

2022 - 2025 Indianapolis Regional Transportation Improvement Program

Prepared by the

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION

August 18, 2021



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Federal Transit Administration, the Federal Highway Administration, and the
U.S. Department of Transportation.**

**In accordance with Title VI of the Civil Rights Act of 1964, the Indianapolis MPO does not discriminate
based on race, color, national origin, sex, religion or disability.**

Indianapolis Metropolitan Planning Organization
Unified Planning Work Program (UPWP) Sub element 300

IRTIP and Air Quality Conformity Approval Dates:
Indianapolis Transportation Policy Committee: August 18, 2021
Indiana Department of Environmental Management: September 20, 2021
U.S. Environmental Protection Agency: September 20, 2021
U.S. Department of Transportation: September 20, 2021
Governor of the State of Indiana:

**The Indianapolis MPO certifies that there are no projects within the IRTIP that affect the carbon
monoxide maintenance area.**

*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).

**The public participation process described above is consistent with the policies and procedures for public involvement that have been formally adopted by CIRT A, and meets all applicable public participation requirements pertaining to grants associated with the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

Using this document:

The 2022-2025 IRTIP answers many questions about how federal transportation funds authorized and allocated under current transportation legislation are used within the Indianapolis Metropolitan Planning Area.

The IRTIP is amended quarterly to reflect changes to projects or to add new projects as they receive funding through continuing calls for projects from the MPO, INDOT, or FTA. In addition to the quarterly amendments, the MPO approves administrative modifications for existing projects as needed. 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: East 131st Street and Cumberland Road, City of Fishers

INTRODUCTION

The 2022-2025 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 Metropolitan Transportation Plan (MTP) and include transit, 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 MTP 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.

The 2022-2025 IRTIP meets all federal requirements as described herein and contains a total of approximately \$2.6 billion distributed to numerous agencies representing multiple project types. All projects in the 2022-2025 IRTIP can be viewed on the Indianapolis MPO's online TIP database, [MITIP \(http://mitip.indympo.org\)](http://mitip.indympo.org).

Figure 1 on page 2 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 (STBG) 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 2022-2025 IRTIP - \$2.6 Billion

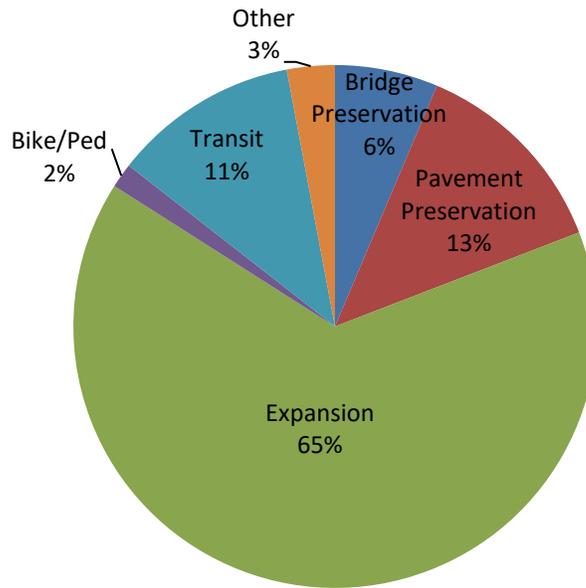
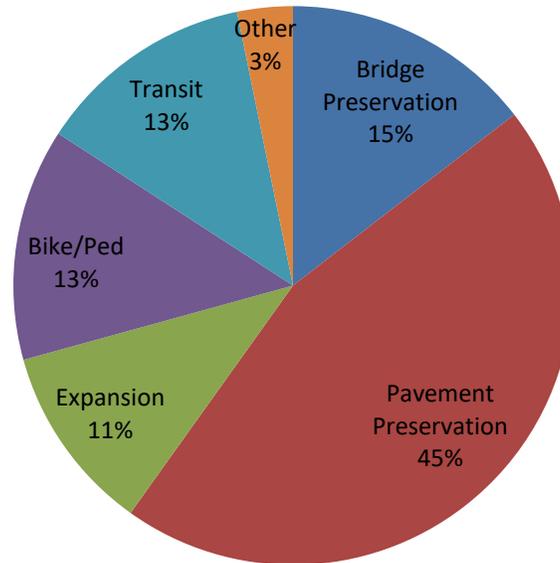


Figure 2: Funds Administered by the MPO - \$290 Million



*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 Transportation Policy Committee is the official approval body for the IMPO. The Transportation Policy Committee includes representatives from communities throughout the Indianapolis Metropolitan Planning Area (MPA), INDOT, and the Indianapolis Public Transportation Corporation (IndyGo). The Transportation Policy Committee's responsibilities include the approval of the Metropolitan Transportation Plan (MTP), 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 Transportation Policy Committee (TPC) 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 TPC 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 IMPO has two committees; the Transportation Policy Committee and the Transportation Technical Committee. The Transportation 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 Transportation 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 Transportation Policy Committee. The members of the Transportation Policy Committee are typically represented by the highest elected official or appointee from each of the following agencies:

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

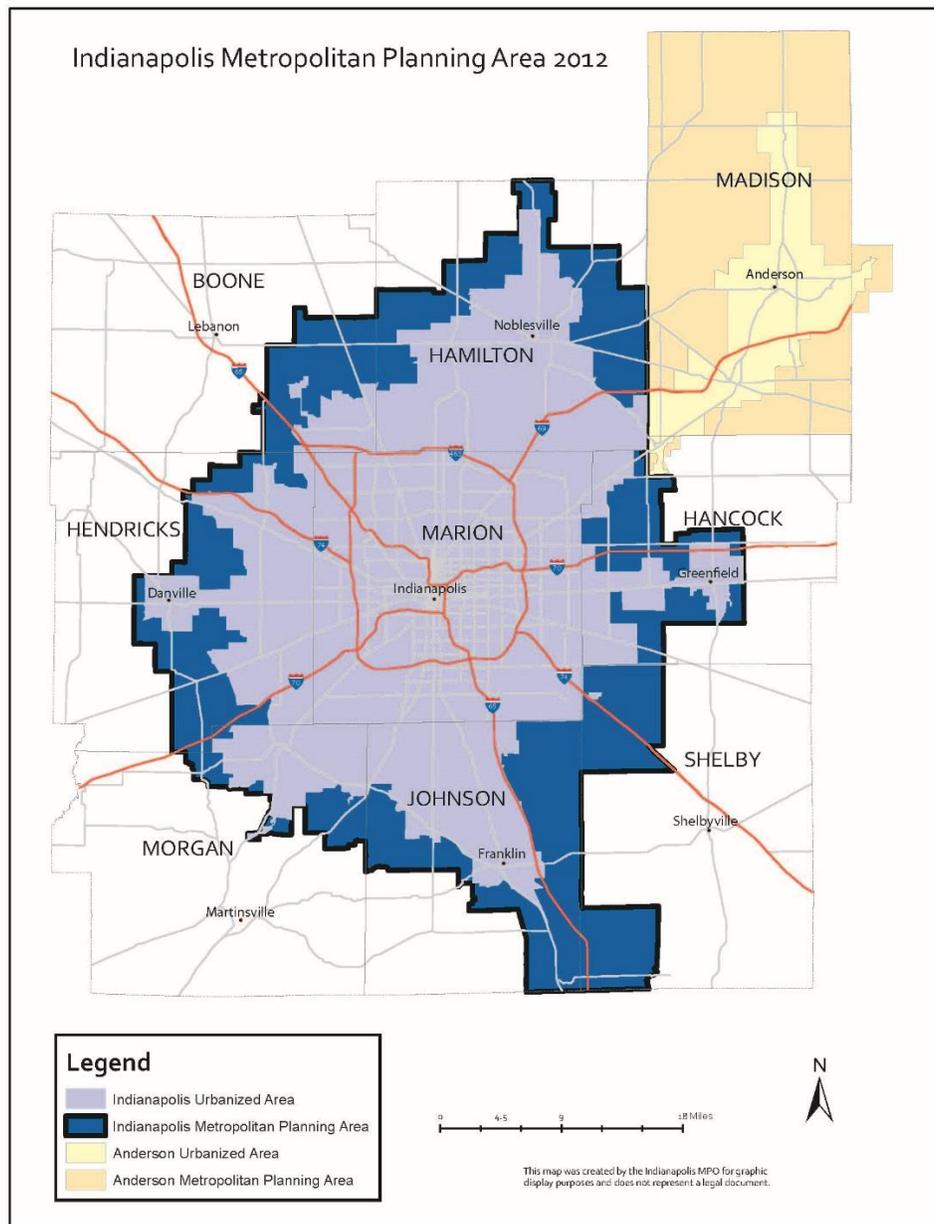
In addition to the Transportation Technical and Policy Committees, the IMPO has an Executive Committee that is comprised of members elected from the Policy Committee. The individuals serving on these committees are listed in Appendix F.

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 2022 to 2025. 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 2020-2023 IRTIP which was approved on June 20, 2019, 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 provides a listing of these projects, at the time of adoption, 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.* [MiTIP](#), the IMPO’s online TIP database, provides detailed information for each project in the 2022 – 2025 IRTIP.
- 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.
- Air Quality – *The TIP shall demonstrate conformity with the State Implementation Plan.* Appendix B provides documentation of the air quality conformity findings.

- Status of Projects from the previous TIP – *The TIP should list all major projects from the previous TIP that were implemented or delayed.* The table below lists all regionally significant projects from the previous (2020-2023) IRTIP and their status.

Des. #	Project Location	MTP #	Project Status
Town of Avon			
1801463	Dan Jones Rd. from CR 100 S to Main Rd.	ID # 4204	Scheduled for CN in SFY 2023
1901763	Dan Jones Rd. from CR 100 S to CR 150 S	ID #4201	Scheduled for CN in SFY 2024
Hamilton County			
1401701	146th St. Shelborne Rd. to Hamilton/Boone Co. line	ID # 2112	In construction
Hancock County			
1297608	300 N from CR 500 W to CR 600 W	ID # 3108	In construction
1600633	600 W from CR 300 N to CR 400 N	ID # 3101	Scheduled for CN in SFY 2021
1702756	600 W from CR 400 N to CR 550 N	ID # 3102	Scheduled for CN in SFY 2022
Hendricks County			
1602280	Ronald Reagan Pkwy from CR 600 N to I-65	ID # 1107	Scheduled for CN in SFY 2022
Indiana Department of Transportation			
0300382	I-69: Section 6	ID # 5004	In construction
0902297	I-465 & I-65 Interchange	ID # 6029	In construction
1400071	I-65 & SR 267 Interchange	ID # 1002	In construction
1400073	I-65 from I-465 to I-70	ID # 6036	Scheduled for CN in SFY 2025
1400075	I-69 & I-465 Interchange Modification	ID # 6005	Scheduled for CN in SFY 2022
1400076	I-465 from White River Bridge to I-69	ID # 6004	In construction
1500125	I-69 & I-465 Interchange Modification	ID # 6040	In construction
1500126/ 1700140	I-465 from I-69 to 2 miles south	ID # 6037	In construction
1600808	I-65 & I-70 North Split Interchange	ID # 6039	In construction
1600854	I-465 from 86 th St to US 31	ID # 6043	Scheduled for CN in SFY 2023
1601072	US 36 from Shiloh Crossing to Raceway Rd.	ID # 4002	Scheduled for CN in SFY 2021
1702149	US 31 & 236 th St. Interchange	ID # 2019	Scheduled for CN in SFY 2021
1800035	US 36 from Transfer Dr to Raceway Rd	ID # 6042	Scheduled for CN in SFY 2023
1800037	US 36 from I-465 to Transfer Dr	ID # 6041	Scheduled for CN in SFY 2023
1802075	I-465 from I-70 to I-65 + US 31 & I-465 interchange modification	ID # 6044	In construction
City of Indianapolis			
1702976	Emerson Ave Widening: Stop 11 to Southport Crossing	ID # 6166	Scheduled for CN in SFY 2022
1801448	Emerson Ave Widening: Co. Line to Stop 11	ID # 6165	Scheduled for CN in SFY 2023
IndyGo			
1600609	Red Bus Rapid Transit Line	ID # 9003	Complete
1801413	Blue Bus Rapid Transit Line	ID # 9006	Scheduled for CN in SFY 2021
1801414	Purple Bus Rapid Transit Line	ID # 9007	Scheduled for CN in SFY 2021
Johnson County			
1005947	Worthsville Rd. Connector from CR 325 E to CR 440 E	ID # 5108	Scheduled for CN in SFY 2022
City of Westfield			
1700728	East St. North Extension	ID # 2425	In construction
1801731	SR 32 from Poplar St to East St	ID # 2445	Scheduled for CN in SFY 2023

- Consistency with the Metropolitan Transportation Plan (MTP) – *Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.* Below is a list of all regionally significant projects in the 2022 – 2025 IRTIP.

Des. #	Project Location	MTP #	Project Description
Town of Avon			
1801463	Dan Jones Rd. from CR 100 S to Main Rd.	ID # 4204	Widen from 2 to 4 lanes
1901763	Dan Jones Rd. from CR 100 S to CR 150 S	ID # 4201	Widen from 2 to 4 lanes
Hancock County			
1702756	600 W from CR 400 N to CR 550 N	ID # 3102	Widen from 2 to 4 lanes
1902783	Stinemeyer Rd from 500 W to 550 W	ID # 3112	New roadway
Hendricks County			
1600280	Ronald Reagan Pkwy from CR 600 N to I-65	ID # 1107	New roadway
Indiana Department of Transportation			
0300382	I-69: Section 6	ID # 5004	New roadway
1400071	I-65 & SR 267 Interchange	ID # 1002	Interchange modification
1400073	I-65 from I-465 to I-70	ID # 6036	Added travel lanes
1400075	I-69 & I-465 Interchange Modification	ID # 6005	Added travel lanes
1600854	I-465 from 86 th St to US 31	ID # 6043	Added travel lanes
1702919	I-70 from Mt. Comfort Rd to SR 9	ID # 3002	Added travel lanes
1800033	SR 135 from Stones Crossing to Whiteland Rd	ID # 5003	Added travel lanes
1800035	US 36 from Transfer Dr to Raceway Rd	ID # 6042	Added travel lanes
1800037	US 36 from I-465 to Transfer Dr	ID # 6041	Added travel lanes
1800081	US 31 from Main St to Hospital Rd	ID # 5010	Added travel lanes
1800082	US 31 from Hospital Rd to Cedar Ln	ID # 5008	Added travel lanes
1800083	US 31 from Cedar Ln to Israel Ln	ID # 5009	Added travel lanes
1800203	US 36 from Shiloh Crossing to Avon Ave	ID # 4005	Added travel lanes
1900173	SR 32 from 19 th St to Presley Dr	ID # 2020	Added travel lanes
City of Indianapolis			
1702976	Emerson Ave Widening: Stop 11 to Southport Crossing	ID # 6166	Widen from 2 to 4 lanes
1801448	Emerson Ave Widening: Co. Line to Stop 11	ID # 6165	Widen from 2 to 4 lanes
IndyGo			
1801413	Blue Bus Rapid Transit Line	ID # 9006	Upgrade transit service
1801414	Purple Bus Rapid Transit Line	ID # 9007	Upgrade transit service
City of Westfield			
1700728	East St. North Extension	ID # 2425	New roadway
1801731	SR 32 from Poplar St to East St	ID # 2445	Widen from 2 to 4 lanes

Relationship to the Transportation Planning Process

In addition to the Transportation Improvement Program (TIP), the Indianapolis MPO is also responsible for the development of the Unified Planning Work Program (UPWP) and Metropolitan Transportation Plan (MTP) 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.
- *Metropolitan Transportation Plan* guides the area's metropolitan transportation systems over the next 20 years (2045). With the help of transportation planners, engineers, elected officials and the public, the MTP 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 IndyGo, 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 2022 through 2025.

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 MTP.

Performance Management and the Transportation Improvement Program

MAP-21 established requirements that MTPs 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 IRTIP and the MTP, as well as other MPO plans are required to include information about performance measures. The Indianapolis MPO's approved performance measures and targets can be found in Appendix G.

PROGRAM DEVELOPMENT

Coordination between the MPO, INDOT, local governments and the public are all important elements in preparation of the IRTIP. Public participation is prevalent after the draft IRTIP is prepared and must be done before adoption of the IRTIP by the Transportation 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 2024 and SFY 2025, some of which were illustrative in the previous 2020-2023 IRTIP. In addition, INDOT included carry-over projects from the 2020-2023 TIP and added new projects in SFY 2024 and SFY 2025.

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 based on 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. Appendix C presents a more detailed overview of the financial plan for this IRTIP.

Estimate of Available MPO Allocation 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 MPO still must assume an annual allocation over the next four years based on INDOT estimates. As a result, the MPO has assumed an annual allocation of approximately \$50 million based on guidance from INDOT's financial section at the time this IRTIP was developed. This number will continue to be revised as new information about final and projected annual allocations and individual projects becomes available.

All projects in the 2022-2025 IRTIP can be viewed in MiTIP at <https://mitip.indympo.org/>. MiTIP can be viewed in a table list of projects with various search criteria at the top of the page, including sortable column headers, or through an interactive map that allows users to zoom in and out to specific areas of the MPA to see detailed project information by clicking on line and/or node segments on the map throughout the region.

APPENDICES

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 2019. No projects were awarded from this call for SFY 2025 due to the pending Federal Exchange Agreement with INDOT at the time of review.

**CALL FOR PROJECTS
2019**

**SFY 2025 Illustrative Projects
for inclusion in the**

**2020-2023
INDIANAPOLIS REGIONAL
TRANSPORTATION IMPROVEMENT PROGRAM
(IRTIP)**

MiTiP APPLICATION PACKET

Indianapolis Metropolitan Planning Organization

This packet contains instructions on how to navigate MiTIP to submit new SFY 2025 projects to be considered for programming on the Illustrative List in the 2020-2023 IRTIP. All projects must be submitted in MiTIP for the 2019 Call for SFY 2025 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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WHAT'S NEW IN 2019

Project Scoping and Cost Estimating Form

A [Project Scoping and Cost Estimating Form](#) was developed by HNTB in 2018 to assist the MPO and LPAs with project scoping to better define project components, costs, and to identify risks during early development. **Use of the form is strongly encouraged**, but is not required for this call for projects. The completed form should be uploaded to the application in MiTIP. [Instructions](#) to assist with completing the form can be found on the MPO's website.

Cost Estimate Requirements

The annual compounding interest to use in calculating Year of Expenditure (YOE) dollars has changed from 2% to **3%** whereas the maximum allowable contingency rate has remained at 15%.

REMINDERS FOR 2019

Revised Project Selection Criteria

Revisions to the [scoring criteria](#) were approved by the IRTC Policy Committee in May 2018. Please read through the scoring criteria again before starting your application to get an idea of the data and information required.

2045 Long Range Transportation Plan

The MPO's [2045 Long Range Transportation Plan](#) (LRTP) was adopted in December 2017. **All regionally significant transportation projects** including road widenings, new roadways, and new capital transit routes **must be in the approved 2045 LRTP as amended**, prior to applying in this year's call for projects. If a regionally significant project not in the current LRTP is submitted for MPO funding, the application will not be accepted. Contact [Jen Higginbotham](#) with questions.

Functional Classification System Process

In 2018, the MPO established an annual call schedule to update the Functional Classification System. The annual call intends to improve the process by having all requested changes at one time allowing for review of the entire network prior to the TIP call for projects. This process will also encourage our LPAs to look at the FCS more frequently and in a more comprehensive way.

As a result, the **functional classification on all project applications should reflect the current [map](#) or the classification recently approved by the MPO** as part of the 2019 call. Applications that do not reflect the correct classification will be corrected thus resulting in a different score. Contact [Jennifer Dunn](#) with questions.

