoring Progress	TIP identifies criteria (including multimodal tradeoffs), describes prioritization process, and notes changes in priorities from prior years.	A-1	<u>Yes</u> /No
		TIP lists major projects (from previous TIP) that have been implemented or delayed.	49	<u>Yes</u> /No
		If a nonattainment/maintenance area, progress implementing TCMs is described.	n/a	Yes/No
CFR 450.326	TIP/STIP Relationship	Approved TIP is included in STIP without change.	i	<u>Yes</u> /No
CFR 450.332	Annual Listing of Obligated Projects	TIP includes annual list of obligated projects, including bike and/or pedestrian facilities.	E-1	<u>Yes</u> /No
CFR 450.334	Certification	TIP includes or is accompanied by resolution whereby MPO self-certifies compliance with all applicable provisions of CFR450.334 and federal lobbying restrictions of 49 CFR20.110	F-1	<u>Yes</u> /No

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION

INDIANAPOLIS REGIONAL TRANSPORTATION COUNCIL
POLICY COMMITTEE

Resolution Number 17-IMPO-005

A RESOLUTION approving the 2018-2021 Indianapolis Regional Transportation Improvement Program.

WHEREAS, the 2018-2021 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

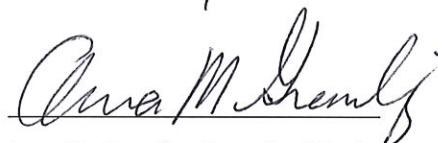
WHEREAS, the proposed IRTIP amendments were made available for public comment for 30 days and comments received were provided to the Indianapolis Regional Transportation Council Policy Committee (IRTC) prior to approval; and

WHEREAS, the IRTC 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, all persons having been heard, that the 2018-2021 Indianapolis Regional Transportation Improvement Program is approved by including therein the attached Exhibit A: 2018-2021 Indianapolis Regional Transportation Improvement Program.

The above and foregoing resolution was adopted this 24 day of May 2017 by the IRTC Policy Committee.

DATE: 5/24/17



Anna M. Gremling, Executive Director
Indianapolis MPO
For the IRTC Policy Committee Chair

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.336, the Indiana Department of Transportation and the Indianapolis Metropolitan Planning Organization for the Indianapolis urbanized area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of :

- I. 23 U.S.C. 134, 49 U.S.C. Section 5303, and 23 CFR part 450.300;
- II. In nonattainment and maintenance areas, section 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93;
- III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or in business opportunity;
- V. Section 1101 (b) of the FAST Act (Pub.L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

In August of 2014, the United States Department of Transportation conducted an on-site certification review of the Indianapolis MPO urban transportation planning process. The USDOT issued a subsequent finding that the Indianapolis MPO was fully certified as meeting all pertinent requirements, subject to addressing the corrective action and recommendations contained in the final certification report.

Indianapolis Metropolitan Planning Organization

Signature/Title

Anna M. Shultz, Executive Director

Date

3/3/17

Indiana Department of Transportation

Signature/Title

Roy Nunnally, Division Director, INDOT

Date

3/3/17

Measuring Our Complete Streets Policy

2022 Call for Projects | Indianapolis MPO

The Indianapolis Metropolitan Planning Organization (MPO) issued a call for projects to be constructed in 2022. This call for projects was the third under the MPO's Complete Streets Policy.

How does the complete streets policy fit into the MPO's project funding process?

Local Public Agencies (LPAs) apply for funding from the MPO through an application process. Applications (1) describe the project, (2) provide project justification, and (3) provide a cost estimate. MPO staff review projects to determine whether they are compliant with the policy.

The complete streets policy requires that Transportation Alternatives Program (TAP) and Surface Transportation Program (STP) projects within the urbanized area (UZA) include a sidewalk or multi-use path on at least one side of each proposed street, or bike lanes. Exceptions are described in the policy and may be granted as appropriate; MPO staff review some exceptions and a Complete Streets Task Force reviews others.

Reminders for future years:

1. Roundabout intersection projects are often proposed, and generally include stub streets for several hundred feet in the direction of each approach. To ensure compliance with the policy, each direction approaching the roundabout should have a walking or bicycling facility on at least one side of each approach.
2. Projects located along the UZA boundary are considered to be within the UZA.

How do this year's projects comply with the policy?

For 2022, 29 projects are recommended for funding, and 15 of those are required to comply with the policy (15 are in the STP/TAP funding categories; 14 are in HSIP and CMAQ).

Recommended & Required to Comply		Proposed Added Assets	
15	Total Projects	> 1.4 miles	New Sidewalk Length
14	Comply	> 8.2 miles	New Multi-Use Path Length
1	N/A (not new or reconstruction) (transit vehicles purchase)	16	New Crosswalks
		38	ADA Accessible Ramps
		6	Median Refuges
		1	Road Diet
		3 Projects	Amenities (lights/furniture/bike racks, etc.)

Other info about this year's recommended/required projects

Additional information about the 15 recommended projects that are required to comply with the Complete Streets Policy.

Project Type	Compliance Type
1 Roadway New Construction	4 Existing Sidewalk or Multi-Use Path
1 Roadway Reconstruction/Rehab	2 New Sidewalk (one side)
1 Roadway Capacity Improvement	1 New Sidewalk (both sides)
3 Intersections	7 New Multi-Use Path (one side)
3 Bridge Rehab	1 N/A (not new or reconstruction)
6 Pedestrian / Bicycle / Transit	

Other info about all of this year's submitted projects

In 2016, the IRTC directed MPO staff to evaluate all proposed projects to determine compliance with the policy, as a measure for comparison. The following breaks down compliance by several factors.

Overall	All Recommended Projects
69 Total Projects Submitted	29 Total Projects Recommended for Funding
47 Comply	19 Comply
1 Probable Exception	1 Probable Exception
2 Further Investigation Necessary	1 Non-Compliant based on the project information submitted
6 Non-Compliant based on the project information submitted	8 N/A (not new or reconstruction)
13 N/A (not new or reconstruction)	
Compliance Type for Recommended Projects	
29 Total Projects Recommended for Funding	
6 Existing Sidewalk or Multi-Use Path	
2 New Sidewalk (one side)	
1 New Sidewalk (both sides)	
10 New Multi-Use Path	
1 Probable Exception	
1 Non-Compliant based on the project information submitted	
8 N/A (not new or reconstruction)	

Title VI and Environmental Justice

President Clinton, in 1994, issued Executive Order 12898 directing all Federal agencies to identify and address disproportionately high and adverse human health or environmental effects of their policies, programs, and activities on minority and low-income populations. This Executive Order further augments and is consistent with Title VI of the Civil Rights Act of 1964 which states “no person in the United States shall, on the basis of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity receiving Federal financial assistance.”

The Executive Order and the U.S. DOT established three fundamental principles of environmental justice to ensure nondiscrimination in its Federally funded activities as follows:

- To avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in or significant delay in the receipt of benefits by minority and low-income populations.

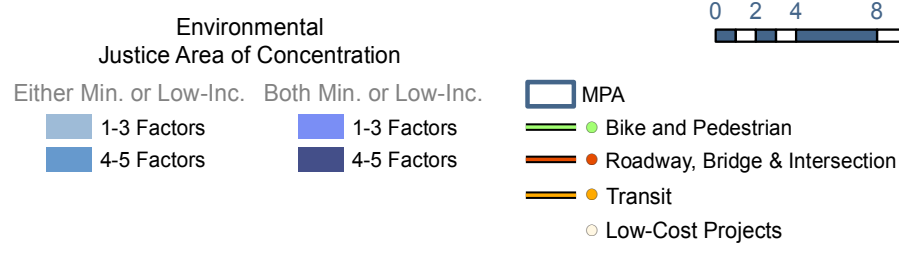
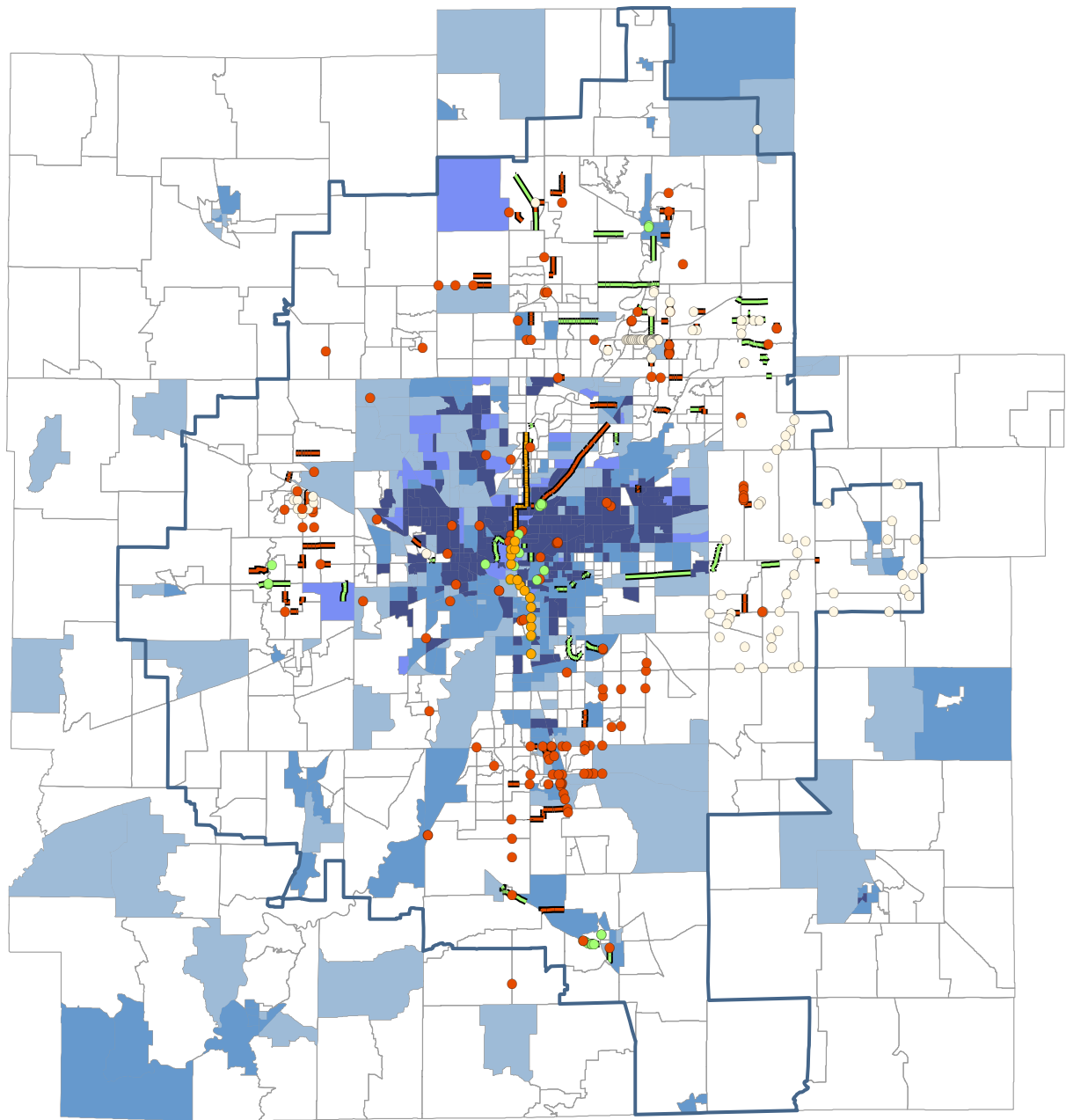
The MPO analyzed the projects in the 2018-2021 Indianapolis Regional Transportation Improvement Program (IRTIP) funded through the MPO’s annual allocation to ensure that Federal transportation investments are funded proportionally and are not overly concentrated in or avoid low-income and minority populations. To be consistent with the MPO’s Long Range Transportation Plan’s environmental justice goals and analysis, the MPO’s analysis focused on the two key indicators of low-income and minority populations. Federally funded projects by money allocated to the MPO (Highway Safety Improvement Program (HSIP), Transportation Alternatives Program (TAP), Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Program (STP) Group I (Urban), and Prior Year Balances (PYB)) was extracted from all 2018-2021 IRTIP projects as well as State Fiscal Year (SFY) 2022 Illustrative projects and cross referenced to block groups labeled as Environmental Justice (EJ) areas.

Based on these indicators and the distribution of projects, the MPO concluded that of the **375 projects** identified, **144 (38%)** of projects intersected with EJ areas compared to **231 (62%)** of projects outside of EJ areas. From an investment standpoint, the MPO concluded that of the **\$305 million** in funding from HSIP, TAP, STP Urban Group I, and PYB, **\$79.9 million (26%)** was used for projects that intersected with EJ areas compared to the **\$225 million (74%)** for projects outside of EJ areas.