Cost Estimating Resources

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

Red Flag Investigation (RFI)

A Red Flag Investigation (RFI) is a quantitative analysis of infrastructure, water, hazardous materials, historical features, etc...data within a half-mile of a proposed transportation project. The MPO has created a standard procedure for developing a RFI that is based on IndianaMap and other readily available datasets. The MPO has made available an interactive map and downloadable GIS file of the data used in developing RFIs for LPAs to see what environmental features or issues may be near a potential project. The map is available [here](#).

While most LPAs include a full RFI in the environmental documentation for a project, the MPO process may help LPAs better understand what environmental features may impact a proposed project and thus lead to better scope and cost estimating development at the application stage. As such, **upon request, the MPO can prepare a simplified RFI report for LPAs to utilize in the application process**. The MPO recommends LPAs desiring a RFI report make a request to MPO staff as early in the application development as possible, but no later than four weeks prior to the CFP deadline. Contact [James Rinehart](#) with questions.

Application Resources on website

Each application requires a variety of specific information to score and submit a project for funding. Some of this information is required for every application, while certain project and funding types require additional information. This information can include functional classification, LRTP information, intersection safety information, level of service, and freight network information among others. The MPO has placed all necessary application information on the IRTIP page on our [website](#).

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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 2020-2023 IRTIP.

New Projects

The MPO is now accepting applications for projects requesting CMAQ, HSIP, STBG, and TAP funds in SFY 2025. **Applications must be submitted to the MPO via MiTIP no later than Wednesday, November 27, 2019 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 December 2024**. 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. It is also possible that the MPO may seek a higher local match or a phasing of a project in order to allow the maximum number of project awards.

PLEASE NOTE: All applications for regionally significant (existing roadway widening and new road construction) projects must be in the MPO's 2045 Long Range Transportation Plan prior to submittal for Federal funds.

Annual Allocation

The MPO will recommend projects for funding based on the estimated annual allocation provided by INDOT at the time of the call. A total of approximately \$56.8M is estimated to be available for award through the 2025 Call for Illustrative Projects. The current 2025 estimated Annual Allocation to be programmed is approximately \$32.5M STBG, \$11.25M HSIP, \$12 CMAQ, and \$1.1M 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 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), Transportation 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 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 Surface Transportation Block Grant (STBG).

WHO CAN SUBMIT IRTIP PROJECT APPLICATIONS?

Any dues paying 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 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 if 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 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 issues a call for new illustrative projects each fall with applications due just before Thanksgiving. Note that the MPO may not accept new project applications for every IRTIP cycle depending on funding availability.

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. 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;
- **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 as minor collector or higher. 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, STBG, and TAP funds. These funds are used in combination so as to best reflect the resource allocation goals of the Long Range Transportation Plan.

STBG 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.

Due to the INDOT Annual Allocation Policy, the MPO does not reserve funds for advice-of-changes (change orders) over the awarded bid amount, nor does the MPO hold funds from low bids in reserve for a project. All funding change requests are reviewed individually and the MPO's ability to fund them depends on the justification of the change and the MPO's current balance of annual allocation funds at that time. If the MPO cannot fund the request, or believe the increased cost is not appropriate for the use of regional funds, 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 10-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.

The [IRTIP scoring criteria](#) was revised in May 2018. All project type applications will be autoscored in MiTIP based on the latest revisions; however, please be sure to upload all supporting information to support the selection criteria questions. Below are average and low scores from the most recent annual call for projects. These scores are provided as a guide in helping LPAs determine which project applications score well relative to past scores.

CMAQ – Max points possible: 55, average: 45, lowest funded: 33

HSIP – Max points possible: 75, average: 48, lowest funded: 45

TAP – Max points possible: 100, average: 79, lowest funded: 76

STBG (max points possible 100)

Pavement Preservation:	average: 60, lowest score: 50
Bridge Preservation:	average: 69, lowest score: 65
Expansion:	average: 78, lowest score: 78
Bike/Ped Enhancement:	See TAP above.
Transit:	average: 100, lowest score: 100

APPROVAL PROCESS

Public Involvement

The public is given an opportunity to review the list of recommended illustrative projects during a 10-day public review and comment period. The comment period is announced in the public notice section of the Indianapolis Star, Indianapolis Recorder, 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 a SFY 2025 recommendation has been developed, staff will send the IRTC Administrative Committee the recommendation seeking concurrence to move forward. 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 public review and comment period 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

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:

- Complete the IRTIP project information in MiTIP
- Mapped project location in database
- Supporting documentation for selection criteria, such as traffic counts, level of service calculations, scoping report, alignment map, etc.
- 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)

COST ESTIMATE REQUIREMENTS

Accurate cost estimates and avoiding project cost overruns is an important part of managing the Indianapolis Regional Transportation Improvement Program. Accurate cost estimates are increasingly more important under INDOT's Annual Allocation Policy. As such, the MPO **requires the following items** as part of project application submittals in MiTIP:

- A detailed cost estimate that provides itemized unit and quantity detail, is calculated in Year of Expenditure (YOE) dollars (SFY 2025), and is signed by a certified engineer. **YOE should be calculated using a 3% annual compounding interest with no more than a 15% contingency.**
- 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.
- Include cost estimates for all phases of the project, even those phases not requesting MPO funding.
- The MPO developed a **Project Scoping and Cost Estimating Form** to assist LPAs in project scoping to better define project components, estimate costs, and identify risks during development. In addition, the form will help the MPO determine how well LPAs understand the scope and cost of a project. **The Project Scoping and Cost Estimating Form is STRONGLY ENCOURAGED** for all projects submitted in this call for projects. The completed form should upload it with each project application in MiTIP.
- A **Planning-Level Project Cost Estimating Spreadsheet Tool** was developed by the MPO to assist LPAs in the development of an initial project cost estimate and/or to check the reasonableness of a more detailed cost estimate. The results of the Spreadsheet Tool are not required as part of LPA project applications for this call for projects; however, **the MPO encourages LPAs to use the tool** as a check on detailed cost estimates and to upload the results with the project application.

EXPLANATION OF PROJECT SUBMITTAL PROCESS

All project applications are required to be submitted in MiTIP, the Indianapolis MPO's online TIP database.

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.



Enter Call for Projects

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

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



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

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

If you are requesting to add funds to an existing project in MiTIP, first ensure that the project is currently programmed in the 2020-2023 IRTIP. If so, click [AMEND] 2, update the project page as needed for your application, and submit to the MPO.

TIP ID	TIP	LEAD	TITLE	PROJECT TYPE	TRANSIT SYSTEM	TOTAL COST	FED FUNDS	PROJECT MANAGER	LETTING DATE	MAP	DOC
190176	2 [AMEND] 20-00	Avon	Dan Jones Widening Phase 2 - CR 100 S to CR 150 S-FUTURE PROJECT	Existing Roadway Widening	Local	\$7,637,170	FEDERAL - STBG	Ryan Cannon			
1801463	[AMEND] 20-00	Avon	Dan Jones Rd. Widening from CR 100 S to Main Rd.	Existing Roadway Capacity Improvement	Local	\$4,578,965	FEDERAL - STBG	Ryan Cannon	11/16/2022		
1702133	[AMEND] 20-00	Avon	School Zone Flashing Beacons	Sign - Safety Upgrade	Local	\$168,833	FEDERAL - HSIP	Ryan Cannon	11/11/2020	N/A	
1601121	[AMEND] 20-00	Avon	Ronald Reagan Parkway Trail - US 36 to CR 100 S	Bicycle Enhancement	Local	\$985,000	FEDERAL - STBG	Ryan Cannon	01/16/2019		
1401648	[AMEND] 20-00	Avon	CR 150 S and Avon Ave Roundabout	Intersection or Intersection Groups	Local	\$1,874,739	FEDERAL - HSIP	Ryan Cannon	01/16/2019		
1400275	[AMEND] 20-00	Avon	White Lick Creek Trail Phase 2b	Bicycle Enhancement	Local	\$1,018,160	FEDERAL - STBG	Ryan Cannon	12/13/2017		

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

The screenshot shows the 'Project Information' section of the IRTIP Project Form. It includes the following elements:

- 1** WHAT TYPE OF FEDERAL FUNDS ARE YOU SEEKING FOR THIS PROJECT (CHECK ALL THAT APPLY)? with checkboxes for CMAQ, HSIP, PLANNING, STBG, and TAP.
- 2** DES NUM: IMPO1702048
- 3** PROJECT TITLE and PROJECT DESCRIPTION, both with 'Spell Check' options.
- 4** WORK TYPE (dropdown), **5** WORK CATEGORY (dropdown), **6** CAP INC (dropdown), **7** FUNCTIONAL CLASSIFICATION (dropdown), AQ EXEM (checkbox), BIKE/PED COMPONENT(S) (dropdown), and % OF FED FUNDS TOWARDS BIKE/PED (input field).
- LEAD AGENCY (dropdown), COUNTY (dropdown), **8** INDOT DISTRICT (dropdown), and URBAN AREA (dropdown).
- * MAP LINK WILL APPEAR AFTER YOU CLICK SAVE
- 9** SYSTEM (dropdown), 2ND DES # (dropdown), LOCATION TYPE (dropdown), ROAD NAME (input), and NEAREST CROSS STREET (input).
- [ADD NEW LOCATION] button.

- 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** A temporary DES NUM is automatically generated for the project and is shown in the box.
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** Provide a PROJECT TITLE and a PROJECT DESCRIPTION (i.e. location, project type, and scope details). Additional project details can be uploaded with the application through the documents tab.
- 4** For WORK TYPE, select the type that best suits your project. This answer will generate the selection criteria for STBG projects.
- 5** Under CAPACITY INC, select "yes" if your project type is "Existing Roadway Widening" or "New Construction." All other project types should select "no". NOTE: If your answer is "yes", your project should be in the LRTP. Please provide the project's LRTP number in the IDs tab. If adding capacity, your project is NON-EXEMPT. If not adding capacity, your project is EXEMPT.
- 6** FUNCTIONAL CLASSIFICATION – please reference the map on the MPO's website
- 7** 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 the Federal funds that will go towards these aspects in your project.

- 8 Identify whether the project is in the Urbanized Area. A link to the UAB boundary map is provided in MiTIP for your reference and is also available on the 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.
- 9 Finally, provide the specific project location by first selecting the SYSTEM ("local" = local roads or "transit.") The option "highway" is for INDOT projects only. Select the LOCATION TYPE, from options such as "bridge," "intersection," "street segment," etc. The following location questions will change based on the location type selected, for example, if you select bridge, MiTIP will ask for the bridge number and local street name, but if you select street segment, MiTIP will ask for the local street name and the to and from cross streets.

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

To map your project, click on the "MAP" link and a new window will open. Click on the Google map to begin mapping your project. To map a street segment, select the segment(s) that are included in the project. If the project is an intersection, please click the square. Do your best to map the location of your project, and remember that additional maps with more detail can be uploaded and saved with your project for the 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	CMAQ \$/KG REDUCED
VOC's:		\$
CO's:		\$
NOx:		\$
REDUCTION IN PM 2.5 PRECURSORS	KILOGRAMS/YEAR	CMAQ \$/KG REDUCED
PM 2.5:		\$
NOx:		\$
IS THE PROJECT OR PROGRAM A MANDATED TCM?	▼	
IS THE PROJECT ON THE CAAA LIST OF TCMs?	▼	
IS THIS PROJECT A "PUBLIC/PRIVATE PARTNERSHIP"?	▼	

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

- Add FHWA recommended High Friction Surface Treatments (HFST) to spot locations.
- Add centerline and/or edgeline rumble stripes (pavement marking over rumble) to rural public roads with a speed limit 50mph or higher.
- Conduct inventory of traffic signs and upgrade warning & regulatory signs to meet MUTCD retroreflectivity requirements.
- Improve the visibility of curves by upgrading curve warning signs and markings.
- Improve visibility of intersections by adding lighting.
- Improve visibility of unsignalized intersections by installing upgraded/new warning devices.
- Install black backing plates w/retroreflective border on all signal heads.
- Install guardrails or median barrier at locations where none existed before.
- Install median cable barrier system on divided roads with grass median.
- Install new centerline or edgeline pavement markings on unmarked roadways.
- Install new pedestrian crosswalk warning signs, flashing beacons, special pavement markings and refuge areas.
- Install or upgrade passive or new active warning device at railroad crossings.
- Install or upgrade pedestrian curb ramps and refuge areas at areas of high conflict between pedestrians and vehicles.
- Install pedestrian push button and countdown heads on a traffic signal.
- Make changes to yellow interval signal timing or interconnect to improve safety.
- Remove or shield permanent roadside safety obstructions.
- Upgrade guardrail end treatments to current standards.
- Upgrade traffic signals to a minimum of one signal head per travel lane.

For other project types, the questions are as shown below. This information should be generated in RoadHAT.

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

CRASH COST INDEX (ICC)

▼

CRASH FREQUENCY INDEX (ICF)

▼

EXPECTED PROJECT IMPACT ON SAFETY (CRF)

▼

BENEFIT (B/C)

▼

Other HSIP resources available on the website:

- [Guide to Road Safety Audits](#)

Section 2c: Additional STBG Information

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

FEDERAL FUNCTIONAL CLASSIFICATION

EXISTING PAVEMENT CONDITION INDEX/PASER*

PROJECT IS LOCATED ON A FREIGHT NETWORK as designated by the IMPO's Plan

EXISTING TRAFFIC VOLUMES (ADT)
* (Average of Segments for Corridors)

If a project seeking STBG 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, Pedestrian, Trail, and Multi-Use Facilities ▼

Project Application Length
▼

Project Application Width
▼

Project Application Safety Features (select all that apply)(max 15 pts.)

- Physical separation of facility where crossing a highway (over/underpass)
- Physical separation of modes in heavily traveled areas (paint/bollards/landscaping/off-street path/etc.)
- Special on-street facilities (bike lane, bike box, etc.)
- Pedestrian Crossing Countdown Signals
- Special paving or treatment (besides continental crosswalk) to indicate roadway crossings
- Protected pedestrian crossing phase (scramble or other)

Facility is an extension of an existing bikeway, trail, or multi-use facility and/or the next phase of an existing programmed IRTIP project
▼

Facility connects multiple bike and/or pedestrian destinations (i.e. high density [10+ units/acre] residential, commercial, office districts, and/or mixed use districts.
▼

Facility connects to a stop or station on a fixed transit route.
▼

This project is in the IMPO's Regional Bikeways or Pedestrian Plan.
▼

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

1 Proposed Funding Information (\$0)

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

- 1 This section requires scheduling and funding information for **all** phases of the project being submitted, including locally funded PE and ROW.
- 2 In the funding table, enter the STATE FISCAL YR (July 2024 – June 2025 is SFY 2025) 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 2025 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 STBG in the second line, demonstrating the Federal funds requested and the local match commitment.** Subtotals and totals will be automatically calculated within the form.

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 FOR REVIEW” at the bottom of the form. The form can be saved at any time by clicking “SAVE.” Once saved, the form can be accessed from the link, “IN PROGRESS” on the main menu.

APPENDIX A

CURRENT LPAs WITHIN THE INDIANAPOLIS MPA

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	
Town of Cumberland	City of Indianapolis	Town of Plainfield	

Appendix B

SFY 2025 CALL FOR PROJECTS SCHEDULE

DATE

- | | |
|----------|---|
| 10/1/19 | Call for projects application packet is emailed to IRTC and posted on web. |
| 11/27/19 | Project applications are due via MiTIP by 5:00pm. |
| 1/24/20 | MPO recommendation of SFY 2025 Illustrative projects is emailed to the IRTC for review and comment. |
| 3/6/20 | Begin 10-day public review and comment period. |
| 5/27/20 | IRTC Policy Committee Approval of the SFY 2025 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 - STBG - General funding info	Steve Cunningham Kristyn Sanchez	IMPO IMPO	(317) 327-5403 (317) 327-5137	steve.cunningham@indympo.org kristyn.sanchez@indympo.org
- Title VI - ADA Transition Plans - Complete Streets - TAP/SRTS - RFIs	James Rinehart	IMPO	(317) 327-5108	james.rinehart@indympo.org
- Traffic Counts - Functional Classification	Jennifer Dunn	IMPO	(317) 327-5495	jennifer.dunn@indympo.org
- CMAQ analysis - HSIP analysis	Andy Swenson	IMPO	(317) 327-5132	andrew.swenson@indympo.org
- Long Range Transportation Plan - Congestion Management Process	Jen Higginbotham	IMPO	(317) 327-7587	jennifer.higginbotham@indympo.org
- Transit Funding	Sean Northup	IMPO	(317) 327-5149	sean.northup@indympo.org
INDOT – Crawfordsville District	Susie Kemp	INDOT	(765) 361-5228	skemp@indot.IN.gov
INDOT – Seymour District	Brandi Fischvogt	INDOT	(812) 524-3792	bfischvogt@indot.IN.gov
INDOT – Greenfield District	Shelli Kindred	INDOT	(317) 467-3413	skindred@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



STBG

Surface Transportation Block Grant

STBG Fact Sheet link:

CMAQ

Congestion Mitigation and Air Quality

CMAQ Fact Sheet link:

HSIP

Highway Safety Improvement Program

HSIP Fact Sheet link:

TAP

Transportation Alternatives Program

TAP Fact Sheet link:

FHWA Fact Sheet:

	STBG	CMAQ	HSIP	TAP	
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

Appendix B

Air Quality Conformity Determination

The 2022 – 2025 Indianapolis Regional Transportation Improvement Program (IRTIP) must comply with the regulations of the 1990 Clean Air Act Amendments (CAAA). The [Air Quality Conformity Determination Report](#) for the [2045 Indianapolis Long Range Transportation Plan](#) dated February 17, 2021 was prepared as part of the Plan’s development. Because the 2022 – 2025 IRTIP is consistent with the 2045 Indianapolis Long Range Transportation Plan, the determination report serves as the Air Quality Conformity Analysis for the 2022– 2025 IRTIP. Page B-2 presents Resolution 21-IMPO-002 which amended the 2045 Long Range Transportation Plan.

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION POLICY COMMITTEE

Resolution Number 21-IMPO-002

A RESOLUTION to approve Amendment #6 to the 2045 Long Range Transportation Plan (LRTP) for the Indianapolis Metropolitan Planning Area (MPA).

WHEREAS, Amendment #6 to the 2045 LRTP incorporates surface transportation projects proposed by local and state governments and transit agencies within the MPA; and

WHEREAS, the projects contained in Amendment #6 to the 2045 LRTP have been reviewed as to their impact and importance to the continued improvement of the surface transportation system operating within the area; and

WHEREAS, changing conditions necessitate periodic updates of the LRTP; and

WHEREAS, the Transportation Improvement Program is consistent with the 2045 LRTP; and

WHEREAS, the proposed 2045 LRTP Amendment #6 was made available for public comment and comments received were provided to the Transportation Policy Committee, and

WHEREAS, 2045 LRTP Amendment #6 meets national ambient air quality standards and the requirements under 40 CFR 93 as demonstrated in the Transportation Conformity Determination Report;

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

NOW, THEREFORE, BE IT RESOLVED, that the MPO Transportation Policy Committee hereby approves this Amendment #6 to the 2045 Long Range Transportation Plan.

The MPO Policy Committee adopted the above and foregoing resolution this 17th Day of February 2021



Andrew J. Cook
Chair, Indianapolis MPO Transportation Policy Committee



Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

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 provide the MPO with estimates of available federal and state funds, which the MPO 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 MPO must consider 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 \$2,095,904,057 in revenues and \$2,044,940,779 of expenditures are forecast during the 2022 – 2025 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 MPO, IndyGo, and INDOT. The MPO 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.

Regional MPO Funds

The Surface Transportation Block Grant Program (STBG) funds, as well as the HSIP, TAP and CMAQ funds are the only funds the MPO 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 an annual 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 2022 through 2025 are summarized in Table C.1 below. STBG, 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. Table C.1 demonstrates that programming of these funds meets federal fiscal constraint requirements.

Table C.1
Funding Summary Table

Federal Revenue Source	Revenue				
	2022	2023	2024	2025	TOTAL
	Federal \$				
STBG	\$ 32,194,504	\$ 32,194,504	\$ 32,194,504	\$ 32,194,504	\$ 128,778,016
CMAQ	\$ 8,769,116	\$ 8,769,116	\$ 8,769,116	\$ 8,769,116	\$ 35,076,464
HSIP	\$ 7,466,928	\$ 7,466,928	\$ 7,466,928	\$ 7,466,928	\$ 29,867,712
TAP	\$ 2,532,730	\$ 2,532,730	\$ 2,532,730	\$ 2,532,730	\$ 10,130,920
Illustrative	\$ 21,839,487	\$ 1,743,385	\$ 6,022,377	\$ -	\$ 29,605,249
SRTS	\$ -	\$ 843,755	\$ -	\$ -	\$ 843,755
STBG (Group III)	\$ 80,000	\$ 1,232,000	\$ 1,085,840	\$ 3,588,632	\$ 5,986,472
STBG (Group IV)	\$ 18,294,752	\$ 4,263,040	\$ 14,968,376	\$ 2,242,000	\$ 39,768,168
Local Bridge	\$ 4,245,152	\$ 2,466,821	\$ 4,496,514.00	\$ 1,616,997	\$ 12,825,484
INDOT	\$ 527,925,769	\$ 627,288,036	\$ 380,602,536	\$ 126,736,338	\$ 1,662,552,679
FTA	\$ 122,909,362	\$ 15,421,483	\$ 2,138,293	\$ -	\$ 140,469,138
Total Revenues	\$ 746,257,800	\$ 704,221,798	\$ 460,277,214	\$ 185,147,245	\$ 2,095,904,057
Programmed Expenditures	\$ 746,257,800	\$ 704,221,798	\$ 460,277,214	\$ 134,183,967	\$ 2,044,940,779
Difference	\$ -	\$ -	\$ -	\$ 50,963,278	\$ 50,963,278

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	2022			2023			2024			2025			TOTAL			
	Federal \$	Local Match \$	Total	Federal \$	Local Match \$	Total	Federal \$	Local Match \$	Total	Federal \$	Local Match \$	Total	Federal \$	Local Match \$	Total	
STBG	\$ 32,194,504	\$ 8,048,626	\$ 40,243,130	\$ 32,194,504	\$ 8,048,626	\$ 40,243,130	\$ 32,194,504	\$ 8,048,626	\$ 40,243,130	\$ 32,194,504	\$ 8,048,626	\$ 40,243,130	\$ 128,778,016	\$ 32,194,504	\$ 160,972,520	
CMAQ	\$ 8,769,116	\$ 2,192,279	\$ 10,961,395	\$ 8,769,116	\$ 2,192,279	\$ 10,961,395	\$ 8,769,116	\$ 2,192,279	\$ 10,961,395	\$ 8,769,116	\$ 2,192,279	\$ 10,961,395	\$ 35,076,464	\$ 8,769,116	\$ 43,845,580	
HSIP	\$ 7,466,928	\$ 659,616	\$ 8,126,544	\$ 7,466,928	\$ 659,616	\$ 8,126,544	\$ 7,466,928	\$ 659,616	\$ 8,126,544	\$ 7,466,928	\$ 659,616	\$ 8,126,544	\$ 29,867,712	\$ 2,638,465	\$ 32,506,177	
TAP	\$ 2,532,730	\$ 633,183	\$ 3,165,913	\$ 2,532,730	\$ 633,183	\$ 3,165,913	\$ 2,532,730	\$ 633,183	\$ 3,165,913	\$ 2,532,730	\$ 633,183	\$ 3,165,913	\$ 10,130,920	\$ 2,532,730	\$ 12,663,650	
Illustrative	\$ 21,839,487	\$ 6,304,413	\$ 28,143,900	\$ 1,743,385	\$ 1,553,820	\$ 3,297,205	\$ 6,022,377	\$ 2,742,754	\$ 8,765,131							
SRTS	\$ -	\$ -	\$ -	\$ 843,755	\$ -	\$ 843,755	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 843,755	\$ -	\$ 843,755
STBG Group III	\$ 80,000	\$ 20,000	\$ 100,000	\$ 1,232,000	\$ 308,000	\$ 1,540,000	\$ 1,085,840	\$ 271,460	\$ 1,357,300	\$ 3,588,632	\$ 897,158	\$ 4,485,790	\$ 5,986,472	\$ 1,496,618	\$ 7,483,090	
STBG Group IV	\$ 18,294,752	\$ 4,530,600	\$ 22,825,352	\$ 4,263,040	\$ 1,090,760	\$ 5,353,800	\$ 14,968,376	\$ 3,742,094	\$ 18,710,470	\$ 2,242,000	\$ 560,500	\$ 2,802,500	\$ 39,768,168	\$ 9,923,954	\$ 49,692,122	
Local Bridge	\$ 4,245,152	\$ 1,061,302	\$ 5,306,454	\$ 2,466,821	\$ 616,705	\$ 3,083,526	\$ 4,496,514	\$ 1,124,081	\$ 5,620,595	\$ 1,616,997	\$ 404,375	\$ 2,021,372	\$ 12,825,484	\$ 3,206,463	\$ 16,031,947	
INDOT	\$ 527,925,769	\$ 102,092,754	\$ 630,018,523	\$ 627,288,036	\$ 110,382,037	\$ 737,670,073	\$ 380,602,536	\$ 84,784,216	\$ 465,386,752	\$ 126,736,338	\$ 23,470,604	\$ 150,206,942	\$ 1,662,552,679	\$ 320,729,611	\$ 1,983,282,290	
FTA	\$ 122,909,362	\$ 72,285,137	\$ 195,194,499	\$ 15,421,483	\$ 50,938,184	\$ 66,359,667	\$ 2,138,293	\$ 2,928,566	\$ 5,066,859	\$ -	\$ -	\$ -	\$ 140,469,138	\$ 126,151,887	\$ 266,621,025	
Total Revenues	\$ 746,257,800	\$ 197,827,910	\$ 944,085,710	\$ 704,221,798	\$ 176,423,210	\$ 880,645,008	\$ 460,277,214	\$ 107,126,875	\$ 567,404,089	\$ 185,147,245	\$ 36,866,341	\$ 222,013,586	\$ 2,095,904,057	\$ 518,244,335	\$ 2,614,148,392	

PROGRAMMED EXPENDITURES

\$ Programmed per Funding Source	2022			2023			2024			2025			TOTAL			
	Federal \$	Local Match \$	Total	Federal \$	Local Match \$	Total	Federal \$	Local Match \$	Total	Federal \$	Local Match \$	Total	Federal \$	Local Match \$	Total	
STBG	\$ 32,194,504	\$ 8,048,626	\$ 40,243,130	\$ 32,194,504	\$ 8,048,626	\$ 40,243,130	\$ 32,194,504	\$ 8,048,626	\$ 40,243,130	\$ -	\$ -	\$ -	\$ 96,583,512	\$ 24,145,878	\$ 120,729,390	
CMAQ	\$ 8,769,116	\$ 2,192,279	\$ 10,961,395	\$ 8,769,116	\$ 2,192,279	\$ 10,961,395	\$ 8,769,116	\$ 2,192,279	\$ 10,961,395	\$ -	\$ -	\$ -	\$ 26,307,348	\$ 6,576,837	\$ 32,884,185	
HSIP	\$ 7,466,928	\$ 659,616	\$ 8,126,544	\$ 7,466,928	\$ 659,616	\$ 8,126,544	\$ 7,466,928	\$ 659,616	\$ 8,126,544	\$ -	\$ -	\$ -	\$ 22,400,784	\$ 1,978,849	\$ 24,379,633	
TAP	\$ 2,532,730	\$ 633,183	\$ 3,165,913	\$ 2,532,730	\$ 633,183	\$ 3,165,913	\$ 2,532,730	\$ 633,183	\$ 3,165,913	\$ -	\$ -	\$ -	\$ 7,598,190	\$ 1,899,548	\$ 9,497,738	
Illustrative	\$ 21,839,487	\$ 6,304,413	\$ 28,143,900	\$ 1,743,385	\$ 1,553,820	\$ 3,297,205	\$ 6,022,377	\$ 2,742,754	\$ 8,765,131							
SRTS	\$ -	\$ -	\$ -	\$ 843,755	\$ -	\$ 843,755	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 843,755	\$ -	\$ 843,755
STBG Group III	\$ 80,000	\$ 20,000	\$ 100,000	\$ 1,232,000	\$ 308,000	\$ 1,540,000	\$ 1,085,840	\$ 271,460	\$ 1,357,300	\$ 3,588,632	\$ 897,158	\$ 4,485,790	\$ 5,986,472	\$ 1,496,618	\$ 7,483,090	
STBG Group IV	\$ 18,294,752	\$ 4,530,600	\$ 22,825,352	\$ 4,263,040	\$ 1,090,760	\$ 5,353,800	\$ 14,968,376	\$ 3,742,094	\$ 18,710,470	\$ 2,242,000	\$ 560,500	\$ 2,802,500	\$ 39,768,168	\$ 9,923,954	\$ 49,692,122	
Local Bridge	\$ 4,245,152	\$ 1,061,302	\$ 5,306,454	\$ 2,466,821	\$ 616,705	\$ 3,083,526	\$ 4,496,514	\$ 1,124,081	\$ 5,620,595	\$ 1,616,997	\$ 404,375	\$ 2,021,372	\$ 12,825,484	\$ 3,206,463	\$ 16,031,947	
INDOT	\$ 527,925,769	\$ 102,092,754	\$ 630,018,523	\$ 627,288,036	\$ 110,382,037	\$ 737,670,073	\$ 380,602,536	\$ 84,784,216	\$ 465,386,752	\$ 126,736,338	\$ 23,470,604	\$ 150,206,942	\$ 1,662,552,679	\$ 320,729,611	\$ 1,983,282,290	
FTA	\$ 122,909,362	\$ 72,285,137	\$ 195,194,499	\$ 15,421,483	\$ 50,938,184	\$ 66,359,667	\$ 2,138,293	\$ 2,928,566	\$ 5,066,859	\$ -	\$ -	\$ -	\$ 140,469,138	\$ 126,151,887	\$ 266,621,025	
TOTAL Programmed Funds	\$ 746,257,800	\$ 197,827,910	\$ 944,085,710	\$ 704,221,798	\$ 176,423,210	\$ 880,645,008	\$ 460,277,214	\$ 107,126,875	\$ 567,404,089	\$ 134,183,967	\$ 25,332,637	\$ 159,516,604	\$ 2,015,335,530	\$ 496,109,645	\$ 2,511,445,175	
Difference	\$ -	\$ 50,963,278	\$ 11,533,704	\$ 62,496,982	\$ 80,568,527	\$ 22,134,691	\$ 102,703,218									

Appendix D

PUBLIC PARTICIPATION

- Indianapolis MPO Public Participation Plan, approved February, 2019
- Public Notice of Review & Comment Period and Public Hearing
- Public Comments & Responses

Indianapolis Metropolitan Planning Organization

Public Involvement Plan

Approved February 20, 2019 by the Indianapolis Regional Transportation Council



200 East Washington St, Suite 2322
Indianapolis, IN 46204
317.327.5136
www.IndyMPO.org

Prepared in cooperation with:
State of Indiana
Indiana Department of Transportation
Federal Highway Administration

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Introduction

Every Urbanized Area with a population of 50,000 or more (as defined by the US Census Bureau) is required by federal regulations to have a designated Metropolitan Planning Organization (MPO). The Indianapolis MPO and the Indianapolis Regional Transportation Council (IRTC) create transportation plans, establish regional policies, provide guidance documents, and conduct a competitive federal grant program that helps fund many of Central Indiana's largest transportation projects including transit, active transportation, and roadway improvements.

The MPO has developed this Public Involvement Process¹ (PIP) to ensure all segments of the public have an opportunity to be involved in regional transportation planning and programming at all stages of the processes. Specifically, as the federal guidance specifies, the following groups must be given an opportunity to be engaged in these processes:

- 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
- other interested parties

This PIP is used by the MPO to ensure early and continuing public involvement as part of its planning and programming processes. 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 the MPO's products, and reasonable access to information about transportation issues and processes.

This PIP establishes a minimum threshold for public involvement for MPO directed planning. In practice, the MPO often goes above and beyond these minimum requirements.

The MPO's planning and programming products include:

- the **Public Involvement Plan** (PIP) – refer to page 10 for information on plan update and input
- the **Long Range Transportation Plan** (LRTP) – refer to page 10 for information on plan development and input
- the **Transportation Improvement Program** (TIP) – refer to page 12 for information on program development and input
- other transportation planning products such as regional freight network planning, pedestrian and bikeways planning, transit route and transit oriented development planning, etc.

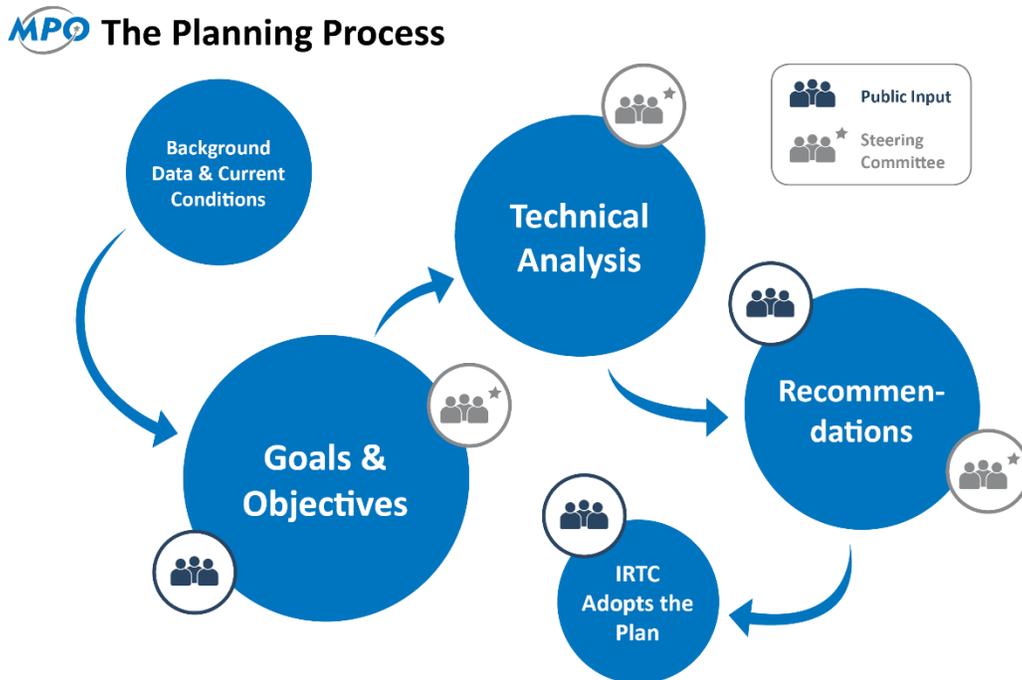
¹ As required by "[23 CFR 450.316](#)" of the Code of Federal Regulations (Appendix C of this document). The MPO is designated to receive federal transportation funding from the Federal Highway Administration and the Federal Transit Administration.

The Planning Process

The MPO creates plans and policies for transportation at the regional level. These plans and policies generally build on the plans created by Central Indiana’s local communities, but also consider the benefits and impacts of transportation improvements at the regional level. These plans include the MPO’s Long Range Transportation Plan, the Regional Bikeways Plan, the Central Indiana Transit Plan, and others. The MPO’s planning process generally consist of:

1. Gathering background information to get a feel for the current conditions of an area and to see how it's changed over time
2. Getting public input and feedback on goals and objectives for the project and the project's outcomes
3. Technical analysis that helps to form the plan's recommendations
4. Public input and feedback on the plan’s recommendations
5. Adoption of the plan by the Indianapolis Regional Transportation Council (IRTC) during a public hearing

Most planning work at the MPO also involves a steering committee for each project. These are residents and people from various agencies and organizations in the effected communities, who help guide the project's goals and recommendations.

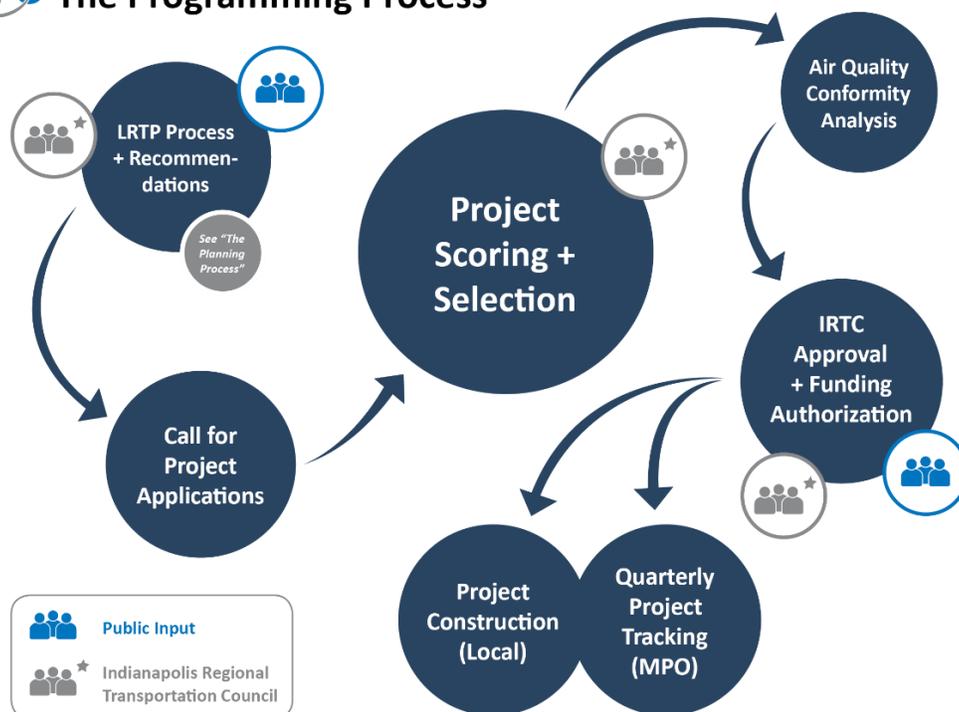


The Programming Process

The Indianapolis MPO receives an annual allocation of federal funds and operates a program to select which projects to fund with federal money. Using existing plans, direction from the IRTC Policy Committee, and public input, the MPO helps fund the projects that provide Central Indiana with the highest regional transportation benefit. The MPO's programming process generally consists of:

1. **Creating Scorecards.** We use best practices, federal guidelines, and IRTC input to determine the best selection criteria for each funding category.
2. **Issuing a Call for Projects.** We announce a call for projects to IRTC members, provide an outline of money available for the funding call, and a deadline.
3. **Reviewing submitted projects.** Towns, cities, and counties all submit projects for funding; they self-score their projects. We double-check the scoring and rank/recommend projects based on their score.
4. **Asking for Public Comment.** The IRTC and public provide input on the list of recommended projects.²
5. **Seeking Approval.** We put a final list together and submit to the IRTC for final approval.
6. **Tracking Projects.** Every project is tracked to ensure the project meets its deadlines and will be able to spend its allocated money. Check out [MiTIP](#) for the current list of projects.

The Programming Process



² It is worth noting that this should not be the first opportunity for public input. Before the local communities (IRTC members) submit applications to the MPO's Call for Projects, the project in question should have been included as part of a community's thoroughfare plan, comprehensive plan, capital improvement program, or other publically vetted, approved community plan.

Goals of the PIP

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 and programming processes. 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.