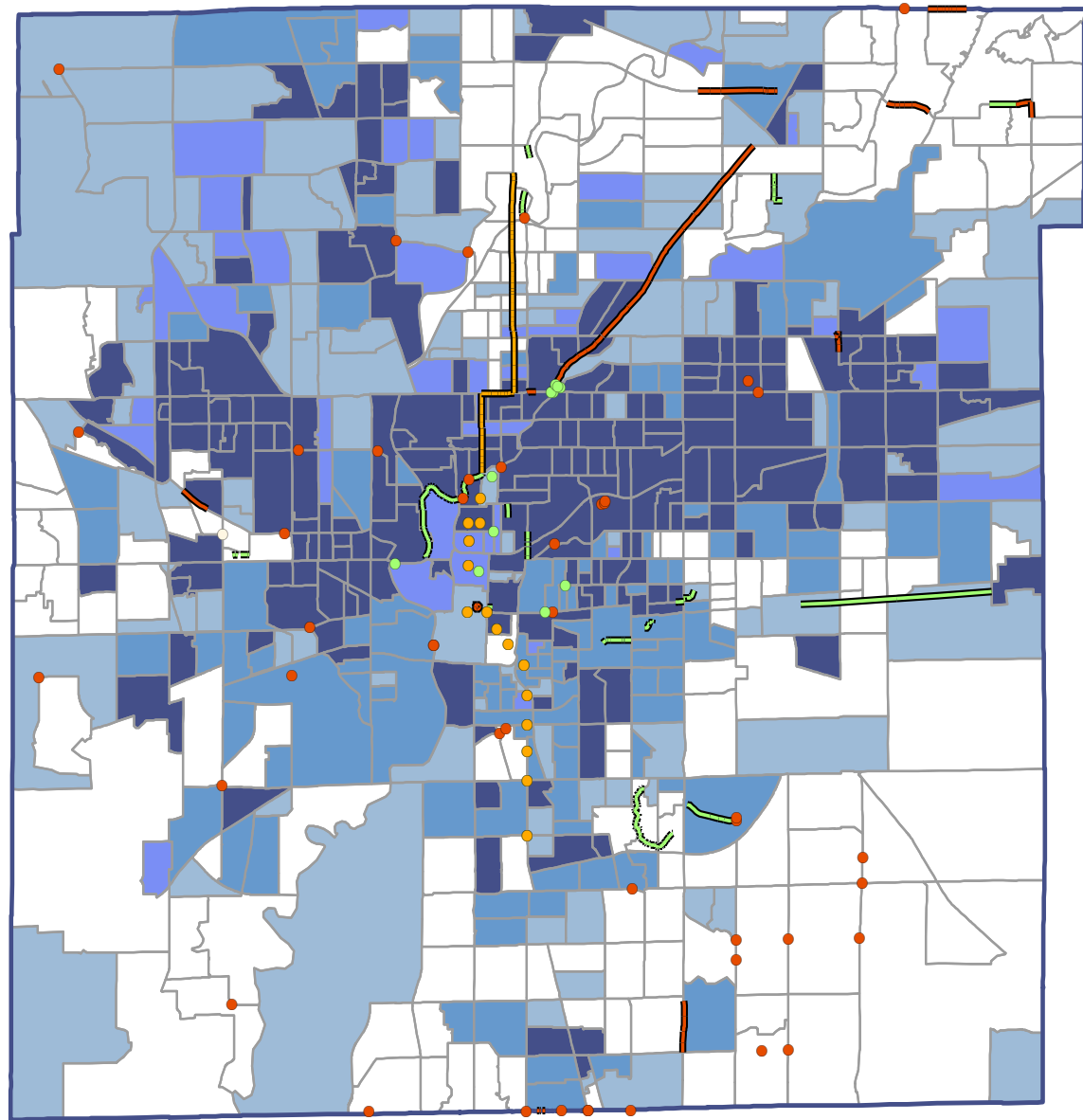
To better understand the impact of the IRTIP projects funded by HSIP, CMAQ, TAP, STP Group I (Urban), and Prior Year Balances, an additional study to find the total Metropolitan Planning Area’s (MPA) population versus the population of the EJ areas was conducted. Calculated by summing block groups’ populations, Indianapolis’ MPA has **1.6 million people**. The block groups identified as EJ areas within the MPA have a population of **762,185**, which indicates **47%** of the MPA population is hosted within block groups identified as EJ areas.

MPO TIP Projects 2018-2022

Overlaying EJ Areas



MPO 2018 - 2022 TIP Projects Overlaying Marion County EJ Areas



Environmental
Justice Area of Concentration

Either Min. or Low-Inc.	Both Min. or Low-Inc.
1-3 Factors	1-3 Factors
4-5 Factors	4-5 Factors

0 1 2 4 6 8 Miles



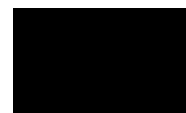
Marion County

Bike and Pedestrian

Roadway, Bridge & Intersection

Transit

Low-Cost Projects





INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room 955
Indianapolis, Indiana 46204

PHONE: (317)-234-5142
FAX: (317) 232-1499

Michael R. Pence, Governor
Karl B. Browning, Commissioner

February 26, 2015

Anna Gremling, Executive Director
Indianapolis Metropolitan Planning Organization
Suite 1922, City County Building
200 East Washington Street
Indianapolis, IN 46204

Dear Ms Gremling:

Thank you for taking the time over the last 7 months to discuss and work through the many issues that the MPO's and INDOT were facing regarding policies and procedures, funding and project delivery. INDOT is very appreciative of your commitment to work together as partners in transportation ensuring all tax dollars are utilized and spent in the most efficient way.

Indiana receives approximately \$1 billion per year in federal funding of which INDOT sets aside 25% for federal aid eligible projects within Rural Local Planning Agencies (LPA) and Metropolitan Planning Organizations (MPO). Federal law requires INDOT to obligate all of the federal funds it receives each fiscal year. Any unobligated funds revert back to the Federal Highway Administration (FHWA) for redistribution to other states. INDOT will not lose any funding to other states and will take necessary steps to avoid this.

As you're aware, INDOT and all of the MPO's have come to an agreement on prior year balances. All MPO's have now completed the creation of a 4-5 year spending plan that not only identifies how they expect to utilize their annual spending authority but how to spend down the unfunded liability of prior year balances. As we move beyond fiscal year 2015, INDOT expects the Local Rural and MPO Programs to obligate their yearly spending authority and prior year balances before the end of each state fiscal year. INDOT's definition of obligation means that a purchase order has been issued for those funds.