Goals for planning and programming processes are to:

1. Obtain understanding of transportation needs through public engagement.
2. Engage the public in transportation decision-making early and often.
3. Provide to the public reasonable access at key decision points during the development of MPO plans and programs.
4. Ensure full and fair participation in the transportation decision making process.
5. Provide timely and adequate notice to the public about meetings and plans.
6. Seek out and consider the needs of those traditionally underserved by existing transportation systems, who may also face challenges accessing employment and other services, including:
 - a. Low-income (households below the poverty line);
 - b. Minority population (population reporting a race and ethnicity other than White, Non-Hispanic);
 - c. Limited-English proficiency (households reporting low English proficiency for all members over age 14);
 - d. Senior population (population age 65 or over);
 - e. Zero-car households (occupied housing units with no vehicle available);
 - f. Persons with disabilities (population aged 16-64 reporting a disability); and
 - g. Low educational attainment (population over age 25 with no high school diploma or GED).
7. Seek out and consider the needs of those who are geographically nearest to the project and therefore a higher potential for direct impact from the project.

All MPO plans and processes will track the type and amount of public involvement methods used, and feedback received.

Public Involvement Procedures

The following are some of the procedures and techniques that the MPO uses for gathering public input.

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 for the MPO's planning and programming core products (LRTP, TIP, PIP).

IRTC Meetings

Core products of the MPO (like the LRTP, TIP, PIP) as well as other significant regional planning products, will be reviewed and approved by the Indianapolis Regional Transportation Council (IRTC). This board includes representatives of all counties and municipalities in Central Indiana's Metropolitan Planning Area (MPA), who are dues-paying members of the MPO in good standing. The public may submit comments about MPO products that impact or affect their local jurisdiction to their IRTC representative, or directly to MPO staff. A current list of IRTC members can be found at <https://www.indympo.org/who-we-are/irtc/members>.

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, the MPO's Facebook and Twitter pages, at the MPO office, and an email will be sent to subscribers of the MPO's teMPO newsletter. All meetings posted on the MPO website are open for the public to attend. Exceptions to this policy are 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 process.³ 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 to notify MPO staff. Individuals can also contact Relay Indiana for special accommodations (dial 711 or email info@relayindiana.com).

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.

³ In accordance with the Americans with Disabilities Act of 1990

Methods of Public Outreach & Advertisement

Public outreach is essential to the planning and transportation programming process. A variety of engagement techniques and tools should be used to ensure transparency and increase opportunities for the public to participate. All MPO plans and processes will track the type and amount of public involvement methods used, and feedback received. What follows are some of the best practice techniques for generating meaningful public input into planning and transportation programming processes:

Public Hearings

Federal law requires the provision of public hearings for the creation of and amendments 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. (See Appendix A)

- The Indianapolis Star and Indianapolis Recorder shall be the MPO's Newspapers of Record. The MPO will advertise in other publications as needed, on a case-by-case basis.
- For projects and services potentially affecting identified areas of concern with limited English proficiency, the MPO will include information about requesting language services written in Spanish as well as in English.

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. The website also houses individual project pages (<https://www.indympo.org/whats-underway>) where updates and drafts of planning products will be posted for public review, and comments on individual products can be made. Documents identified in the Language Access Plan will be posted to the Spanish language page on the MPO webpage. Comments about any MPO products can also be submitted to the MPO using the general comment form at <https://www.indympo.org/contact-us>. MPO policies, procedures, and approved products can be found at:

- <https://www.indympo.org/whats-completed>
- <https://www.indympo.org/whats-underway/irtip>
- <https://www.indympo.org/whats-underway/lrtp>
- <https://www.indympo.org/how-we-work/mpo-policies-procedures>

Email Newsletter

The Indianapolis MPO utilizes its email newsletter, *teMPO*, to distribute news stories, public meeting notices, and other important information to its members and interested citizens and agencies.

Social Media

The Indianapolis MPO uses Facebook as its primary social media presence (www.facebook.com/indympo). The MPO also uses Twitter (www.twitter.com/indympo). The Indianapolis MPO Facebook and Twitter pages share information on current planning activities and distribute news and information about our member agencies, many of whom have an active presence on social media.

- The MPO, on a project-by-project basis, may decide to employ paid promotion for Facebook posts. Demographic criteria can be applied to promoted posts to ensure that opportunities are promoted to populations who are traditionally underserved (such as non-white, low income, limited English, etc.). Alternatively (or concurrently), location data can be applied to promoted posts to ensure that people who live in certain areas (such as where a particular project or meeting is taking place) have the best chance at seeing the message via social media.
- When posting messages about documents available for public comment, it will be noted that, though the MPO reads and considers all comments made on MPO Facebook and Twitter posts, only comments that are submitted to the MPO's Facebook or Twitter accounts in direct messages will be part of the official public comment record for a product that is out for public review and feedback.
- As available, the MPO may also work with local governments who have access to other platforms like NextDoor, etc.

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 Metropolitan Indianapolis Transportation Improvement Program (MiTIP) website (<https://mitip.indympo.org>) represents the current Indianapolis Regional Transportation Improvement Program (IRTIP). This website is immediately and automatically populated with updated information whenever a change is made. This website 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. They may be in the form of advertised meetings or open houses, or may take place at regularly scheduled community meetings for neighborhoods, community development groups, or other interested / affected organizations. 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.

Advisory Groups

As necessary for planning processes, the MPO will use an advisory group (aka steering committee, stakeholder, etc.) to guide staff during key decision points and in forming recommendations. An advisory group would not replace public input, but would provide an additional resource during the process. Advisory groups will include representatives key to the process (residents, employers, social welfare organizations, etc.).

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. Whenever possible, the MPO will plan to post online a recording of a given presentation so that those who cannot participate in person can stay informed and provide feedback via survey, email, phone, or mail.

Surveys

One helpful tool for gathering public input is surveys. Surveys can take many shapes, sizes, and methods of deployment: online, paper, by 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. When requested, a survey may be translated into Spanish for people with limited English proficiency.

Street Teams

The MPO may choose to hire or organize street teams on a project-by-project basis. These teams can visit well-trafficked establishments (such as grocery stores, salons, places of worship, community centers, public fairs/festivals, etc.) to share information about a current project or upcoming public engagement opportunity.

Interested Citizens/Agencies

The MPO uses its email newsletter, the teMPO, as the main form of communication with interested citizens and agencies. The MPO uses the teMPO to disseminate information about transportation plans, policies, and activities. The MPO strives to include organizations that represent low-income, minority, and other traditionally underserved populations as subscribers of the teMPO. Subscribers of the teMPO will be continually examined for inclusiveness and usefulness, and opportunities to subscribe to the email newsletter will be offered to all individuals who take an interest in participating in the MPO's transportation planning and programming processes. Anyone who wishes to subscribe to the teMPO newsletter can sign up at <http://www.indympo.org/whats-underway/get-involved/tempo-newsletter>.

The MPO attempts to ensure that teMPO subscribers include representatives of the following:

- 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/Private/Parochial/Charter Schools
- Employers
- 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 to project pages on the MPO website at <https://www.indympo.org/whats-underway> and advertised via the teMPO email newsletter and social media. 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

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 Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for informational purposes and will be posted to the

MPO's website. The MPO will review the PIP concurrent with the development of each new Transportation Improvement Program (generally every four years) and initiate a process to amend the existing or adopt a new PIP 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 reviewed and updated every four years in air quality attainment or non-attainment areas.

Simply put, the LRTP analyzes proposed transportation investments within the next 20 years, considers the impact of these projects on regional travel patterns, congestion, and air quality, and assigns them a priority for funding.

New LRTP

The development of a new Long Range Transportation Plan (LRTP) 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.

LRTP Amendments

Between the approval of each new LRTP, there are occasions that require amending the LRTP. This could be due to new planning requirements, new air quality conformity regulations, project schedule changes, or similar reasons. A comment period of fifteen (15) calendar days will be provided for public review of any amendment to the LRTP, including the associated Air Quality analysis.

Approval of the LRTP

The IRTC Policy Committee is the approval body of the Indianapolis MPO. The Policy Committee reviews and approves new LRTPs or LRTP amendments at its regularly scheduled meetings only after all reviewing agencies have reviewed the LRTP 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 IRTC will consider adoption of a new LRTP or LRTP amendment will include a public hearing in accordance with Appendix B of this Public Involvement Plan.

LRTP Public Comments

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

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

Comment periods for both new and amended LRTPs will be announced in the public notice section of the Indianapolis Star, the Indianapolis Recorder, on the MPO's website, on MPO social media accounts, and as part of the MPO's email newsletter, the teMPO. Press releases will be sent to all major news publications in the region.

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 similar comments, will be discussed with both the IRTC Technical Committee and Policy Committee prior to approval. When significant comments of a substantive nature are received during the designated comment period, they 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; an aid to financial programming and administration; and a source of information for the public.

Simply put, Central Indiana counties and municipalities compete for federal funding, and those that succeed are included in the TIP for future funding. Any proposed project that would expand a facilities capacity (like widening a roadway, adding lanes, new roadways, etc.) would need to be included and evaluated in the LRTP before it is eligible to compete for the federal funding.

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 at <http://www.indympo.org/whats-underway/irtip>.

IRTIP Administrative Modification

No public review is required for administrative modifications of the IRTIP. All modifications will be posted on the MPO's website at <http://www.indympo.org/whats-underway/irtip>.

Modifications are minor changes to projects or the IRTIP that do not require IRTC or Executive Director approval, or 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 change the 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, posted to the MPO website, and shared on the MPO's social media accounts and via the teMPO email newsletter. Final action will be taken by the Administrative Committee at its regularly scheduled meeting, or at a special meeting called by the Chair. The public notice of the ten (10) day comment period concluding in a public hearing at the Administrative Committee meeting 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 outside of the regular formal amendment process. Emergency amendments must be made available during an advertised ten (10) day public comment period, concluding in a public hearing.

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 on 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, the Indianapolis Recorder, on the MPO's website, on MPO

social media accounts, and as part of the MPO's email newsletter, the teMPO. Press releases will be sent to all major news publications in the region.

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 similar comments, 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 visit <https://www.indympo.org/whats-underway/irtip>.

Public Involvement in Special Planning Studies

As planning or programming projects arise (other than the PIP, TIP, and LRTP), 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, the Indianapolis Recorder, on the MPO's website, on MPO social media accounts, and as part of the MPO's email newsletter, the teMPO. Press releases will be sent to all major news publications in the region. 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 2322; 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 (IRTC) 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 ⁴	
** 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 (PIP)			
New or Updated PIP	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 (LRTP)			
New LRTP	30 calendar days -- Second review period of 15 calendar days if draft changes greatly based on public comment	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 Amendment	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

⁴ In Accordance with the Indiana Open Door Law (IC 5-14-1.5 – Appendix D)

Plan or Process	Minimum Official Public Comment Period	Minimum Notice for Meeting or Public Hearing	Notes
Indianapolis Regional Transportation Improvement Program (IRTIP)			
New IRTIP	30 calendar days -- Second review period of 15 calendar days if draft changes greatly based on public comment	Public Hearing held at a regularly scheduled IRTC Policy Committee meeting	A written response to public comments received will be included in the appendix
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 Amendment (Illustrative projects list)	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 MPO 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 MPO 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.

MPO 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. Individuals wishing to speak must sign-in at the meeting. 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 single presentator to speak on behalf of the group. If this presentator wishes to present for longer than two minutes, they 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.

Individuals who cannot attend but wish to submit their comments to be read during the meeting, must submit them to staff at least two days prior to the meeting via mail or direct email to a staff member, or via www.indympo.org/contact-us. Comments submitted during an official public comment period will be included as an appendix to the draft document being considered for approval at a public hearing. Draft documents for consideration are distributed to IRTC members one week prior to each meeting.

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 MPO 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 allow 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, contact (email and/or phone) and whether they are in support or opposition to the resolution. The MPO 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.

Individuals who cannot attend but wish to submit their comments to be read during the meeting, must submit them to staff at least two days prior to the meeting via mail or direct email to a staff member, or via www.indympo.org/contact-us.

Posting of procedure:

To provide the public with adequate instruction on how the meeting will be organized, the MPO 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.

Decision:

Final decisions will not be made at Advance Public Hearings. Comments will be recorded and included with packet information to the IRTC Policy Committee for their consideration at the final public hearing, at which public comment will also be allowed and either a final approval decision will be made or the consideration will be continued to a future IRTC Policy Committee meeting.

Appendix C: Shared Public Involvement Plan

This PIP serves as the Public Involvement Plan for the Indianapolis Metropolitan Planning Organization (MPO), the Indianapolis Public Transportation Corporation (IndyGo), and the Central Indiana Regional Transportation Authority (CIRTA). As necessary, any of the three agencies will go beyond the minimum requirements of this PIP to execute their specific agency's duties.

Special Note for IndyGo

As required by the Federal Transportation Administration (FTA), the following note will be included in all Transportation Improvement Program (TIP) publications produced by the MPO:

"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."

Special Note for CIRTA

As required by the Federal Transportation Administration (FTA), the following note will be included in all Transportation Improvement Program (TIP) publications produced by the MPO:

"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: Central Indiana Regional Transportation Authority. Pursuant to Central Indiana Regional Transportation Authority Resolution No. 2018-12-06 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."

Appendix D: 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 E: 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 F: Public Comments on the PIP

Public Comment Period

The document was shared for an official public comment period between December 12, 2018 and February 1, 2019. Comments received are as follows:

- Jason Koch (Greenfield) – identified a math error that was corrected in the final version
- Kim Irwin (Health by Design)
 - Thank you for the opportunity to provide input on the PIP. I realize the deadline was Friday, but I simply wasn't able to respond on time. I hope you will be able to accept the comments below now. I plan to offer them at the 2/20 IRTC Policy meeting, as well. Please don't hesitate to let me know of any questions.
 - First, we commend the addition of the Language Access Plan. It is well-done and adds very important elements to the PIP.
 - In that section, the word Knozone is misspelled (as Knowzone) on page 37.
 - With regard to the second footnote on page six, about local public input, does the MPO's scorecard account for this expectation? Is there any oversight by the MPO of the public input process at the local level?
 - In the section on 'Interested Citizens/Agencies' (page 11), does the MPO proactively contact potential subscribers, such as Local Health Departments, to make them aware of teMPO and opportunities to engage in regional planning activities?
 - Lastly, we propose that the MPO establish a monitoring/tracking system and performance measures related to public involvement, similar to those proposed in the recent Denver Regional Council of Governments (DRCOG) draft public engagement plan. Evaluation could include both the activities of the MPO (meetings held, number of social media posts, etc.), as well as indicators of public involvement (website activity, calls and emails received, etc.)
 - In case you're not already familiar with it, the International Association of Public Participation may be a useful resource moving forward.
 - **Response from MPO:** Thanks for the comments. In response to your bullets below:
 - We will fix the Knozone misspelling
 - Regarding public input (PDF p.4), scoring for TAP awards points for the level of local public involvement in a project, or its existence in a community's plan. In the next LRTP update, we will be asking for the origin of the project (what publicly-vetted document) or other evidence of public input. The MPO does not have oversight of public involvement at the local level.
 - We regularly encourage new contacts to sign up for our teMPO. We have recently reached out to several CDCs and are in the process of creating an updated list of environmental justice contacts to invite to the teMPO.

- Under Methods of Public Outreach & Advertisement on PDF p.7, “All MPO plans and processes will track the type and amount of public involvement methods used, and feedback received.”
- Thank you for the resource. We have a staff member who is very familiar with this agency.

Public Hearing

The document was presented during a public hearing on February 20, 2019. Comments received are as follows:

- Kim Irwin (Health by Design) – “Reviewing my comments, I would add that public participation is so important to all of these [processes], and to encourage the locals to have a similar documented process for how they manage public involvement, so that can roll up and be consistent across the region. The other thing I will add is around performance measures. I think there is an opportunity to do more of that tracking and better understand how we are reaching people, how they can engage, and continuing to work to engage people that are not the usual suspects. Thank you.”

Appendix G: Language Access Plan

Courts have interpreted Title VI's prohibition of discrimination on the basis of national origin to include discrimination based on limited English proficiency (LEP). Under Title VI (and the Safe Streets Act), recipients are required to provide LEP individuals with meaningful access to their programs and services. Providing "meaningful access" will generally involve some combination of services for oral interpretation and written translation of vital documents.

Sub-recipients likewise are covered when Federal funds are passed through from one recipient to a sub-recipient. Coverage extends to a recipient's entire program or activity, i.e., to all parts of a recipient's operations. This is true even if only one part of the recipient receives the Federal assistance.

Individuals who do not speak English as their primary language and who have a limited ability to read, write, speak, or understand English can be limited English proficient, or "LEP," entitled to language assistance with respect to a particular type of service, benefit, or encounter.

The federal guidance outlines four factors recipients should apply to the various kinds of contacts they have with the public to assess language needs and decide what reasonable steps they should take to ensure meaningful access for LEP persons:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee.
2. The frequency with which LEP individuals come in contact with the program.
3. The nature and importance of the program, activity, or service provided by the recipient to people's lives.
4. The resources available to the recipient and costs.

After conducting a Four-Factor Analysis recipients of federal funds adopt a Language Access Plan (LAP) that presents the recipient (the MPO) responsibilities, policies, and strategies for providing language assistance services to Limited English Proficiency (LEP) persons.

Indianapolis Metropolitan Planning Area (MPA) Four-Factor Analysis

The Indianapolis MPA includes 8 counties with 11 cities and 22 towns. The four-factor analysis is conducted at a county level to determine if there are particular areas where providing language assistance is important, even if the LEP population in the entire MPA is limited.

Factor 1: The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee.

The 2017 ACS 1-year estimate of the population for the counties in the MPA (entire counties, including outside MPA boundaries) was 1,846,379. Of this population, 7 percent identified as Hispanic. Not all people of Hispanic origin speak Spanish as their primary language or are LEP persons. The 5-year ACS estimates identify the LEP population by household for each county (aggregated for the MPA). This

includes all households with LEP, not just Spanish-speaking households. A "limited English speaking household" is one in which no member 14 years old and over (1) speaks only English or (2) speaks a non-English language and speaks English "very well." In other words, all members 14 years old and over have at least some difficulty with English.

County	Households	LEP Households	LEP Household Percent
Boone	23427	174	0.7
Hamilton	111443	1482	1.3
Hancock	26680	22	0.1
Hendricks	55744	445	0.8
Johnson	53713	396	0.7
Marion	365472	14502	4
Morgan	25655	36	0.1
Shelby	17309	218	1.3
MPA Total	679443	17275	2.5

The USDOT does not provide a threshold for the percentage of a county that is LEP before providing language access services is needed. The percentage of LEP households in the counties of the Indy MPA is limited, so the services provided would be primarily based on the other factors. In order to identify the appropriate services, the next level of analysis considers the language(s) spoke by the LEP population. In the Indianapolis MPA there are approximately 11,000 households who are LEP and speak Spanish as their primary language. This is the language with the largest share of LEP households, second is Asian/Pacific Island languages with approximately 3,700 LEP households. On an individual language basis, that group would be considerably smaller.

Factor 2: The frequency with which LEP individuals come in contact with the program.

Planning

The MPOs planning activities include public engagement as a component of the decision-making process. During this process, LEP people may come into contact with public notices, invitations to participate (online and in person), and draft plans for review and comment. Plans affecting Marion, Shelby, Hamilton, Boone, and Hendricks counties are most likely to engage Spanish-speaking LEP persons.

These plans include the Long Range Transportation Plan (LRTP), Transportation Improvement Plan (TIP), Public Involvement Plan (PIP), Title VI Policy, Regional Bicycle Plan, Regional Pedestrian Plan, transit planning efforts, and Local Public Agency (LPA) planning projects.

Historically the greatest encounter with LEP persons in planning has been related to transit planning and public education campaigns for the Indy Connect initiative, which includes planning for rapid transit routes, the Marion County Transit Plan (and referenda), and community engagement around transit in surrounding counties. During these efforts, the MPO:

- directed phone calls from Spanish speaking people to a Spanish-language voicemail system and a Spanish-speaking member of the staff reviewed the message and returned the calls,
- offered and supplied Spanish language translators at public meetings, and
- translated some of the more heavily used written materials into Spanish.