INDOT will work collaboratively with each MPO to assist in the obligation of all funds but will not be held responsible for the lack of project eligible activities for any obligation. Federal requirements must be met in order to obligate funds which include but is not limited to actual fully executed contracts. As we've discussed, INDOT will no longer allow the carryover of funds from year to year.

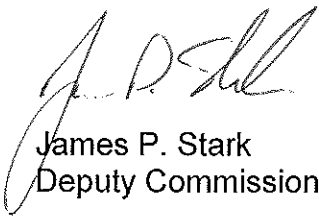
Any unobligated funds at the end of each state fiscal year; whether it's from your yearly spending authority or prior year balances identified to be utilized during the current state fiscal year, will be lost by the Local Rural and MPO Programs. Prior year balance dollar amounts are not tied down to specific projects.

It's each MPO's responsibility to see that these dollar amounts for both your annual spending authority and prior year balances are obligated as identified to be utilized during the current state fiscal year. As you requested, INDOT is happy to make available to you the following dollar amounts for the following state fiscal years:

- 2016 - \$7,850,000
- 2017 - \$5,050,000
- 2018 - \$1,750,000
- 2019 - \$14,192,405
- 2020 - \$10,418,216

Once again, thank you for all of your hard work.

Sincerely,



James P. Stark
Deputy Commissioner, Innovative Project Delivery

cc: Karen Hicks
Kathy Eaton-McKalip



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N955
Indianapolis, Indiana 46204

PHONE: (317) 234-1692
FAX: (317) 233-0958

Eric Holcomb, Governor
Joe McGuinness, Commissioner

June 7, 2017

Indianapolis Metropolitan Planning Organization
Anna Gremling, Executive Director
200 E. Washington Street, Suite 1922
Indianapolis, IN 46204

RE: FY 2018-2021 Transportation Improvement Program – Indianapolis MPO

Dear Ms. Gremling:

The Indiana Department of Transportation (INDOT) has completed its review of the FY 2018-2021 Transportation Improvement Program for the Indianapolis Metropolitan Planning Organization (IMPO). State and locally initiated transportation projects were reviewed for accuracy and compliance under the Fixing America's Surface Transportation Act (FAST Act).

It is my pleasure to inform you that on behalf of Governor Eric Holcomb, I approve your FY 2018-2021 Transportation Improvement Program. This document will serve as support for the local and INDOT projects in your area that fall within the FY 2018-2021 timeline and will be included by reference in the FY 2018-2021 Indiana Statewide Improvement Program (STIP). However, projects not shown by reference will be amended into the STIP upon request.

If you should have any questions, please feel free to contact Roy Nunnally at 317-234-1692.

Sincerely,

Joe McGuinness, Commissioner
Indiana Department of Transportation

JM/cs

cc: Trevor Mills
Roy Nunnally
Robert Dirks
Michael McNeil
Todd May
Cassandra Hudson
File



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division

July 3, 2017

575 North Pennsylvania Street, Rm 254
Indianapolis, IN 46204
(317) 226-7475
(317) 226-7431
<http://www.fhwa.dot.gov/indiv/>

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

In Reply Refer To:
HDA-IN

Commissioner Joe McGuinness
Indiana Department of Transportation
100 North Senate Avenue
Indianapolis, Indiana 46204

Dear Commissioner McGuinness:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have completed the review of the Indiana Department of Transportation (INDOT) FY 2018-2021 Statewide Transportation Improvement Program (STIP) and the respective Metropolitan Planning Organizations' (MPOs) Transportation Improvement Programs (TIPs) received June 6, 2017. We hereby give our approval.

We would also like to take this opportunity to recognize INDOT for maintaining and updating the Planning Roles, Responsibilities and Cooperative Operation Manual (PRRCOM), which identifies the planning contacts within INDOT and specifies the responsibilities for specific state and MPO planning functions and establishes processes for various core planning documents. The PRRCOM has been used effectively to guide the development of the planning products, such as the TIPs, the Unified Planning Work Programs (UPWPs) and the Statement of Works. We also commend INDOT's planning reviews of the MPOs under the 200,000 population. We strongly believe this oversight action helps to serve as the basis for INDOT's endorsement of the self-certification of the metropolitan planning process.

As we have communicated, the FHWA and FTA issued new transportation planning rules on the statewide and metropolitan transportation planning processes to reflect the use of a performance based approach to decision-making in support of national goals. These processes will document how the MPOs, INDOT and public transportation providers agree to cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the MPO region, and the data collection for the INDOT asset management plan for the National Highway System.

FHWA and FTA also have performance measures for safety, bridge and pavement conditions, congestion reduction, system reliability and transit asset management for which final regulations are published and in effect. INDOT and the MPOs must collaborate to identify performance

targets for each performance measure. For FHWA and FTA to approve amendments after May 27, 2018, the INDOT, MPOs and public transit operators must reflect this information and describe how projects in the TIP/STIP achieve the performance targets, to the maximum extent practicable, identified in the statewide and metropolitan transportation plans, linking investment priorities to these performance targets.

FHWA and FTA have determined the TIPs are based on a continuing, cooperative, and comprehensive planning process by INDOT, the MPOs, and the transit operators in accordance to 23 CFR 450. The TIP for the Northwestern Indiana Regional Planning Commission is subject to the provisions of the Transportation Conformity Rule (40 CFR Parts 51 and 93) has been found to conform (see enclosed approval letter). In addition, this planning finding is based upon the extent to which all the projects in the FY 2018-2021 STIP are the result of planning provisions found in U.S.C. 23 and U.S.C. 49.

We look forward to working with you on implementing the FY 2018-2021 STIP. Should you have any questions, please contact Joyce Newland, FHWA Planning Program Manager, at (317) 226-5353 or Joyce.Newland@dot.gov or Susan Weber, FTA Community Planner, at (312) 353-3888 or Susan.Weber@dot.gov.

Sincerely,



Mayela Sosa
Division Administrator
FHWA Indiana Division



Marisol Simón
Regional Administrator
FTA Region V

Enclosure

cc: Dan Brassard, INDOT
Kathy Eaton-McKalip, INDOT
Trevor Mills, INDOT
Katie England, INDOT
Roy Nunnally, INDOT
Susan Weber, FTA
Dan Avery, NIRCC
James Turnwald, MACOG
Jerold Bridges, MCCOG
Josh Desmond, BMCMPPO
Laura Thayer, CAMPO
Seyed Shokouhzadeh, EMPO
Anna Gremling, IMPO
Tammy Corn, KHCCC
Sallie Dell Fahey, APC
Larry Chaney, KIDPA
Marta Moody, DMMPC

Ty Warner, NIRPC
Ron Hinsenkamp, WCIEDD
Mark Policinski, OKI



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division

July 3, 2017

575 North Pennsylvania Street, Rm 254
Indianapolis, IN 46204
(317) 226-7475
(317) 226-7431
<http://www.fhwa.dot.gov/indiv/>

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

In Reply Refer To:
HDA-IN

Roy Nunnally, Director
Asset Management Division
Indiana Department of Transportation
100 N Senate Ave. N925
Indianapolis, IN 46204

Dear Mr. Nunnally:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the documents necessary to make an air quality conformity finding on the Northwestern Indiana Regional Planning Commission (NIRPC) amendment to the 2040 Comprehensive Regional Plan (CRP) and the FY 2018-2021 Transportation Improvement Program (TIP).

The Indiana Department of Environmental Management, the Indiana Department of Transportation, and the US Environmental Protection Agency have completed their reviews and recommend that we find the amendment to 2040 CRP and TIP conform to the applicable air quality conformity requirements. Appropriate consultation and public involvement on the conformity analyses was completed.

Therefore, FHWA and FTA find the NIRPC's amendment to the 2040 CRP and FY 2018-2021 TIP conform as required by the conformity rule. If you have any questions, please feel free to call Joyce Newland of FHWA at (317) 226-5353 or Susan Weber of FTA at (312) 353-3888.

Sincerely,

Mayela Sosa
Division Administrator
FHWA Indiana Division

Marisol Simón
Regional Administrator
FTA Region V

ecc: Ty Warner, NIRPC, Mary Enright, INDOT

ACKNOWLEDGEMENTS

Contributors to the preparation of the IRTIP (as of May 2017):

Indiana Department of Transportation (INDOT)

INDOT	Cat Schoenherr
INDOT	Jeanette Wilson
INDOT-Crawfordsville	Susie Kemp
INDOT-Greenfield	Cassandra Hudson
INDOT-Seymour	Karlei Metcalf

Indianapolis Regional Transportation Council (IRTC)

IRTC Policy Committee Members:

Arcadia	Mitch Russel
Avon	Tom Klein, Town Manager
Bargersville	Kevin Killinger, Town Manager
Beech Grove	Dennis Buckley, Mayor
Boone Co.	Craig Parks
Brooklyn	Karen Howard
Brownsburg	Grant A. Kleinhenz, Town Manager
Carmel	James Brainard, Mayor
Cicero	Paul Munoz
CIRTA	Lori Kaplan
Cumberland	April Fisher, Town Manager
Danville	Gary Eakin, Town Manager
FHWA	Robert Dirks
FTA	Susan Weber
Fishers	Scott Fadness, Mayor
Franklin	Steve Barnett, Mayor
Greenfield	Chuck Fewell, Mayor
Greenwood	Mark Myers, Mayor
Hamilton Co.	Mark Heirbrandt, Commissioner
Hancock Co.	Tom Stevens, Commissioner
Hendricks Co.	Matthew D. Whetstone, Commissioner
IDEM	Shawn Seals
Indianapolis	Joe Hogsett, Mayor
INDOT-Central Office	Scott Bailey
IndyGo	Mike Terry, President & CEO
Johnson Co.	Lucas Mastin
Lawrence	Steve Collier, Mayor
McCordsville	Tonya Galbraith, Town Manager
Mooresville	Virginia Perry

Morgan Co.	Don Adams, Commissioner
New Palestine	Jan Jarson
Noblesville	John Ditslear, Mayor
Pittsboro	Jason Love
Plainfield	Andrew Klinger, Town Manager
Ports of Indiana	Jody Peacock
Shelby Co.	Sam Booth
Southport	Russell McClure, Mayor
Speedway	Gary Raikes
Westfield	Andy Cook, Mayor
Whiteland	Norm Gabehart, Town Manager
Whitestown	Lauren Bailey
Zionsville	Tim Hawk

IRTC Technical Committee Members:

Arcadia	Mitch Russell
Avon	Ryan Cannon
Bargersville	Julie Young
Beech Grove	Brad Meriwhether
Boone Co.	Nick Parr
Brooklyn	Karen Howard
Brownsburg	Todd Barker
Carmel	Jeremy Kashman
Cicero	Paul Munoz
Cumberland	Christine Owens
Danville	Gary Eakin
Fishers	Jeff Hill
Franklin	Mark Richards
Greenfield	Karla Vincent
Greenwood	Paul Peoni
Hamilton Co.	Bradley Davis
Hancock Co.	Gary Pool
Hendricks Co.	John Ayers
Indianapolis	Melody Park
INDOT-Greenfield District	Scott Bailey
IndyGo	Annette Darrow
Johnson Co.	Neil VanTrees
Lawrence	Bill Anthony
McCordsville	Ryan Crum
Mooreville	Dave Moore
Morgan Co.	Larry Smith
New Palestine	David Book
Noblesville	John Berry
Pittsboro	Steve Maple

Plainfield	Scott Singleton
Shelby Co.	Sam Booth
Southport	Dave Kieser
Speedway	Wendell Walters
Westfield	Jeremy Lollar
Whiteland	Joseph Csikos
Whitestown	Jason Lawson
Zionsville	Lance Lantz

IRTC Administrative Committee Members:

City of Beech Grove	Dennis Buckley, Mayor
Boone County	Craig Parks
Town of Avon	Tom Klein, Town Manager
City of Fishers	Jeff Hill
IndyGo	Mike Terry, President & CEO
City of Indianapolis	Joe Hogsett, Mayor
City of Westfield	Andy Cook, Mayor
City of Greenwood	Mark Myers, Mayor
Town of Whiteland	Norm Gabehart, Town Manager

Indianapolis Metropolitan Planning Organization Staff:

Executive Director	Anna Gremling
Assistant Director	Sean Northup
Principal Planner	Steve Cunningham
Principal Planner	Stephanie Belch
Principal Planner	Andrew Swenson
Senior Planner	Jen Higginbotham
Senior Planner	Catherine Kostyn
Senior Planner	Kristyn Campbell
Senior Planner	Ryan Wilhite
Senior Planner	Jennifer Dunn
Planner	Joe Flood
Planner	Taylor Firestein
Office Manager	Anita Bjork

Appendix G

Performance Measures and Targets

Federal Safety Performance Measures and Targets

Introduction

Transportation performance measures were established in 2012 with the passage of the Moving Ahead for Progress in the 21st Century (MAP-21) act introducing requirements to evaluate and measure transportation networks across the nation. Federal agencies responsible for the development of implementation rules for these performance measures worked over several years with state departments of transportation, MPOs and other stakeholders to create and approve the final performance measure rules.