Programs

Programming includes funding transportation projects like sidewalks, multi-use paths, travel lanes, bridges, roundabouts, and new road construction. Funding for these projects is awarded to LPAs, who work with their staff and consultants to design and construct the project. It is unlikely that the MPO would come directly into contact with a LEP person in the course of project work, but the LPA and/or their consultant may during any public outreach component of a project or if a project involves acquiring temporary or permanent easements or right-of-way (ROW) from a LEP property owner.

Partnerships

The MPO relationships with IndyGo and the Central Indiana Regional Transportation Authority (CIRTA) can create instances where LEP persons may encounter programs funded, in part, with MPO allocated resources. IndyGo maintains its own Title VI policy and Language Access Plan (LAP) as part of its Public Engagement Plan (PEP) and has resources available online and at the Julia M. Carson Transit Center in Spanish. CIRTA has its Title VI notice online in four languages other than English, including Spanish. Educational campaigns for transit, bicycle, and pedestrian planning, Safe Routes to School, Knozone Action Days, and similar topics are other opportunities for LEP populations to encounter the MPO, directly or indirectly.

Factor 3: The nature and importance of the program, activity, or service provided by the recipient to people’s lives.

MPO programs, activities, and services may have a positive or negative impact on the lives of LEP people in central Indiana, and the impact may range from minimal to significant depending on the program, activity, or service.

In a direct way, most of the MPO programs, activities, and services have the ability to impact LEP people by providing access to public input and education information. When the MPO takes actions to advertise input opportunities in Spanish, offer translation or interpretation services, and receive (and respond to) comments in Spanish, opportunities to improve the lives of LEP persons are improved or there are opportunities to mitigate programs, activities, or services that may negatively impact them. The degree of impact is typically meaningful, but has limited (if any) direct impact on people.

Indirectly, through funding projects, the impacts of the MPO may be more significant and have a financial impact on LEP persons. These could include:

- Changing (improving or decreasing) bus routes, frequency, or stops.
- Adding bike lanes or sidewalks, multi-use paths or trails.

- Removing parking or travel lanes to accommodate shared transportation or multi-modal infrastructure.
- Adding travel or auxiliary lanes.
- Property acquisition (temporary or permanent easements, purchasing ROW, or fee-simple property acquisition) to accommodate transportation system changes.
- Installing sound walls.
- Changing interchange/intersection configurations.
- Changing traffic patterns, which may increase or decrease access to, or the time it takes to reach, jobs, school, and basic services.
- New road construction.
- Creating opportunities for contract work or working for contractors.

Factor 4: The resources available to the recipient and costs.

The Indianapolis MPO has accommodated LEP people in the recent past by:

- Contracting with engagement specialists as needed on a project-by-project basis to engage with traditionally underserved people, including the LEP population.
- Maintaining a Spanish voicemail for Indy Connect (free)
- Having a bilingual (English and Spanish) person on staff who can speak with and return calls to Spanish-speaking people interested in engaging with the MPO.
- Translating surveys (on a project-by-project basis) into Spanish to facilitate participation in public input opportunities by LEP Spanish readers.
- Maintaining the IndyConnect.org website and its Spanish landing page.
- Providing in-person translation and interpretation services on an as-requested basis.
- Translating some major documents into Spanish and distributing them during community events that center around Hispanic/Latino heritage or to agencies who regularly engage with LEP people.

However, there are limited areas of concern for LEP in the Indianapolis MPA and it is not practical to provide all services in Spanish (or other languages besides English) for all programs, projects, and services. Additional steps the MPO is taking to engage the LEP population for critical programs, projects, and services are included in the Language Access Plan (LAP).

Language Access Plan

To improve access to MPO programs, projects, and services, for LEP persons, the Indianapolis MPO will implement the following activities to the extent practical:

1. Develop a Spanish language webpage on the Indianapolis MPO webpage at www.indympo.org that includes critical documents like the Title VI policy and complaint form, the Public Involvement Plan (PIP), a summary of the Long Range Transportation Plan (LRTP), and the MPO Frequently Asked Questions (FAQ) book. The MPO will provide services using qualified translation and/or interpretation consultants.

2. Publish notices for public comment and review for projects affecting LEP areas of concern in English and Spanish. The MPO will provide services using qualified translation and/or interpretation consultants.
3. Include information in Spanish about requesting translation or interpretation services for public engagement opportunities on public engagement marketing materials. The MPO will provide services using qualified translation and/or interpretation consultants.
4. Provide translation of key documents or interpretation at meetings upon request at least three (3) working days prior to the meeting. The MPO will provide services using qualified translation and/or interpretation consultants.
5. Work with Local Public Agencies (LPAs) and their consultants to ensure that one-on-one interaction, especially legal documents regarding property, with LEP persons is conducted with appropriate interpretation and translation services.
6. Incorporate activities of the LAP into the PIP.

PUBLISHED IN THE INDIANAPOLIS STAR & RECORDER ON February 22nd and March 9th, 2021

(Public Notice)

PUBLIC REVIEW and COMMENT

2022-2025 INDIANAPOLIS REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

The Indianapolis Metropolitan Planning Organization (MPO) is offering a DRAFT of the 2022-2025 Indianapolis Regional Transportation Improvement Program (IRTIP) for public review and comment now through March 23rd. 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 [2045 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 17, 2021 is available on the MPO's website.

The [DRAFT IRTIP](#) is available for review now through March 23, 2021 on the MPO's website or by appointment at the MPO's offices located at 200 East Washington Street, City-County Building, Suite 2322 in Indianapolis.

Public comments may be made by mail to Steve Cunningham, Principal Planner, Indianapolis Metropolitan Planning Organization, or Kristyn Sanchez, Senior Transportation Finance Analyst, 200 East Washington Street, City-County Building, Suite 2322 Indianapolis, IN 46204. Comments may also be provided via e-mail to Steve.Cunningham@IndyMPO.org or Kristyn.Sanchez@IndyMPO.org or by phone at 327-5403 or 327-5137, respectively. **All comments should be received by March 23, 2021.**

PUBLISHED IN THE INDIANAPOLIS STAR & RECORDER ON April 1, 2021

(Public Notice)

**NOTICE OF PUBLIC HEARING
AND
REQUEST FOR PUBLIC REVIEW AND COMMENT**

2022-2025 INDIANAPOLIS REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM ADOPTION

Notice is hereby given that the 2022-2025 Indianapolis Regional Transportation Improvement Program (IRTIP) is now being offered for **public review and comment**. Public comments may be made by phone to Kristyn Sanchez at (317) 327-5137, emailed to kristyn.sanchez@indympo.org, or mailed to 200 E. Washington Street, City-County Building Suite 2322, Indianapolis, IN 46204. **All comments should be received by April 14th.**

Notice is hereby given that at 9:00 AM on Wednesday, April 14, 2021, the Indianapolis Transportation Policy Committee will conduct a **public hearing** on Resolution 21-IMPO-007 approving the 2022-2025 Indianapolis Regional Transportation Improvement Program via Zoom.com. For full meeting details and further information, visit <https://www.indympo.org/calendar>. Copies of the items above and all plans and exhibits pertaining thereto are available on the Indianapolis MPO's website: www.indympo.org.

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).

The public participation process described above is consistent with the policies and procedures for public involvement that have been formally adopted by CIRTA, and meets all applicable public participation requirements pertaining to grants associated with the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

For accommodation needs for persons with disabilities, please call (317) 327-5136.

From: [Sanchez, Kristyn](#)
To: "Kim Irwin"
Cc: [Gremling, Anna M.](#); [Cunningham, Steve](#)
Subject: RE: IRTIP Public Comments
Date: Wednesday, April 21, 2021 1:46:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Hi Kim –

As always, thank you for your thorough review and feedback. Please see the MPO's responses below and let me know if you have any additional feedback.

Thank you,

Kristyn Sanchez | Senior Financial Analyst I
Indianapolis Metropolitan Planning Organization
200 East Washington Street | Suite 2322 | Indianapolis, IN 46204
P: 317.327.5137 | F: 317.327.5950 | Kristyn.Sanchez@IndyMPO.org



From: Kim Irwin <kirwin@hbdin.org>
Sent: Wednesday, April 21, 2021 8:31 AM
To: Sanchez, Kristyn <Kristyn.Sanchez@indympo.org>
Cc: Gremling, Anna M. <Anna.Gremling@IndyMPO.org>
Subject: IRTIP Public Comments
Importance: High

Good morning,

Thank you for the opportunity to provide comments on the Draft 2022-2025 Indianapolis Regional Transportation Improvement Program (IRTIP). Below is a summary of the comments assembled by our review team. Please let us know if clarification or additional input is needed. I'd like to suggest we schedule a check-in meeting with a small group from each team to discuss some of these topics more broadly and thinking longer-term. We'll follow-up on scheduling.

General comments:

- The document is comprehensive and thorough, and we appreciate the continued coordination and partnership between the IMPO and LPAs staff. That said, it reads like a technical, instruction manual, rather than explaining the full purpose, picture and interrelationships of players and funding. If we are sincere in the intent to better involve the public in transportation planning and policy decisions, this document isn't sufficient. **Agree that these technical documents can always be better, despite the improvements we have made over the years. In addition to this document, we have tried to put as much information as possible on our website to help the**

public understand the TIP, including a summary of the existing TIP, TIP 101 PowerPoint and an FAQ document. We will look at how we can improve the document for next time.

- Furthermore, the program continues to fall significantly short in addressing the need for robust multimodal options and the related issues of safety, access, and connectivity. There is no mention of vulnerable roadway users, persons with disabilities, and other historically excluded populations.
 - Topics and performance measures like pavement and bridge conditions, Level of Travel Time Reliability, Peak Hour Excessive Delay, and others perpetuate a focus on motorized travel. What about access, conditions, service, and such for people who are walking, biking, and riding transit?

The TIP continues to follow the resource allocation goals of the Long-Range Transportation Plan/Metropolitan Transportation Plan in distributing funds administered by the IMPO. In addition, the review and scoring of projects takes other multi-modal plans and adopted performance measures into consideration.

- Appendices within appendices are confusing. Consider using another naming and labeling structure. Will do.
- There continues to be a significant disconnect between the stated priorities of the IMPO, and those reflected by INDOT projects.
 - This is a long-standing issue that no one appears willing to address.
 - What needs to happen differently for better alignment in the future?

The TIP reflects the priorities of the State as they are communicated to us at the LRTP/MTP and TIP levels. The IMPO only administers the funds sub allocated to the region each year and while we do provide input and coordination with INDOT's planning process, the TIP reflects what is ultimately decided on by the State. Improved coordination between the State and the IMPO may help to better influence the direction the State takes with transportation in Central Indiana, but ultimately, the IMPO is obliged to reflect their priorities in our program.

Specific comments:

- Figure 1: All Program Funds in SFY 2022-2025 IRTIP - \$2.6 Billion and Figure 2: Funds Administered by the MPO - \$290 Million (p. 2) appears to lay out very different priorities for INDOT and the IMPO. INDOT's programmed road/highway investments in the MPA dwarf bike/ped investments (2%). The IMPO-administered funds in Figure 2 are much more balanced, though we would still like to see more than 13% for bike/ped. The proposed 60% of funds allocated for bridge and pavement preservation is favorable.
 - We understand some of INDOT's long-term projects are coming to term in the years covered by this TIP (Sec. 6 of 69, 465/69 interchange, etc.) but the added lane projects proposed seem egregious—especially 65 between the South Split and 465.
See previous comment with regards to the State's priorities.
- Appendix C, Table C.1 – Funding Summary Table notes SRTS federal funding of \$843,755 programmed for 2023.
 - Point of confirmation: does this represent the funds INDOT was planning to use for bike

helmets? No. These funds are on a Franklin SRTS project. Des. #1902763.

- Safe Routes encompasses many different needs and funneling it completely to one item (helmets) seems like a wasted opportunity.
 - The document doesn't outline SRTS projects other than a few projects with no programmed funding in the list of Obligated projects (Appendix E). Appendix E reflects the annual listing of obligated projects; showing where funds have been spent in the previous SFY. MITIP is the current and most accurate listing of programmed projects that have not yet obligated their funds. <https://mitip.indympo.org/>
- With the DES numbers, we should be able to find more detailed information on each project via MITIP. However, there's a discrepancy between LPAs (or even the same LPA) on identifying the subject of their request in the "Project Title" in the Annual Listing of Obligated Projects tables. For example (p. E-12), one of Indianapolis' bridge projects states (DES #1600988) doesn't state the local streets subject to the project. But the project immediately below actually mentions the roadway name and creek where the bridge will be rehabilitated.
 - Standardizing the responses, a bit on the part of the LPAs could better clarify a project's location and provides consistency to aid in the public's review.
 - Additionally, three "Project Titles" for INDOT projects appear to be missing in the Road & Highway Projects table (p. E-17).

Points well taken. We will work to better standardize these elements in MITIP so that exports used in reporting is consistent and clear. This may take some time as there is coordination needed with the many different project managers for these projects but would be well worth improving.
- Appendix G, Performance Measures and Targets – Safety Targets (p. G-4-17) – though we commend the IMPO and its LPAs in increasing the share of projects programmed in the TIP considered to make progress toward INDOT's safety targets, we would like to see more urgency around issues of traffic safety, especially for the most vulnerable road users.
 - Locally and nationally, we've been experiencing a staggering increase in number of pedestrian crashes—even as VMT dropped last year due to the pandemic.
 - We would like to see more aggressive targets for the region that align with projects that directly address safety issues.
 - We increasingly hear from our partners in the disability community about how dangerous roundabouts are for them, especially roundabouts with multiple lanes. Concerns are primarily from those who are blind or low vision as they're difficult to navigate and determine when traffic is circling, as there aren't any signals or safety crossing mechanisms to know when to cross.

These are good points. The TIP reflects performance measure established through a different process. We will pass these comments along for further consideration.
- The Highway Safety Measures and Targets table on Pages G-4 and G-5 are not intuitive. Better explanation of safety targets and how they relate to funding, other reports and plans by INDOT, etc. would be helpful.
 - "23% of projects in the TIP or \$174,471,941 are programmed to make progress towards the safety targets established by INDOT and adopted by the IRTC in 2018."

Does the memo on page G-7 mean that the “Safety Target” is to have less than 817 fatalities? Surely we can do better than that.

- Having the non-motorized fatalities separated is helpful. 393.6 should be further separated to show how they related to overall fatalities, what % they represent and how disproportionately non-motorized users are affected.
- It’s unclear why they are not separated as cars are, which would likely support more funding for safer facilities.

Again, good comments and we will pass those along to the appropriate people for consideration in future performance measure activities.

Thank you!

Kim

Kim Irwin, MPH (*she/her/hers*)
Executive Director, [Health by Design](#)
Administrator, [Indiana Public Health Association](#)
615 N. Alabama Street, Suite 119
Indianapolis, IN 46204
317-622-4821
kirwin@hbdin.org

Appendix E

Annual Listing of Obligated Projects

2021 Annual List of Obligated Projects

Prepared by the

Indianapolis Metropolitan Planning Organization

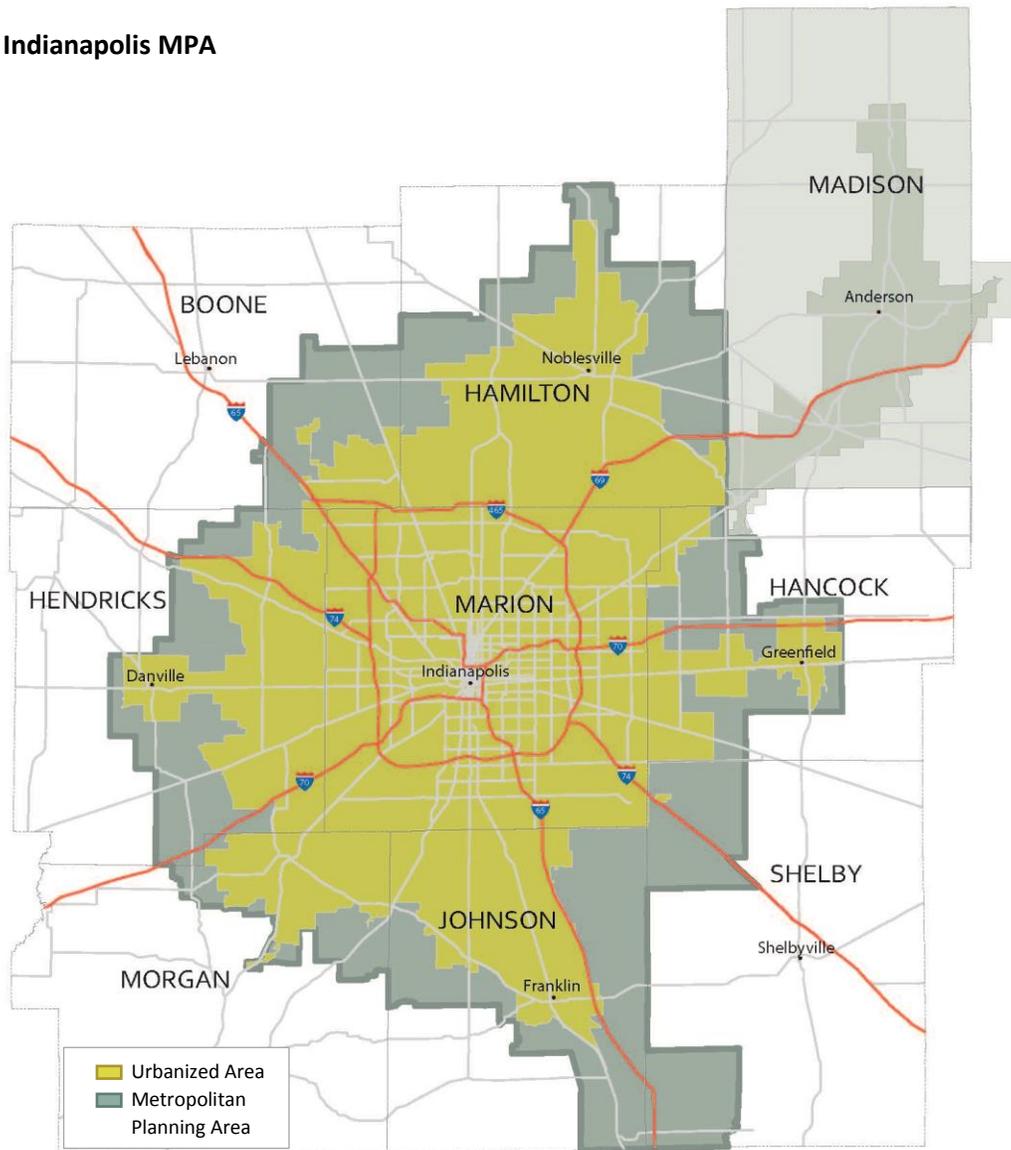
September, 2021
www.indympo.org



Introduction

The Indianapolis Metropolitan Planning Organization (IMPO) 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 (yellow), and the projected urbanized area (dark grey). 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



The Planning Process

The IMPO is responsible for providing a continuing, comprehensive, and cooperative transportation planning process for the expenditure of Federal funds within the MPA as shown in Figure 1. The planning process is carried out through coordination between the IMPO and the IMPO's Policy

Committee. The IMPO's Policy Committee includes representatives from all eligible local governments within the Indianapolis MPA, the Indiana Department of Transportation (INDOT) and other transportation agencies such as IndyGo and the Indianapolis Airport Authority. The Policy Committee serves as the policy-making body for the IMPO and is responsible for officially adopting all plans. The Policy Committee has a Technical Sub-Committee consisting of planners and engineers from the same agencies, as well as an Executive Board comprised of elected members from the Policy Committee.

The Annual Obligation 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 IMPO collaborates with other state and local organizations, including INDOT, the Indianapolis Public Transportation Corporation, and the Central Indiana Regional Transportation Authority. 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), and carried forward with the current transportation act, FAST Act, 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 2021 (July 1, 2020 – June 30, 2021) based on the Federal Financial Management Information System (FMIS). 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.