Both MAP-21 and the subsequent legislation known as the Fixing America's Surface Transportation Act (FAST-ACT) outlined what the Federal Government wanted to measure. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) then worked with state transportation agencies, MPOs and the general public to develop specific measures, geographies and targets.

Setting Targets

Despite an initially aggressive timeline for establishing performance measures and accompanying targets, the process took far more time than anticipated and resulted in an incremental distribution of individual measures and targets as they were developed. Beginning with the passage of MAP-21, MPO staff has monitored performance measure requirements and any guidance provided by the FHWA and FTA. The Indiana Department of Transportation (INDOT), in the winter of 2016, convened Indiana MPOs to discuss the final rule on safety. Later in 2017, after additional consultation with and feedback from the MPOs, INDOT established targets for the federal safety performance measure.

Despite lingering concerns over data accuracy, definitions of serious injury crashes and the annual target setting process, in late 2017, the Indianapolis MPO recommended supporting the INDOT safety targets. The recommendation was presented to the Indianapolis Regional Transportation Council at its joint Technical and Policy meeting on December 13th, 2017 and approved by the Council. See the approval resolution and Meeting Minutes in Appendix G. In addition, the MPO along with the other Indiana MPOs has worked with INDOT and our transit provider IndyGo to develop a written agreement that describes the mutual responsibilities for carrying out performance based planning and programming per 23 CFR 450.314 (h). The agreement (MOU) was still in progress at the time of this writing and will be included in appendix G once it is signed.

The following tables provide a summary of the required safety performance measure and targets that the MPO has adopted with the initial 5-year period being 2012 to 2016.

Highway Safety (effective date April 14, 2016)

Measure	Metric	Limits
Number of Fatalities	5 year rolling average	All public roads
Number of Serious Injuries	5 year rolling average	All public roads
Rate of Fatalities per 100 million VMT	5 year rolling average	All public roads
Rate of Serious Injuries	5 year rolling average	All public roads
Number of non-Motorized serious injuries	5 year rolling average	All public roads

- **Reporting.** Annual targets. DOTs set targets in August 2017, MPOs in February 2018 (180 days). MPOs report targets to INDOT.
- **Significant Progress.** Agency has met or made significant progress toward meeting its targets when at least four of the five performance targets are met or the measure has improved from its baseline. In addition to being required to submit documentation on how the state will achieve the targets if significant progress is not made, the state must use more of its HSIP funds for safety projects if it is not already doing so.

Measure	2018 Projection	State Target
Number of Fatalities	846	814.9
Number of Serious Injuries	3,577	3,479.8
Rate of Fatalities per 100 million VMT	1.065	1.036
Rate of Serious Injuries	4.379	4.347
Number of non-Motorized serious injuries	497	417.0

Indianapolis MPO staff will continue to work with INDOT to determine what the MPO will need to complete to satisfy our support of the safety targets. It is likely satisfaction will include a discussion of state tactics outlined in the State Highway Safety Plan or another document. MPO staff will update IRTC members regularly about our progress.

Indianapolis MPO staff continues to work with INDOT and FHWA to solidify the requirements necessary to satisfy the intent of the rules pertaining to the safety performance measure and targets.

Linking of Investments to Performance Measures

The current 2018-2021 IRTIP was developed using criteria developed prior to the final establishment of specific performance measures or targets. Never the less, the IRTIP includes projects focused exclusively on safety or that incorporate safety features and have indirect positive impacts on safety making progress towards improving safety and reducing serious injury crashes.

While the project selection process incorporates safety measures, both quantitative and qualitative, not all performance measures can be directly applied to the programming process. Some measures are developed more at the system level as opposed to the project level and thus would require additional data and detail to be meaningful in the programming process.

Never the less, the MPO's selection criteria for all four funding categories the MPO administers through its annual federal allocation include safety measures as one means of prioritizing projects for funding. The MPO's allocation of HSIP funding is specific to safety and is prioritized based on a process developed in 2013 that considers numerous planning factors as well as benefit/cost. These projects are then submitted to INDOT for eligibility finding by INDOT's Office of Traffic Safety who establishes and implements the State of Indiana's Strategic Highway Safety Plan.

Impact of Safety Projects in the TIP

While there is an inherent element of improved safety in most, if not all transportation projects programmed in the TIP, even bridge deck replacements improve safety of the system for example, there are numerous projects focused exclusively on safety as well. While many projects programmed in the TIP will improve safety, there are individual projects that are very specifically addressing Safety Performance Measure targets. For example, three of the emphasis areas of the INDOT Strategic Highway Safety Plan are Intersection Crashes, Bicycle Involved Crashes and Pedestrian Involved Crashes. The current TIP not only has specific funding and scoring criteria for these three areas of infrastructure, it also incorporates safety as a measure in prioritizing these projects. As a result, there are 64 projects (\$203,869,044) that address intersections, 17 projects (\$30,449,798) that address bicycle safety and 37 projects (\$51,954,308) that address pedestrian safety. These numbers are further increased when projects funded with programs other than the MPO's annual allocation are taken into consideration. There are another 66 projects in the TIP funded with other state and federal funding programs that either directly (or indirectly) address safety.

Conclusion

Based upon this information, it can be concluded that 20% of projects in the TIP or \$648,149,107 are programmed to make progress towards the safety targets established by INDOT and adopted by the IRTC in 2018. As a result, it can be concluded that the IRTIP will assist the region in achieving the safety targets that are included in the LRTP and adopted by the IRTC.

The MPO will continue to work with State and safety stakeholders in addressing areas of concern particularly for fatalities and serious injuries within the Indianapolis Metropolitan Planning Area. Continued data monitoring and reporting along with the incorporation of safety goals and objectives, as well as performance measures and targets into the metropolitan planning process will help the MPO better link investment priorities to the safety targets over time.



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

February 21, 2018

Mike Holowaty
Manager of Traffic Safety, INDOT
100 N. Senate Ave., Room N955
Indianapolis, IN 46204

Dear Mr. Holowaty,

The Indianapolis MPO, through the policy committee of the Indianapolis Regional Transportation Council (IRTC), has adopted the Safety Performance Measures as outlined in MAP-21.

At the December 13, 2017, Joint Policy and Technical Committees meeting of the IRTC (see meeting minutes and signed resolution attached), the following Safety Performance Measures (the same as adopted by the State of Indiana) were adopted for the Indianapolis Metropolitan Planning Area.

The statistics in the following table were reported to the National Highway Traffic Safety Administration and Federal Highway Administration as the state of Indiana's safety performance targets. The Indianapolis MPO will support these state-established safety targets as required by MAP-21.

Measure	2018 Projection	State Target
Number of Fatalities	846	814.9
Number of Serious Injuries	3,577	3,479.8
Rate of Fatalities per 100 million VMT	1.065	1.036
Rate of Serious Injuries	4.379	4.347
Number of non-Motorized serious injuries	497	417.0

Attached are the meeting minutes of the December 13, 2017, Joint Policy and Technical IRTC Meeting. Specifically, page 2, agenda item #5, describes the action taken by the Committee. Also attached is the signed resolution.

Sincerely,

Anna M. Gremling
Executive Director,
Indianapolis Metropolitan Planning Organization

CC: Jay Mitchell, INDOT
Stephanie Belch, MPO

Indianapolis Regional Transportation Council
Joint Committee Meeting Minutes
December 13, 2017
9:00 a.m. – 11:00 a.m.
Hornet Park Community Center
5245 Hornet Ave., Beech Grove, IN 46107

Voting Committee Members Present

Tom Klein – Town of Avon*	Dan Parker- City of Indianapolis*
Ryan Cannon- Town of Avon*	Melody Park-City of Indianapolis*
Ken Zumstein – Town of Bargersville*	Bill Anthony-City of Lawrence*
Julie Young- Town of Bargersville*	Tonya Galbraith-Town of McCordsville*
Dennis Buckley – City of Beech Grove*	Ryan Crum – Town of McCordsville*
Craig Parks-Boone County*	John Beery- City of Noblesville*
Nick Parr-Boone County*	Steve Maple-Town of Pittsboro*
Mike Hollibaugh-City of Carmel*	Scott Singleton-Town of Plainfield*
David Littlejohn-City of Carmel*	Jacob Blasdel – Town of Speedway*
C.J. Taylor- Town of Cicero*	Andy Cook- City of Westfield*
April Fisher – Town of Cumberland*	Norm Gabehart-Town of Whiteland*
Scott Fadness-City of Fishers*	Joe Csikos-Town of Whiteland*
Jeff Hill- City of Fishers*	Josh McClung-Town of Whitestown*
Steve Barnett-City of Franklin*	Brittany Garriott – Town of Whitestown*
Mark Richards – City of Franklin*	Lance Lantz – Town of Zionsville*
Jason Koch – City of Greenfield*	Annette Darrow-IndyGo*
Mark Myers – City of Greenwood*	Philip Roth-CIRTA*
David Johnston-City of Greenwood*	Bill Stinson – IAA*
Brad Davis-Hamilton County*	Scott Bailey-INDOT*

*Proxy

Others Present

Anna Gremling – Indianapolis MPO	Jen Higginbotham – MPO
Sean Northup – MPO	Ryan Wilhite – MPO
Taylor Firestine – MPO	Ward Kennedy – MPO
Steve Cunningham – MPO	Nathaniel Simmons – MPO Intern
Kristyn Sanchez – MPO	James Rinehart – MPO
Stephanie Belch – MPO	Anita Bjork-MPO
Bill Hall – United Consulting	John Myers – HNTB
Cindy Benedict-Stones3 Resources	Marsha Craney-Blevins – GAI Consultants
Stephanie Campbell – The Etica Group	Robert Gillett
Tim Miller-HNTB	Sarah Rubin – INDOT
Robert Dirks – FHWA	Hatem Mekky-City of Fishers
Matt Impink-Indy Chamber	Ron Webb-MS Consultants
Bill Hall-United Consulting	Kim Irwin-Health by Design
Pete Peterson-RQAW	Kate Weese – Clark Dietz
Rich Overmoyer-Fourth Economy	Sarah Blumenstein-Fourth Economy
Paul Peoni-City of Greenwood	

1. WELCOME & INTRODUCTIONS

Mark Myers, called the meeting to order and welcomed the IRTC Policy Committee members and visitors. Introductions were made around the room. **Mark Myers** proceeded with the meeting. **Mayor Myers** noted the meeting would proceed out of numerical sequence.

ITEMS FOR APPROVAL

4. APPROVAL OF 2018 UNIFIED PLANNING WORK PROGRAM AMENDMENT #1 (SEEKING APPROVAL)

Sean Northup provided a handout on the addition of the IndyGo Transit Asset Management Plan as a line item in the UPWP as was requested by INDOT.

Jeff Hill moved to approve the amendment #1 to the 2018 Unified Planning Work Program as presented.
Craig Parks seconded the motion.
The Unified Planning Work Program Amendment # 1 was approved.

5. SAFETY PERFORMANCE MEASURE TARGETS (SEEKING APPROVAL)

Ryan Wilhite presented the Safety Performance Measure Targets for approval. The MPO will adopt the state's Safety performance target as outlined in the memo. **Ryan** provided background and a PowerPoint presentation. He elaborated on safety measures that were established and will be reinforced, reporting of annual targets to be set by February 2018, and the support of state targets. The MPO will provide annual updates with INDOT and IndyGo. **Mayor Myers** asked if the tracking of train and auto accidents are included and reviewed. **Ryan** stated there is a data base available that records accidents (crashes) at rail crossings which is not a federal performance measure. **Brad Davis** inquired about the safety measures in relation to the Vision Zero initiative. **Ryan** stated there would be a review of trends that could lead to more aggressive targets be set. **Steve Maple** asked if there would be federal penalties if the safety targets were not met. **Ryan** stated it could be more likely that if thresholds were not met, there could be a shifting of funds to areas that promote safety.

Tom Klein motioned to approve the Safety Performance Measure Targets as presented.
Tonya Galbraith seconded the motion.
The Safety Performance Measure Targets were approved.

2. 2045 LONG RANGE TRANSPORTATION PLAN (SEEKING APPROVAL)

Ryan Wilhite presented a PowerPoint presentation on the modifications to the 2045 Long Range Transportation Plan. He also included a copy of his memo of November 21, 2017. The memo included a detailed listing of changes made to the draft. One additional change not listed in the memo is the scoring for project **4204, Dan Jones Road between US 36 and CR 100S, widen from 2 to 4 lanes**. This project received the full freight score and will move to the first time period (2016 – 2025) with no effect on other projects.