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 Federal Transit Administration (FTA) 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 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. Furthermore, the advanced construction (AC) column represents a change in the project authorization without changing the federal funds and is used to authorize projects for federal funds without using the funds. Advanced construction funds cannot be reimbursed; therefore,

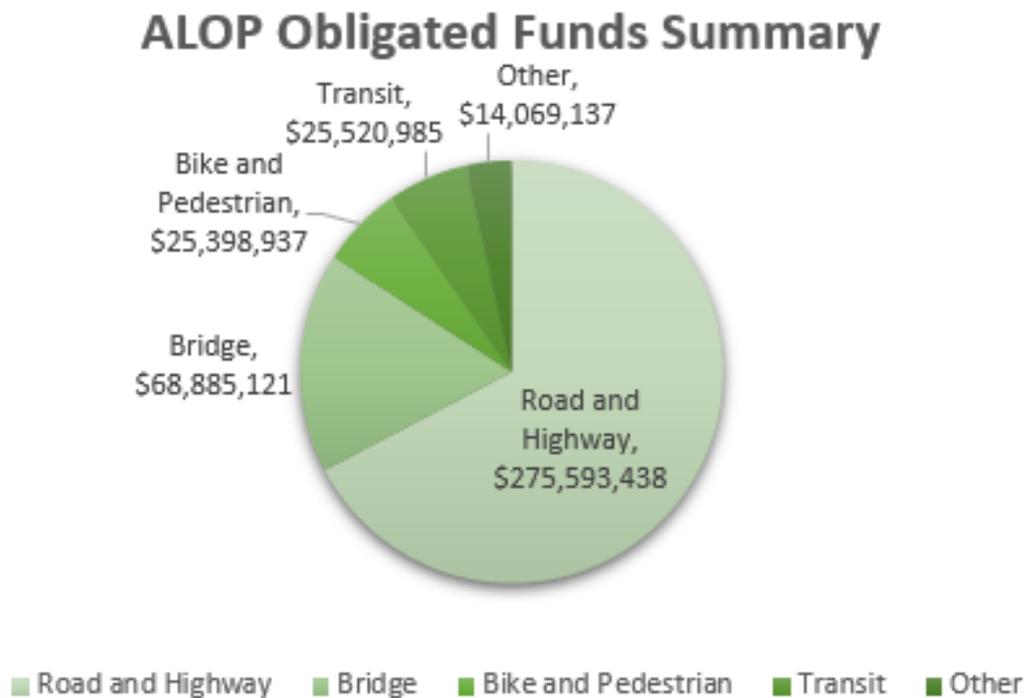
when reimbursement claims are submitted, the advanced construction funds are converted to federal funds that are reimbursable.

Projects Summary

The projects contained in this report are categorized by type and include bicycle/pedestrian, bridge, 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 2021 was **\$409,467,619**. Of the total, the percentage spent on each project type is displayed in Figure 2.

Figure 2: Obligated Funds by Project Type (SFY 2021)



The following pages list the Federal funds obligated in SFY 2021. The information is grouped by project type and sorted by des. number. Questions regarding information provided in this report can be sent to:

Kristyn Sanchez, Sr. Finance Analyst I
kristyn.sanchez@indympo.org

Cole Jackson, Finance Analyst I
Cole.jackson@indympo.org

Fund Types Abbreviations –

CHBP – Competitive Highway Bridge Program

CMAQ – Congestion Management/Air Quality

HSIP – Highway Safety Improvement Program

IM – Interstate Maintenance

SRTS – Safe Routes to School

STBG (formerly STP) – Surface Transportation Block Grant (Group I, III, and IV)

TAP - Transportation Alternatives Program

5307 – Transit Capital and Operating Assistance

5310 – Special Transportation Needs (i.e. Disability Services)

5311 – FTA Section 5311, Rural Transit

5339 – FTA Section 5339, Buses & Bus Facilities

NHFP – National Highway Freight Program

NHPP – National Highway Performance Program

NHS – National Highway System

NRTP – National Recreation Trails Program

PL – Planning

Road and Highway Projects								
COUNTY	DES	SPONSOR	PROJECT TITLE	PROJECT TYPE	FED FUNDS	PROGRAMMED \$	OBLIGATED \$	ADVANCED CN \$
Hendricks	9608920	INDOT	SR 267 from 1.49 miles S of US 136 to Northfield Dr.	Road/Highway	EQUITY BONUS SP LIMITATION	\$ -	\$ 7,500.00	\$ -
Marion	0500432	INDOT	I-69 Section 6 - SR 39 to I-467	Road/Highway	NHPP	\$ -	\$ 79,581.42	\$ 98,371,163.80
Hendricks	0600407	Hendricks County	Ronald Reagan Pkwy from CR 300 N to US 136	Road/Highway	HIGH PRIORITY PROJECTS-TEA-21	\$ -	\$ 106,775.38	\$ -
Hamilton	1006121	INDOT	Intersection Improvement with Added Turn Lanes	Road/Highway	HSIP	\$ -	\$ 297,680.40	\$ (297,680.40)
Johnson	1173573	Johnson County	Bridge #45 - Reconstruction of CR 200 from SR 144 to just west of Center Line Rd.	Road/Highway	RSTP	\$ -	\$ 53,234.73	\$ -
Hamilton	1296847	INDOT	SR 37 at Strawtown Ave. Roundabout	Road/Highway	HSIP	\$ -	\$ 8,455.13	\$ (8,455.13)
Hancock	1297608	Hancock County	CR 300 N Widening, Segment G	Road/Highway	STP	\$ 134,443.00	\$ 3,407,611.20	\$ (3,407,611.20)
Marion	1298087	INDOT	I-70; 4.123 mile E of I-465 (located below Tibbs Ave S side bridge str)	Road/Highway	NHPP	\$ 301,185.00	\$ 156,599.78	\$ 408,492.78
Hendricks	1298333	INDOT	New Bridge, Pipe Arch or Culvert on US36, 0.58 mile W of SR 39 W Jct in Hendricks County	Road/Highway	NHPP	\$ -	\$ 1,194.71	\$ -
Marion	1383172	Indianapolis	82nd Street - Phase II - Lantern Road to Fall Creek Road	Road/Highway	EQUITY BONUS SP LIMITATION , STP	\$ -	\$ 121,950.00	\$ (121,950.00)
Hamilton	1383180	Carmel	Guilford Rd Reconstruction from City Center to Main St	Road/Highway	STP	\$ 65,000.00	\$ 65,000.00	\$ -
Hamilton	1400065	INDOT	Added travel lanes between Cicero Creek and SR-38 W Junction	Road/Highway	NHPP, NHS	\$ 2,264,952.00	\$ 844,552.00	\$ 2,931,287.55
Hancock	1400069	INDOT	US-52 and CR 500W (Gem Rd.)	Road/Highway	STP	\$ -	\$ 17,900.00	\$ -
Boone	1400071	INDOT	I-65/SR 267 Interchange Modification	Road/Highway	NHPP	\$ 16,140,054.00	\$ 20,556,109.71	\$ (20,139,221.46)
Morgan	1400251	INDOT	SR 42 Pavement Replacement	Road/Highway	NHS	\$ 8,109,219.00	\$ 5,020,312.69	\$ -
Marion	1400942	Indianapolis	Arlington Avenue and Shelbyville Road Roundabout	Road/Highway	CMAQ	\$ 6,000.00	\$ 6,000.00	\$ -
Johnson	1401610	Greenwood	Worthsville Road Reconstruction - Section 3	Road/Highway	STP	\$ -	\$ 185,000.00	\$ -
Hendricks	1401647	Brownsburg	East Northfield Drive (CR 300 North to CR 400 North)	Road/Highway	RSTP, STP	\$ 69,120.00	\$ 69,120.00	\$ -
Hamilton	1401702	Hamilton County	146th St. Phase III Towne Road to Shelburne Road	Road/Highway	STP	\$ 150,000.00	\$ 150,000.00	\$ -
Hamilton	1401705	Fishers	131st St. & Allisonville Rd. Intersection Improvement	Road/Highway	RSTP, STP	\$ 117,123.00	\$ 117,123.35	\$ -
Hamilton	1401706	Fishers	126th St. & Allisonville Rd. Intersection Improvement	Road/Highway	HSIP	\$ 1,708.00	\$ 1,707.94	\$ -
Hamilton	1401707	Westfield	186th St. & Springmill Rd. Roundabout	Road/Highway	STP	\$ -	\$ 5,470.00	\$ -
Hamilton	1401716	Noblesville	Greenfield Avenue & Howe Road Roundabout	Road/Highway	CMAQ	\$ 18,359.00	\$ 58,175.00	\$ (58,175.00)
Marion	1401726	Indianapolis	Sherman Drive and Thompson Road Intersection Improvements	Road/Highway	CMAQ	\$ -	\$ 1,474,900.00	\$ (1,392,400.00)
Marion	1401727	Indianapolis	Franklin Road and Thompson Road Intersection Improvements	Road/Highway	CMAQ	\$ 29,881.00	\$ 29,880.80	\$ -
Marion	1401729	Indianapolis	Five Points Road & Stop 11 Road Roundabout	Road/Highway	CMAQ	\$ -	\$ 647,568.90	\$ (611,568.90)
Marion	1401730	Indianapolis	Combs Road and Stop 11 Road Intersection Improvement	Road/Highway	CMAQ	\$ 109,878.00	\$ 800,309.48	\$ (690,431.10)
Marion	1500003	INDOT	Install New Guard Rail on I-70	Road/Highway	HSIP	\$ -	\$ 513,784.09	\$ (652,811.73)
Hendricks	1500143	INDOT	SR 39 & I-70 Interchange Modification	Road/Highway	IM , NHPP	\$ -	\$ 195,515.06	\$ -
Boone	1500814	INDOT	I-865 from I-65 to I-465	Road/Highway	NHPP	\$ -	\$ 240,858.49	\$ -
Hamilton	1592345	Fishers	Intersection Improvement at 126th Street and SR 37	Road/Highway	HSIP	\$ -	\$ 304,196.03	\$ -
Hamilton	1592346	Fishers	131st Street & SR 37 Intersection Improvement	Road/Highway	RSTP	\$ -	\$ 14,367,150.30	\$ -
Hamilton	1592347	Fishers	Intersection Improvement at 135th Street and SR 37	Road/Highway	NHPP	\$ -	\$ 5,345,560.52	\$ -
Hamilton	1592349	Fishers	Intersection Improvement at 146th Street and SR 37	Road/Highway	NHPP	\$ -	\$ 874,200.00	\$ (775,000.00)
Marion	1592547	INDOT	Concrete Pavement Restoration on I-70	Road/Highway	NHPP , STP	\$ -	\$ 5,024,450.71	\$ -
Hendricks	1592844	INDOT	HMA Overlay, Preventive Maintenance	Road/Highway	NHPP	\$ -	\$ 78,337.04	\$ -
Boone	1592962	INDOT	HMA Overlay, Preventive Maintenance	Road/Highway	EQUITY BONUS EXEMPT LIM , REDISTRIBUTION OF TIFIA FU	\$ -	\$ 1,473,425.32	\$ (1,392,805.32)
Hamilton	1593196	INDOT	HMA Overlay on SR 32, From SR 37 to 6.78 miles E of SR 13 (WCL Anderson)	Road/Highway	REDISTRIBUTION OF CERTAIN AUTH, REDISTRIBUTION OF T	\$ -	\$ 1,111,077.42	\$ -
Morgan	1600404	INDOT	HMA Overlay, Functional SR 267 & I-70 Interchange ramps	Road/Highway	NHPP , STP	\$ -	\$ 928,636.02	\$ (924,106.09)
Hamilton	1600540	Fishers	SR 37 Corridor Improvements from 126th Street to SR 32/38	Road/Highway	NHPP	\$ -	\$ 3,516,112.00	\$ -
Marion	1600627	INDOT	US 36 & High School Rd. Intersection Improvement	Road/Highway	HSIP	\$ 212,636.00	\$ 1,923,389.53	\$ -
Hancock	1600633	Hancock County	600W from 300N to CR400N (Segment A)	Road/Highway	STP	\$ 4,120,875.00	\$ 4,120,875.00	\$ -
Marion	1600798	INDOT	HMA Overlay on I-465	Road/Highway	NHPP	\$ -	\$ 9,200.00	\$ -
Marion	1600800	INDOT	HMA Overlay on I-65	Road/Highway	NHPP	\$ 9,873,690.00	\$ 3,631.63	\$ -
Marion	1600808	INDOT	North Split Interchange Modification	Road/Highway	NHPP	\$ 152,928,000.00	\$ 85,846,581.31	\$ 172,906,538.28
Marion	1600818	Beech Grove	Arlington Ave & Big Four Rd Roundabout	Road/Highway	STP	\$ -	\$ 1,303,416.30	\$ (1,341,216.30)
Johnson	1600866	INDOT	SR 44 Road Reconstruction	Road/Highway	NHPP , NHS	\$ -	\$ 1,720,262.31	\$ -
Hamilton	1600885	Carmel	Carmel Dr and Pennsylvania Street Roundabout	Road/Highway	HSIP	\$ 82,578.00	\$ 92,577.75	\$ -
Marion	1600997	Indianapolis	Fox Road & Oaklandon Road Intersection Improvement	Road/Highway	HSIP	\$ 406,423.00	\$ 450,533.71	\$ (320,169.10)
Marion	1600999	Indianapolis	86th Street & Lafayette Road New Traffic Signal Installation	Road/Highway	CMAQ	\$ 5,306.00	\$ 5,305.60	\$ -
Hancock	1601005	INDOT	US 36 & CR 600 W Intersection Improvement	Road/Highway	HSIP, NHPP	\$ 551,474.00	\$ 1,108,780.65	\$ 942,459.00
Hendricks	1601056	Brownsburg	Airport Rd. & Hornaday Rd. Roundabout	Road/Highway	RSTP, STP	\$ 1,804,449.00	\$ 1,804,448.55	\$ -
Hamilton	1601871	INDOT	Traffic Signal Modernization at Greenfield Avenue & SR 37	Road/Highway	HSIP	\$ -	\$ 100.00	\$ (100.00)
Marion	1602133	INDOT	T-39980 Traffic Signal Modernization on I-65 & West Street at 11th Street	Road/Highway	HSIP	\$ -	\$ 409,228.90	\$ (405,954.40)
Marion	1602135	INDOT	Traffic Signal Modernization on I-65 South, I-65 North ramp at West Street	Road/Highway	HSIP	\$ -	\$ 87,585.96	\$ (87,585.96)
Marion	1602136	INDOT	T-39980 Traffic Signal Modernization on I-65/I-70 at Fletcher Avenue & Pine Street	Road/Highway	HSIP	\$ -	\$ 315,163.61	\$ (304,766.86)
Hendricks	1602146	INDOT	HMA Overlay: SR-9 from US-52 to I-70	Road/Highway	NHPP , STP	\$ -	\$ 8,290,396.95	\$ (7,772,101.11)
Johnson	1602148	INDOT	US 31 HMA Overlay Preventive Maintenance	Road/Highway	NHPP , NHS	\$ -	\$ 1,105,716.92	\$ (1,099,316.92)
Johnson	1602167	INDOT	HMA Overlay, Preventive Maintenance on US 31	Road/Highway	NHPP , STP	\$ -	\$ 5,989,594.22	\$ (5,982,501.10)
Marion	1700042	INDOT	Pavement Replacement on I-70	Road/Highway	NHPP	\$ -	\$ 1,118,570.39	\$ (1,102,270.39)
Johnson	1700115	INDOT	HMA Overlay Minor Structural	Road/Highway	NHPP , STP	\$ 2,054,874.00	\$ 3,091,587.84	\$ (3,182,587.80)
Johnson	1700317	INDOT	Non-signalized signs/flashers in various counties in Seymour District.	Road/Highway	HSIP	\$ -	\$ 163,602.89	\$ (163,602.89)
Hamilton	1700722	Fishers	Southeastern Pkwy & Cyntheanne Rd. Roundabout	Road/Highway	CMAQ	\$ 193,459.00	\$ 193,459.91	\$ -
Hamilton	1700728	Westfield	East Street North Extension (196th to SR 38)	Road/Highway	STP	\$ 5,988,514.00	\$ 5,988,514.64	\$ (6,471,576.52)
Johnson	1700789	Greenwood	Main Street & Meadowview/Yorktown Roundabout	Road/Highway	RSTP, STP	\$ 672,070.00	\$ 672,070.20	\$ -
Marion	1700795	INDOT	I-70 Concrete Pavement Restoration + Bridge Deck Patching/Overlays	Road/Highway	IM , NHPP , STP	\$ -	\$ 12,790,076.63	\$ (7,280,131.84)

Road and Highway Projects								
COUNTY	DES	SPONSOR	PROJECT TITLE	PROJECT TYPE	FED FUNDS	PROGRAMMED \$	OBLIGATED \$	ADVANCED CN \$
Hancock	1700896	INDOT	HMA Overlay, Preventive Maintenance	Road/Highway	NHPP	\$ 1,290,060.00	\$ 1,321,133.44	\$ -
Johnson	1700979	Bargersville	Signal Pre-emption	Road/Highway	HSIP	\$ 8,646.00	\$ 8,646.00	\$ -
Shelby	1701096	Jonsson County	District Pavement project with bridge and Signal work.	Road/Highway	EQUITY BONUS EXEMPT LIM , STP	\$ -	\$ 1,299,956.09	\$ -
Johnson	1701364	INDOT	HMA Overlay, PM	Road/Highway	RSTP	\$ -	\$ 964,495.71	\$ -
Marion	1702089	INDOT	Traffic Signals Modernization on I65 (NB Ramp)at Leonard St. and Morris St.	Road/Highway	HSIP	\$ -	\$ 8,197.30	\$ 190,634.89
Marion	1702100	INDOT	Signal Modernization I-65 SB Ramp at 21st St	Road/Highway	HSIP	\$ -	\$ 76,200.00	\$ 61,788.17
Marion	1702101	INDOT	Traffic Signal Visibility Improvements on US 52	Road/Highway	HSIP	\$ 289,079.00	\$ 352,019.33	\$ -
Hamilton	1702127	Carmel	116th St. & Guilford Rd Roundabout	Road/Highway	CMAQ	\$ 1,527,865.00	\$ 1,557,865.09	\$ (1,527,865.09)
Hamilton	1702128	Carmel	116th St. & College Roundabout	Road/Highway	CMAQ	\$ 1,420,991.00	\$ 1,436,490.66	\$ (1,420,990.66)
Hendricks	1702133	Avon	School Zone Flashing Beacons	Road/Highway	HSIP	\$ 196,943.00	\$ 196,942.50	\$ (167,073.95)
Marion	1702216	INDOT	Traffic Signal Modernization	Road/Highway	HSIP	\$ -	\$ 84,409.00	\$ (84,409.00)
Hancock	1702754	Hancock County	600 W from Broken Arrow to North of 300S	Road/Highway	STP	\$ 810,788.00	\$ 810,788.00	\$ -
Hancock	1702756	Hancock County	600 W from 400 N to 550 N	Road/Highway	STP	\$ 550,000.00	\$ 550,000.00	\$ -
Hendricks	1800214	INDOT	US 40 at CR-0 E/W intersection improvement	Road/Highway	HSIP	\$ -	\$ 311,600.00	\$ -
Marion	1800738	INDOT	Concrete Pavement Restoration (CPR) on I465 From US 36 NE Jct. to 0.93 miles N of I-70 E. Jct.	Road/Highway	NHPP	\$ -	\$ 20,002.37	\$ (16,502.37)
Hamilton	1800754	INDOT	District Pavement Project (Non-I)	Road/Highway	REDISTRIBUTION OF CERTAIN AUTH, RSTP, STP	\$ 327,141.00	\$ 643,700.00	\$ -
Various	1801018	INDOT	I-69 Section 6 - SR 39 to I-465	Road/Highway	NHPP	\$ -	\$ 359,181.70	\$ (359,181.70)
Marion	1801074	INDOT	SubStructure Repair and Rehabilitation	Road/Highway	NHPP	\$ -	\$ 72,000.00	\$ (72,000.00)
Johnson	1801318	INDOT	Traffic Signal Visibility Improvements on US 31 in Johnson County	Road/Highway	HSIP	\$ 472,500.00	\$ 467,729.93	\$ -
Marion	1801695	INDOT	I-69 Section 6 - SR 39 to I-466	Road/Highway	NHPP	\$ -	\$ 27,473,173.65	\$ (84,007,118.47)
Marion	1801697	INDOT	I-69 Section 6 - SR 39 to I-467	Road/Highway	NHPP	\$ -	\$ 2,575,367.92	\$ 35,375,965.01
Marion	1801708	INDOT	Traffic Signals Modernization at I 70 (WB Ramp) Harding St	Road/Highway	HSIP	\$ -	\$ 83,266.48	\$ (83,266.48)
Marion	1801710	INDOT	Traffic Signals Modernization I-70 at (EB Ramp) Holt Rd	Road/Highway	HSIP	\$ -	\$ 48,225.06	\$ (48,225.06)
Marion	1801711	INDOT	Traffic Signals Modernization I-70 (WB Ramp) Holt Rd	Road/Highway	HSIP	\$ -	\$ 51,442.13	\$ (51,442.13)
Marion	1802822	INDOT	Intersection Improvement Project	Road/Highway	NHPP	\$ -	\$ 278,507.86	\$ (274,307.85)
Marion	1802824	INDOT	SR 67 HMA Overlay Project	Road/Highway	NHPP , NHS	\$ -	\$ 550,398.46	\$ (280,147.16)
Hamilton	1802931	Fishers	136th Street Reconstruction from Southeastern Parkway to Prairie Baptist Road	Road/Highway	RSTP	\$ -	\$ 468,248.00	\$ -
Marion	1900157	INDOT	US 36 from I-465 to 65th St Safety Project - Access Control	Road/Highway	HSIP	\$ -	\$ 665,154.00	\$ -
Various	1900497	INDOT	I-69 Section 6 - SR 39 to I-465	Road/Highway	NHPP	\$ -	\$ 1,061,676.20	\$ (1,061,676.20)
Morgan	1901395	INDOT	I-69 Section 6 - SR 39 to I-467	Road/Highway	NHPP	\$ -	\$ 5,626,469.01	\$ (5,626,469.01)
Morgan	1901397	INDOT	I-69 Section 6 - SR 39 to I-465	Road/Highway	NHPP	\$ -	\$ 1,642,760.51	\$ (1,642,760.51)
Morgan	1901603	INDOT	I-69 Section 6 - SR 39 to I-465	Road/Highway	NHPP	\$ -	\$ 2,397,700.84	\$ (2,388,874.95)
Morgan	1901604	INDOT	I-69 Section 6 - SR 39 to I-467	Road/Highway	NHPP	\$ -	\$ 1,530,085.81	\$ (1,530,085.81)
Morgan	1901608	INDOT	I-69 Section 6 - SR 39 to I-465	Road/Highway	NHPP	\$ -	\$ 885,363.95	\$ -
Morgan	1901609	INDOT	I-69 Section 6 - SR 39 to I-465	Road/Highway	NHPP	\$ -	\$ -	\$ -
Morgan	1901649	INDOT	I-69 Section 6 - SR 39 to I-465	Road/Highway	NHPP	\$ -	\$ 618,801.89	\$ (618,801.89)
Various	1901652	INDOT	I-69 Section 6 - SR 39 to I-465	Road/Highway	NHPP	\$ -	\$ 525,160.00	\$ -
Morgan	1901653	INDOT	I-69 Section 6 - SR 39 to I-465	Road/Highway	NHPP	\$ -	\$ 983,689.10	\$ (983,689.10)
Various	1901788	INDOT	I-69 Section 6 - SR 39 to I-465	Road/Highway	NHPP	\$ -	\$ 134,575.68	\$ (134,575.68)
Various	1901802	INDOT	I-69 Section 6 - SR 39 to I-465	Road/Highway	NHPP	\$ -	\$ 84,023.64	\$ (84,023.64)
Various	1901803	INDOT	I-69 Section 6 - SR 39 to I-465	Road/Highway	NHPP	\$ -	\$ 164,741.64	\$ (164,741.64)
Hendricks	1901877	INDOT	New Signal Installation @ US 36, 3.21 mi E of SR 39 E junction	Road/Highway	NHPP , NHS	\$ -	\$ 257,497.02	\$ 23,959.69
Morgan	1902089	INDOT	I-69 Section 6 - SR 39 to I-466	Road/Highway	NHPP	\$ -	\$ 1,745,201.76	\$ -
Marion	1902138	INDOT	I-70 Patch and Rehab Pavement from Post Road to State Route 3	Road/Highway	IM , NHPP	\$ -	\$ 503,134.89	\$ (405,000.00)
Morgan	1902191	INDOT	I-69 Section 6 - SR 39 to I-465	Road/Highway	IM , NHPP	\$ -	\$ 61,034.37	\$ (61,034.37)
Marion	1902636	INDOT	Exit lane improvement from an existing single lane exit to dual lane exit from SB I-65 to West St.	Road/Highway	NHPP , STP	\$ -	\$ 2,407,860.00	\$ (2,585,285.43)
Various	1902732	INDOT	I-69 Section 6 - SR 39 to I-465	Road/Highway	NHPP	\$ -	\$ 1,889,505.13	\$ (1,889,505.13)
Hancock	1902783	Hancock County	Stinemyer Rd Connection	Road/Highway	STP	\$ -	\$ 229,800.00	\$ -
Hamilton	1902786	Fishers	136th St Rehab from Prairie Baptist Road to Cyntheanne Road	Road/Highway	STP	\$ -	\$ 353,600.00	\$ -
Hamilton	1902801	Westfield	Little Eagle Creek Avenue Reconstruction	Road/Highway	TAP	\$ -	\$ 255,600.00	\$ -
Marion	1902862	INDOT	Marion County Traffic Signal Project	Road/Highway	HSIP	\$ -	\$ 2,632,330.00	\$ (2,819,117.93)
Total Federal Obligation						\$ 213,305,283	\$ 275,593,438	\$134,838,020

Bridge Projects				PROJECT TITLE	FED FUNDS	PROGRAMMED \$	OBLIGATED \$	ADVANCED CN \$
Johnson	1005699	Johnson County	Replacement of Bridge 96 on Franklin Road (CR 440 East)	Bridge	EQUITY BONUS SP LIMITATION , MINIMUM GUARANTEE - TEA-21 , STP	\$ -	\$ 651,440.00	\$ (651,440.00)
Marion	1006353	INDOT	Br. Repl, Cont, Pres. Conc. Blub T-Beam (SMPL)	Bridge	IM , NHPP	\$ -	\$ 657,435.40	\$ (14,400.00)
Marion	1006354	INDOT	Br Repl, Cont, Pres. Conc. Blub T-Beam (SMPL)	Bridge	IM	\$ -	\$ 64,557.51	\$ -
Boone	1006453	INDOT	Bridge Deck Replacement	Bridge	NHPP	\$ -	\$ 12,321.92	\$ -
Boone	1006454	INDOT	Bridge Deck Overlay	Bridge	NHPP	\$ -	\$ 2,517.51	\$ -
Marion	1296776	INDOT	Br Repl, Comp. Cont. Pres. Conc. Bulb T-Beam	Bridge	NHPP	\$ -	\$ 505,825.36	\$ (505,825.36)
Marion	1298167	INDOT	1.72 miles West of I-65 over White River & 4 Streets	Bridge	NHPP	\$ 3,039,216.00	\$ 2,210,485.04	\$ (1,777,004.16)
Marion	1298168	INDOT	1.31 miles West of I-65 over West St. & Missouri St.	Bridge	NHPP	\$ 355,601.00	\$ 1,407,994.88	\$ (1,390,275.65)
Marion	1298178	INDOT	0.97 miles West of I-65 (Ramp over Capital Ave.)	Bridge	NHPP	\$ 299,614.00	\$ 518,276.57	\$ (410,805.32)
Marion	1298179	INDOT	1.16 miles West of I-65 (over Kentwood Ave)	Bridge	NHPP	\$ 329,575.00	\$ 1,242,503.21	\$ (1,222,182.25)
Marion	1298184	INDOT	.93 miles West of I-65 over I-70 EBL Exit Ramp	Bridge	NHPP	\$ 280,778.00	\$ 851,808.03	\$ (786,757.60)
Marion	1298185	INDOT	.88 miles West of I-65 (over Meridian St)	Bridge	NHPP	\$ 365,587.00	\$ 924,375.44	\$ (806,435.96)
Marion	1298188	INDOT	Bridge Rehabilitation .65 miles West of I-65 over Madison Ave. and RR	Bridge	NHPP	\$ 442,097.00	\$ 799,847.14	\$ (799,847.14)
Marion	1298193	INDOT	Bridge Replacement on Ditch Road over I-465, 1.50 miles W of US 31	Bridge	IM , NHPP	\$ -	\$ 141,938.65	\$ -
Marion	1298282	INDOT	Bridge Deck Overlay on I-70 , 0.15 mile W of I-65 over I-65 SBL	Bridge	NHPP	\$ -	\$ 578,860.93	\$ (575,560.93)
Marion	1382070	Indianapolis	Central Avenue over Fall Creek	Bridge	STP	\$ 112,000.00	\$ 112,000.00	\$ -
Morgan	1383728	INDOT	SR 67 Replace Superstructure	Bridge	NHPP	\$ -	\$ 69,543.16	\$ -
Morgan	1383734	INDOT	Replace Superstructure on SR 67	Bridge	NHPP , NHS	\$ -	\$ 22,983.53	\$ -
Marion	1400033	INDOT	Bridge Replacement 7.72 Miles W of SR 9	Bridge	NHS	\$ -	\$ 28,170.34	\$ -
Marion	1400046	INDOT	Bridge Replacement on I-70, 3.35 miles E of I-465	Bridge	NHPP	\$ 1,562,288.00	\$ 2,745,540.41	\$ -
Hancock	1400744	Hancock County	Bridge G3 Widening	Bridge	STP	\$ -	\$ 1,103,336.00	\$ (1,103,336.00)
Marion	1401719	Indianapolis	38th Street over CSX	Bridge	STP	\$ 304,000.00	\$ 304,000.00	\$ -
Marion	1401722	Indianapolis	Dandy Trail over Big Eagle Creek	Bridge	STP	\$ 162,703.00	\$ 144,585.90	\$ -
Marion	1401725	Indianapolis	Lynhurst Drive over Mars Ditch	Bridge	HIGHWAY BRIDGE PROGRAM (PLUS) , STP	\$ 80,149.00	\$ 80,149.36	\$ -
Johnson	1500209	Johnson County	Bridge Inspections	Bridge	STP	\$ 73,007.00	\$ 43,049.60	\$ -
Morgan	1500211	Morgan County	Bridge Inspections	Bridge	STP	\$ 95,611.00	\$ 17,789.80	\$ -
Boone	1500227	Boone County	Bridge Inspections	Bridge	STP	\$ 9,464.00	\$ 9,464.43	\$ -
Hamilton	1500281	Hamilton County	Countywide Bridge Inventory and Inspection for Cycle Years 2017-2020	Bridge	STP	\$ 4,616.00	\$ 4,616.18	\$ -
Shelby	1500290	Shelby County	Bridge Inspections	Bridge	STP	\$ 15,765.00	\$ 15,765.12	\$ -
Marion	1500789	INDOT	Bridge deck overlay on I-70	Bridge	IM , NHPP	\$ 2,088,725.00	\$ 1,329,790.60	\$ (1,320,890.60)
Marion	1500793	INDOT	Bridge Deck Overlay on I-70 over CSX WYE tracks	Bridge	NHPP	\$ 4,022,088.00	\$ 2,403,877.53	\$ (2,414,690.92)
Marion	1500794	INDOT	Bridge Deck Overlay over Morris Street	Bridge	NHPP	\$ 740,532.00	\$ 1,198,150.38	\$ (1,198,150.38)
Marion	1500795	INDOT	Bridge Deck Overlay on EB over Morris Street	Bridge	NHPP	\$ 803,289.00	\$ 974,674.29	\$ (974,674.29)
Marion	1592545	INDOT	Concrete Pavement Restoration (CPR)	Bridge	NHPP , STP	\$ -	\$ 675,771.24	\$ (530,700.42)
Boone	1592690	INDOT	Replace Superstructure on SR75 Bridge over I-74 1.36 mi N of SR 234 in Boone County Crawfordsville District	Bridge	STP	\$ -	\$ 1,854,885.60	\$ -
Hendricks	1592772	INDOT	Bridge Painting	Bridge	NHPP	\$ -	\$ 204,551.99	\$ (203,957.17)
Hendricks	1592773	INDOT	Bridge Painting	Bridge	NHPP	\$ -	\$ 204,656.46	\$ (203,957.16)
Marion	1593141	INDOT	Bridge Deck Overlay	Bridge	NHPP	\$ 181,401.00	\$ 120,142.91	\$ (120,142.91)
Marion	1593142	INDOT	Bridge Deck Overlay	Bridge	NHPP	\$ 181,401.00	\$ 101,502.13	\$ (101,502.13)
Marion	1593143	INDOT	Bridge Deck Overlay	Bridge	NHPP	\$ 393,036.00	\$ 200,943.32	\$ (200,943.32)
Marion	1593144	INDOT	Bridge Deck Overlay	Bridge	NHPP	\$ 345,516.00	\$ 190,771.01	\$ (190,771.01)
Marion	1593148	INDOT	Bridge Thin Deck Overlay on I70 EB over Rural Street in Marion County Greenfield District	Bridge	IM , NHPP	\$ -	\$ 105,984.30	\$ (105,984.30)
Marion	1593149	INDOT	Bridge Thin Deck Overlay on I70 WB over Rural Street in Marion County Greenfield District	Bridge	IM , NHPP	\$ -	\$ 105,984.30	\$ (105,984.30)
Marion	1593152	INDOT	Bridge Thin Deck Overlay on I70 EB over 2 city streets CSX RR in Marion County Greenfield District	Bridge	NHPP	\$ -	\$ 403,763.68	\$ (403,763.68)
Marion	1593153	INDOT	Bridge Thin Deck Overlay on I70 WB over 2 City Streets CSX RR in Marion County Greenfield District	Bridge	NHPP	\$ -	\$ 374,319.15	\$ (374,319.15)
Marion	1593156	INDOT	Bridge Thin Deck Overlay on I70 EB over Dearborn Street in Marion County Greenfield District	Bridge	NHPP	\$ -	\$ 95,251.35	\$ (95,251.35)
Marion	1593157	INDOT	Bridge Thin Deck Overlay on I70 WB over Dearborn Street in Marion County Greenfield District	Bridge	NHPP	\$ -	\$ 100,773.41	\$ (100,773.41)
Marion	1593159	INDOT	Bridge Thin Deck Overlay on I70 EB over Olney Street in Marion County Greenfield District	Bridge	NHPP , STP	\$ -	\$ 75,940.63	\$ (75,594.35)
Marion	1593160	INDOT	Bridge Thin Deck Overlay on I70 WB over Olney Street in Marion County Greenfield District	Bridge	NHPP , STP	\$ -	\$ 75,940.63	\$ (75,594.35)
Marion	1593162	INDOT	Bridge Deck Overlay	Bridge	NHPP	\$ 794,709.00	\$ 392,658.16	\$ (327,182.09)
Marion	1593163	INDOT	Bridge Thin Deck Overlay on I70 EB over Pogues Run in Marion County Greenfield District	Bridge	NHPP	\$ -	\$ 114,735.10	\$ (114,735.10)
Marion	1593164	INDOT	Bridge Thin Deck Overlay on I70 WB over Pogues Run in Marion County Greenfield District	Bridge	NHPP	\$ -	\$ 104,510.54	\$ (104,510.54)
Marion	1593165	INDOT	Bridge Thin Deck Overlay on I70 EB over Ritter Avenue in Marion County Greenfield District	Bridge	NHPP , STP	\$ -	\$ 75,490.91	\$ (75,146.68)
Marion	1593166	INDOT	Bridge Thin Deck Overlay on I70 WB over Ritter Avenue in Marion County Greenfield District	Bridge	NHPP , STP	\$ -	\$ 71,696.99	\$ (71,370.06)
Marion	1593167	INDOT	Bridge Thin Deck Overlay on I70 EB over Arlington Avenue in Marion County Greenfield District	Bridge	NHPP	\$ -	\$ 73,620.87	\$ (73,620.87)
Marion	1593168	INDOT	Bridge Thin Deck Overlay on I70 WB over Arlington Avenue in Marion County Greenfield District	Bridge	NHPP	\$ -	\$ 82,213.44	\$ (82,213.44)
Marion	1593169	INDOT	Bridge Thin Deck Overlay on I70 EB over CSX RR in Marion County Greenfield District	Bridge	NHPP	\$ -	\$ 165,505.80	\$ (165,505.80)
Marion	1593170	INDOT	Bridge Thin Deck Overlay on I70 WB over CSX RR in Marion County Greenfield District	Bridge	NHPP	\$ -	\$ 349,954.70	\$ (349,954.70)
Marion	1593171	INDOT	Bridge Thin Deck Overlay on I70 EB over Shadeland Avenue and Road in Marion County Greenfield District	Bridge	NHPP	\$ -	\$ 123,745.60	\$ (123,745.60)
Marion	1593172	INDOT	Bridge Thin Deck Overlay on I70 WB over Shadeland Avenue and Road in Marion County Greenfield District	Bridge	NHPP	\$ -	\$ 361,322.83	\$ (361,322.83)
Marion	1593173	INDOT	Bridge Thin Deck Overlay on I70 WB over Pleasant Run in Marion County Greenfield District	Bridge	NHPP	\$ -	\$ 173,242.00	\$ (116,040.69)
Marion	1593174	INDOT	Bridge Thin Deck Overlay on I70 EB over Pleasant Run in Marion County Greenfield District	Bridge	IM , NHPP , STP	\$ -	\$ 162,412.83	\$ (72,339.29)
Marion	1593182	INDOT	Post Road over I-74	Bridge	NHPP	\$ -	\$ 640,949.15	\$ (604,694.14)
Marion	1593227	INDOT	Bridge Replacement - Dandy Trail over I-74	Bridge	NHPP	\$ 2,057,288.00	\$ 2,274,338.70	\$ -
Marion	1600034	INDOT	EB over White River, Hiking Trail, 3.88 miles East of US-31	Bridge	NHPP	\$ -	\$ 12,874.45	\$ (12,874.45)
Marion	1600038	INDOT	East Bound over Keystone Ave, Two Ramps, 2.60 miles East of US-31	Bridge	NHPP	\$ -	\$ 5,318.71	\$ (17,235.25)
Marion	1600334	INDOT	Bridge Painting on I-465 NB over CSX RR	Bridge	NHPP	\$ 0.00	\$ 41,568.30	\$ (41,568.30)
Marion	1600335	INDOT	Bridge Painting on I-465 SB over CSX RR	Bridge	NHPP	\$ -	\$ 41,568.30	\$ (41,568.30)
Boone	1600686	Boone County	Bridge #202 Rehabilitation	Bridge	STP	\$ 65,000.00	\$ 96,304.26	\$ -
Marion	1600988	Indianapolis	Commerce Avenue over Pogues Run Rehab	Bridge	STP	\$ -	\$ 611,425.90	\$ (571,425.90)