Ryan continued with a background update on the 2045 Long Range Transportation. He discussed formation of steering committees, employment forecasting, goals, objectives and themes, outreach, prioritizing capital projections, utilization budget allocation, public engagement, photos and recommendations. He stated the MPO would be conducting an “after action” report with HNTB to be completed in 2018 to evaluate and make recommendations to the 2045 LRTP planning process. There were no questions from the group. Further action will be completed in 2018.

Mayor Myers opened the Public Hearing.

Kim Irwin, Executive Director of Health by Design, thanked the MPO and IRTC members for their efforts in areas such as robust data and research, walkability, bikeability, safety and accessibility. **Kim** stated that she continues to stress the importance of caring for our current road assets, to fund maintenance rather than build roads that only support one mode of transportation and to work on areas of congestion relief and land use. **Kim** stated the plan encourages over expansion. She stated that there is not enough funding to maintain our current roads. She stated all entities need to work collectively to be intentional and take action maximizing the assets we have, making them safer and in better condition and minimizing new and increased capacity throughout the region.

Mayor Myers closed the Public Hearing. A brief conversation ensued.

Jeff Hill moved to approve the 2045 Long Range Transportation Plan as presented (including project 4204 in the 2016 -2025 Time Period);

Tom Klein seconded the motion.

The 2045 Long Range Transportation Plan was approved.

3. INDIANAPOLIS REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

(FOR APPROVAL)

Kristyn Sanchez reviewed her memo of December 6, 2017. She stated the MPO received six local amendments requests and twenty-eight INDOT amendments. She provided a summary of a few in her handout. There was a brief discussion from the LPA's with designated project amendment requests. She stated 2018 is still over programmed by 10% with three lettings to go. **Jeff Hill** with the City of Fishers provided a PowerPoint presentation on the 126th Street and 131st Street project and the short gap between the two. He reviewed present overview maps of the area and the improvements being considered. He answered and explained the cost for consideration. There was discussion regarding scoring, eligibility, cost overruns with **John Ayers** and **John Beery**. **Steve Maple** questioned traffic diversions or interruptions along Cumberland and Allisonville Roads. **Jeremy Kashman** inquired about the timing of the projects and whether this would be 3 Des numbers or all together. **Scott Bailey** of INDOT stated the new projects based on one state created overlapping and by waiting the project could become more costly. Discussion ensued.

Mayor Myers opened the Public Hearing.

There were no questions.

The Public Hearing was closed.

Craig Parks motioned to approve all the projects -without the Fishers gap (between the 126th and 131st Streets intersection improvement projects) project;

Tom Klein seconded the motion.

The project list was approved with all projects except the Fishers gap project.

Jeff Hill motioned to approve as the Fishers gap project as presented.

John Beery seconded the motion.

The motion to approve the gap project as submitted was approved.

STATUS REPORTS

6. STRATEGIC PLAN UPDATE

Rich Overmoyer with Fourth Economy Consulting, Inc. provided a PowerPoint presentation on the Strategic Plan. **Rich** discussed the bench mark research, peer panel discussions that occurred. He stated the themes are regionalism, growth, economic development, competitiveness, issues, local control and providing tools for greater efficiency. Brief discussion ensued regarding data, regional collaboration, and the MPO as a neutral party. **Anna Gremling** stated there has been a few more Administrative meetings added to the schedule. She said election of new Administrative Committee officers would be the first of the year. **Anna** briefly described the voting process for new IRTC members.

7. BROOKINGS INSTITUTE PRESENTATION

Matt Impink with the Indianapolis Chamber provided an impactful PowerPoint presentation on a six-month study of the region. He discussed the two-sided economy that exists, the rate of poverty is at an 80% increase and there is a 64% loss of workforce. He discussed low wages and the difficulties families in the region face. He discussed the complexities of poverty, the shrinking middle class, cost of job turnover, job opportunity and leveraging local talent. **Matt** elaborated on building the skillsets, improving job access, re-entry programs, breaking barriers and engaging economic mobility. **Matt** stated economic development and community development needs to go hand and hand and work together. **Matt**

stated the PowerPoint and additional information would be available.

8. **FUNCTIONAL CLASSIFICATION PILOT**

Ryan Wilhite stated there will be a call for a review and would be completed by June of 2018. There were no questions.

9. **WALKWAYS & BIKEWAYS VOLUNTEERS**

A sign-up sheet was passed around to members for volunteers to serve on these committees._

10. **ADJOURNMENT**

Dennis Buckley motioned to adjourn.

Tom Klein seconded the motion

The IRTC Joint Committee meeting was adjourned.

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION
INDIANAPOLIS REGIONAL TRANSPORTATION COUNCIL
POLICY COMMITTEE

Resolution Number 17-IMPO-016

A RESOLUTION to approve the Indianapolis Metropolitan Planning Organization to adopt the performance measure targets for Safety for the Indianapolis Metropolitan Planning Area.

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21) created a streamlined, performance-based, multimodal program that focuses on the achievement of performance and outcome-based analyses for transportation decisions; and

WHEREAS, the Performance Measure Rules (23 CFR Part 490) include national goal areas of Safety, Infrastructure condition, Congestion reduction, System reliability, Freight movement and economic vitality, Environmental sustainability, and Reduced project delivery delays; and

WHEREAS, the Safety Performance Measures and Targets (23 CFR 490) is the first performance measure and targets required be adopted by states and MPO's; and


WHEREAS, the Indiana Department of Transportation (INDOT) in conjunction with the Indiana Criminal Justice Institute (ICJI) established the Safety performance measures and targets shown in attachment A; and

WHEREAS, the Indianapolis Regional Transportation Council, at their December 13, 2017, Joint Committee Meeting voted to support the targets as set by the Indiana Dept. of Transportation and Indiana Criminal Justice Institute (attachment A); and

WHEREAS, the Indianapolis Regional Transportation Council (IRTC) 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 IRTC Policy Committee hereby approves the support of the state's Safety measures and targets as shown in attachment A.

12/13/17
Date


Anna M. Gremling, Executive Director
Indianapolis MPO
For the IRTC Policy Committee Chair

Attachment A

The statistics in the following table were reported to the National Highway Traffic Safety Administration and Federal Highway Administration as the state of Indiana's safety performance targets. The Indianapolis MPO will support these state-established safety targets as required by MAP-21.

Measure	2018 Projection	State Target
Number of Fatalities	846	814.9
Number of Serious Injuries	3,577	3,479.8
Rate of Fatalities per 100 million VMT	1.065	1.036
Rate of Serious Injuries	4.379	4.347
Number of non-Motorized serious injuries	497	417.0