Bridge Projects									
COUNTY	DES	SPONSOR	PROJECT TITLE	PROJECT TYPE	FED FUNDS	PROGRAMMED \$	OBLIGATED \$	ADVANCED CN \$	
Marion	1600990	Indianapolis	Franklin Road over Big Run (4102F)_Rehab	Bridge	STP	\$ 56,932.00	\$ 751,811.96	\$ (694,879.96)	
Marion	1600992	Indianapolis	Garfield Park Road (Conservatory Drive) over Pleasant Run (3215L)_Rehab	Bridge	STP	\$ 1,183,428.00	\$ 1,183,428.23	\$ (1,132,012.92)	
Marion	1600994	Indianapolis	Kessler Boulevard over White River (1104F)_Rehab	Bridge	STP	\$ 4,955,240.00	\$ 4,975,239.68	\$ -	
Marion	1600995	Indianapolis	Sheridan Avenue over Pogues Run (1920L)_Replacement	Bridge	STP	\$ 728,000.00	\$ 728,000.00	\$ (651,101.51)	
Hamilton	1601827	Fishers	126th Street over SR 37	Bridge	HSIP	\$ -	\$ 2,951,551.11	\$ (2,951,551.11)	
Hamilton	1601828	Fishers	131st Street over SR 37	Bridge	STP	\$ -	\$ 3,212,980.95	\$ -	
Hamilton	1601863	Fishers	Bridge 252 Replacement	Bridge	HSIP	\$ 21,152.00	\$ 1,800.00	\$ (1,800.00)	
Boone	1601996	INDOT	Bridge Thin Deck Overlay	Bridge	STP	\$ -	\$ 59,709.59	\$ (59,100.45)	
Hendricks	1602035	INDOT	Bridge Thin Deck Overlay	Bridge	IM , NHPP	\$ -	\$ 78,927.11	\$ (93,982.25)	
Hendricks	1602054	INDOT	Bridge Thin Deck Overlay	Bridge	NHPP	\$ -	\$ 115,049.27	\$ (111,349.27)	
Hendricks	1602067	INDOT	Bridge Thin Deck Overlay	Bridge	NHPP	\$ -	\$ 135,341.45	\$ (259,612.69)	
Marion	1602149	INDOT	Marion County Interstate Bridge Painting	Bridge	NHPP , STP	\$ -	\$ 304,777.88	\$ (284,853.21)	
Marion	1602150	INDOT	Marion County Interstate Bridge Painting	Bridge	NHPP	\$ -	\$ 184,286.25	\$ (183,445.92)	
Marion	1602151	INDOT	Marion County Interstate Bridge Painting	Bridge	NHPP	\$ -	\$ 223,170.53	\$ (219,228.69)	
Boone	1602157	INDOT	Marion County Interstate Bridge Painting	Bridge	NHPP	\$ -	\$ 5,200.00	\$ -	
Marion	1602209	INDOT	Bridge Thin Deck Overlay	Bridge	NHPP	\$ -	\$ 412,214.06	\$ (410,203.26)	
Marion	1602212	INDOT	Bridge Thin Deck Overlay	Bridge	NHS	\$ -	\$ 1,000.00	\$ -	
Marion	1602216	INDOT	Marion County Interstate Bridge Painting	Bridge	NHPP	\$ -	\$ 209,013.59	\$ (208,060.51)	
Marion	1602223	INDOT	Bridge Thin Deck Overlay	Bridge	NHPP	\$ -	\$ 76,765.50	\$ (75,982.37)	
Marion	1602224	INDOT	Bridge Thin Deck Overlay	Bridge	NHPP , NHS	\$ -	\$ 76,786.58	\$ (76,003.23)	
Marion	1700836	INDOT	US-36/SR-67 over Indian Creek, 3.82 miles West of SR-234	Bridge	STP	\$ -	\$ 88,446.09	\$ (88,446.09)	
Marion	1700838	INDOT	Northbound Shadeland Ave over I-465 Northbound On Ramp, 2.22 miles North of US-36/SR-67	Bridge	NHPP	\$ -	\$ 85,740.16	\$ (85,349.19)	
Marion	1700845	INDOT	East 16th St. over I-465, 1.17 miles North of US-40	Bridge	IM , NHPP	\$ -	\$ 106,345.82	\$ (106,345.82)	
Marion	1700846	INDOT	East 46th St. over I-465, .61 miles North of US-36/SR-67	Bridge	NHPP	\$ -	\$ 91,751.11	\$ (90,880.60)	
Marion	1700847	INDOT	Northbound Shadeland Ave over I-465, 1.09 miles North of US-36/SR-67	Bridge	NHPP	\$ -	\$ 127,571.44	\$ (125,571.44)	
Marion	1700856	INDOT	London Rd. over I-74, 9.48 miles East of I-465	Bridge	NHPP	\$ -	\$ 133,590.49	\$ (133,590.49)	
Marion	1700857	INDOT	Southeastern Ave over I-465, .46 miles South of I-74	Bridge	IM , NHPP	\$ -	\$ 112,790.89	\$ (112,790.89)	
Marion	1700879	INDOT	NB over Little Buck Creek, 2.61 miles South of -465	Bridge	IM , NHPP	\$ -	\$ 1,514,673.06	\$ (1,500,723.06)	
Marion	1700881	INDOT	SB over Little Buck Creek, 2.61 miles South of I-465	Bridge	NHPP	\$ -	\$ 1,554,381.99	\$ (1,554,381.99)	
Marion	1700883	INDOT	SB ramp over Little Buck Creek, 2.61 miles South of I-465	Bridge	NHPP	\$ -	\$ 562,671.24	\$ (562,671.24)	
Marion	1700929	INDOT	Bridge Deck Overlay over Virginia Avenue	Bridge	NHPP	\$ -	\$ 527,475.14	\$ (534,537.74)	
Marion	1700933	Indianapolis	Washington Street over Big Eagle Creek (2414F)	Bridge	RSTP , STP	\$ 1,881,000.00	\$ 1,881,000.00	\$ -	
Marion	1700941	INDOT	Bridge Deck Overlay over Calvary Street	Bridge	NHPP , STP	\$ -	\$ 545,991.12	\$ (629,519.52)	
Hamilton	1700943	INDOT	Bridge Deck Overlay On CYNTHIANNE ROAD OVER I-69 EB/WB	Bridge	IM	\$ -	\$ 2,866.78	\$ -	
Marion	1700953	INDOT	Bridge Deck Overlay over Mitthoefer Road	Bridge	NHPP , STP	\$ -	\$ 375,028.13	\$ (324,902.10)	
Marion	1700955	INDOT	Bridge Deck Overlay	Bridge	IM , NHPP , STP	\$ -	\$ 527,779.65	\$ (598,212.17)	
Marion	1700964	INDOT	Bridge Deck Overlay EB over CSX RR	Bridge	NHPP	\$ -	\$ 545,559.35	\$ (542,759.35)	
Marion	1700965	INDOT	Bridge Deck Overlay	Bridge	NHPP , STP	\$ -	\$ 631,839.80	\$ (588,855.80)	
Marion	1700983	INDOT	Bridge Deck Overlay NB over Big Eagle Creek	Bridge	NHPP	\$ -	\$ 737,786.10	\$ (734,125.53)	
Marion	1700984	INDOT	Bridge Deck Overlay over Big Eagle Creek	Bridge	NHPP	\$ -	\$ 659,926.68	\$ (708,231.05)	
Johnson	1701368	INDOT	Replace Superstructure	Bridge	NHPP	\$ -	\$ 89,006.70	\$ (89,006.70)	
Hendricks	1701409	INDOT	Bridge Thin Deck Overlay	Bridge	NHPP	\$ -	\$ 144,042.91	\$ (108,919.68)	
Marion	1702051	INDOT	Bridge Deck Overlay - Vandergriff Road	Bridge	NHPP	\$ -	\$ 297,385.09	\$ (255,870.66)	
Marion	1702061	INDOT	Bridge Deck Overlay SB Exit Ramp I-65 over Bush Run	Bridge	NHPP , STP	\$ -	\$ 209,140.74	\$ (163,369.53)	
Marion	1702068	INDOT	Bridge Deck Overlay NB over W 71st st	Bridge	NHPP	\$ -	\$ 480,726.78	\$ (506,919.84)	
Marion	1702070	INDOT	Bridge Deck Overlay SB Busha Run	Bridge	NHPP	\$ -	\$ 480,509.90	\$ (506,674.51)	
Hancock	1702755	Hancock County	Bridge 62 (300 N over Sugar Creek)	Bridge	STP	\$ 104,000.00	\$ 104,000.00	\$ -	
Marion	1800393	INDOT	Marion Co. Bridge Deck Overlays	Bridge	NHPP	\$ -	\$ 369,571.20	\$ -	
Hendricks	1800434	INDOT	Bridge Thin Deck Overlay	Bridge	NHPP , NHS , STP	\$ 212,525.00	\$ 157,258.93	\$ (132,790.29)	
Marion	1800498	INDOT	Cumberland Road over I-70 Bridge Deck Overlay	Bridge	NHPP	\$ -	\$ 457,516.27	\$ -	
Marion	1800499	INDOT	Bridge Deck Overlay	Bridge	NHPP	\$ 325,462.00	\$ 230,206.30	\$ (230,206.30)	
Marion	1800500	INDOT	Bridge Deck Overlay	Bridge	NHPP	\$ 328,088.00	\$ 226,104.83	\$ (226,104.83)	
Marion	1800501	INDOT	Bridge Deck Overlay	Bridge	NHPP	\$ 203,791.00	\$ 156,137.16	\$ (155,425.19)	
Marion	1800502	INDOT	Bridge Deck Overlay	Bridge	NHPP	\$ 239,837.00	\$ 149,017.44	\$ (149,017.44)	
Marion	1800547	INDOT	Bridge Deck Overlay	Bridge	NHPP	\$ 699,608.00	\$ 472,884.54	\$ (471,856.53)	
Marion	1800704	INDOT	Bridge Deck Overlay	Bridge	NHPP	\$ -	\$ 299,467.33	\$ (299,467.33)	
Marion	1800705	INDOT	Bridge Deck Overlay	Bridge	NHPP	\$ -	\$ 313,412.37	\$ (311,983.24)	
Johnson	1800739	INDOT	Bridge Deck Overlay on I-65	Bridge	NHPP	\$ 661,247.00	\$ 494,724.91	\$ -	
Various	1801948	INDOT	Bridge maintenance and repair work as needed	Bridge	STP	\$ 800,000.00	\$ 800,000.00	\$ (800,000.00)	
Boone	1802833	Boone County	CR 300 S over Jackson Run	Bridge	STP	\$ -	\$ 59,315.20	\$ -	
Johnson	1900419	Greenwood	Worthsville Road Reconstruction - Section 3	Bridge	STP	\$ -	\$ 893,626.56	\$ (893,626.56)	
Marion	1900591	INDOT	Bridge Maintenance And Repair on I65 NB over 38th St. Industry Blvd 3.80 mi. S of I-465 in Marion County Greenfield District	Bridge	NHPP	\$ -	\$ 44,241.92	\$ (44,040.18)	
Marion	1900594	INDOT	Bridge Maintenance And Repair on I65 SB over 38th St. Industry Blvd. 3.80 Mi. S of I-465 in Marion County Greenfield District	Bridge	NHPP	\$ -	\$ 47,157.64	\$ (46,942.61)	
Marion	1900595	INDOT	Bridge Maintenance And Repair on I65 NB over Little Eagle Creek 3.49 mi. S of I-465 in Marion County Greenfield District	Bridge	NHPP	\$ -	\$ 39,365.72	\$ (38,190.78)	
Marion	1900597	INDOT	Bridge Maintenance And Repair on I65 SB over West 56th St. 0.91 mi. S of I-465. Replace Approach Slabs in	Bridge	NHPP	\$ -	\$ 1,050.00	\$ -	
Johnson	1900634	INDOT	SR 135 Bridge Rehabilitation	Bridge	NHPP	\$ -	\$ 83,835.51	\$ (83,835.51)	
Shelby	1900642	INDOT	Bridge Deck Overlay on I65 County Line Rd over SBL 3.36 miles N of SR 252 in Johnson County Seymour District	Bridge	IM , NHPP	\$ -	\$ 329,972.03	\$ -	
Marion	1901556	INDOT	Bridge Maintenance And Repair	Bridge	IM , NHPP	\$ -	\$ 78,678.91	\$ (78,678.91)	
Marion	1901558	INDOT	District Bridge Project (Rehabilitation)	Bridge	NHPP	\$ -	\$ 172,401.81	\$ (172,401.81)	
Boone	1901560	INDOT	District Bridge Project (Rehabilitation)	Bridge	NHPP	\$ -	\$ 265,112.01	\$ (291,201.73)	

Bridge Projects								
COUNTY	DES	SPONSOR	PROJECT TITLE	PROJECT T	FED FUNDS	PROGRAMMED \$	OBLIGATED \$	ADVANCED CN \$
Hamilton	1901659	Hamilton County	146th Street - Phase IV Shelborne Road to Hamilton / Boone County Line	Bridge	STP	\$ -	\$ 1,428,695.00	\$ (1,478,695.00)
Marion	1901866	INDOT	Bridge Deck Patching over Division Street on I-70	Bridge	NHPP , STP	\$ -	\$ 42,199.11	\$ (37,497.95)
Marion	1901868	INDOT	Bridge Deck Patching	Bridge	NHPP , STP	\$ -	\$ 65,467.83	\$ (59,596.55)
Marion	1901869	INDOT	Bridge Deck Patching	Bridge	NHPP , STP	\$ -	\$ 67,376.96	\$ (44,681.50)
Marion	1901870	INDOT	Bridge Deck Patching W of I-65 exit ramp over Meridian Street	Bridge	NHPP	\$ -	\$ 66,788.77	\$ (66,788.77)
Marion	1901871	INDOT	Bridge Deck Patching	Bridge	NHPP	\$ -	\$ 79,614.95	\$ (79,614.95)
Marion	1901872	INDOT	Bridge Deck Patching I-70 over Tibbs Ave	Bridge	NHPP	\$ -	\$ 59,059.85	\$ (59,059.85)
Marion	1901873	INDOT	Bridge Deck Patching	Bridge	NHPP	\$ -	\$ 68,077.79	\$ (67,929.58)
Marion	1901874	INDOT	Bridge Deck Patching	Bridge	NHPP , STP	\$ -	\$ 49,448.88	\$ (49,223.40)
Marion	1901875	INDOT	Bridge Deck Patching	Bridge	NHPP , STP	\$ -	\$ 48,061.89	\$ (45,510.62)
Marion	1901876	INDOT	Bridge Deck Patching	Bridge	NHPP	\$ -	\$ 92,167.85	\$ (56,166.98)
Marion	1901965	INDOT	Bridge Thin Deck Overlay on I70 RAMP I-70 EB TO I-465 NB@-I-465 NB/SB RAMP in Marion County Greenfield District	Bridge	IM , NHPP	\$ -	\$ 155,088.88	\$ (154,381.69)
Johnson	1902767	Jonnson County	Bridge 98 Rehabilitation - CR 700E over Fisher Ditch	Bridge	STP	\$ -	\$ 172,600.00	\$ -
Total Federal Obligation						\$31,600,750	\$68,885,121	(\$46,859,308)

Bike and Pedestrian Projects								
COUNTY	DES	SPONSOR	PROJECT TITLE	PROJECT TYPE	FED FUNDS	PROGRAMMED \$	OBLIGATED \$	ADVANCED CN \$
Marion	1298645	Lawrence	Amy Beverland School Sidewalk Connection	Bike/Ped	RSTP, STP	\$ 2,049,237	\$ 1,974,237	\$ (1,591,275)
Hendricks	1400274	Avon	White Lick Creek Trail - Phase IV	Bike/Ped	TAP	\$ 77,905	\$ 77,905	\$ -
Marion	1400944	Indianapolis	Monon Bicycle/Pedestrian Bridge over 38th Street	Bike/Ped	CMAQ	\$ -	\$ 2,722,500	\$ (2,822,500)
Johnson	1401684	Bargersville	Old Plank Rd Pedestrian Improvements	Bike/Ped	STP	\$ 90,000	\$ 90,000	\$ -
Hamilton	1401709	Westfield	Monon Trail over SR 32 Grade Separation	Bike/Ped	STP	\$ 48,220	\$ 48,220	\$ -
Marion	1401732	Indianapolis	Pleasant Run Enhancements	Bike/Ped	TAP	\$ -	\$ 1,151,250	\$ (1,151,250)
Marion	1500432	Indianapolis	Michigan & Tecumseh Pedestrian Improvements	Bike/Ped	HSIP	\$ 1,500	\$ 1,500	\$ -
Marion	1500434	Indianapolis	Alabama & 16th Pedestrian Improvements	Bike/Ped	HSIP	\$ 18,500	\$ 18,500	\$ -
Marion	1600522	INDOT	Auxiliary Lane Construction on I-65 @ Southport Rd.	Bike/Ped	NHPP	\$ -	\$ 4,100,446	\$ (4,070,246)
Marion	1600657	Beech Grove	Beech Grove Greenway - Phase I	Bike/Ped	TAP	\$ 2,640,000	\$ 1,964,030	\$ 100,000
Morgan	1600657	Beech Grove	Beech Grove Greenway - Phase I	Bike/Ped	TAP	\$ -	\$ 13	\$ -
Marion	1600986	Indianapolis	Fall Creek Trail Enhancement at 38th and Fall Creek	Bike/Ped	TAP	\$ 75,715	\$ 75,715	\$ -
Marion	1600987	Indianapolis	Lower Fall Creek Trail Extension - Phase 1	Bike/Ped	TAP	\$ -	\$ 2,227,500	\$ (2,227,500)
Marion	1601001	Indianapolis	Safe Routes to Transit - North	Bike/Ped	HSIP	\$ 4,475,800	\$ 4,475,800	\$ (3,968,691)
Hancock	1601774	INDOT	Various ADA approved sidewalks	Bike/Ped	HSIP	\$ -	\$ 19,464	\$ (19,464)
Hancock	1601961	INDOT	SR-9 from McKensie Rd. to I-70	Bike/Ped	HSIP	\$ -	\$ 741,309	\$ (421,775)
Marion	1601965	INDOT	U.S. 36 Access Control at 46th Street	Bike/Ped	HSIP	\$ 47,052	\$ 61,295	\$ (57,791)
Hancock	1700737	Hancock County	Pennsy Trail from 400W to 500W	Bike/Ped	RSTP, STP	\$ 630,000	\$ 566,510	\$ -
Marion	1700901	Indianapolis	Pedestrian Crash Focus Area 9	Bike/Ped	HSIP	\$ 670,660	\$ 645,660	\$ 25,000
Marion	1700902	Indianapolis	Pedestrian Crash Focus Area 5	Bike/Ped	HSIP	\$ 443,115	\$ 443,115	\$ -
Marion	1700907	Indianapolis	Bike Share Extension	Bike/Ped	CMAQ	\$ -	\$ 959,000	\$ (959,000)
Johnson	1801451	Franklin	School Zone & Pedestrian Crossing Flashers	Bike/Ped	HSIP	\$ 181,446	\$ 181,446	\$ (189,250)
Marion	1801693	Indianapolis	Pennsy Trail over Grassy Creek	Bike/Ped	STP, TAP	\$ -	\$ 318,219	\$ (318,219)
Marion	1801694	Indianapolis	Pennsy Trail over Morris Ditch	Bike/Ped	STP, TAP	\$ -	\$ 254,287	\$ (254,287)
Marion	1801822	Indianapolis	Pennsy Trail Ph 3A - Shortridge Road to Post Road - Trail Tunnel under I-465	Bike/Ped	TE/TA	\$ -	\$ 78,506	\$ (78,506)
Marion	1802053	INDOT	Pedestrian Curb Ramps at I-65 and Raymond St	Bike/Ped	HSIP	\$ -	\$ 54,500	\$ 301,881
Marion	1902722	Beech Grove	Beech Grove Greenway - Phase I	Bike/Ped	TAP	\$ -	\$ 161,098	\$ -
Marion	1902723	Beech Grove	Beech Grove Greenway - Phase I	Bike/Ped	TAP	\$ -	\$ 162,615	\$ -
Marion	1902724	Beech Grove	Beech Grove Greenway - Phase I	Bike/Ped	TAP	\$ -	\$ 171,695	\$ -
Marion	1902725	Beech Grove	Beech Grove Greenway - Phase I	Bike/Ped	TAP	\$ -	\$ 180,562	\$ -
Johnson	1902760	INDOT	SR 252 Pavement Rehab	Bike/Ped	STP	\$ -	\$ 44,000	\$ -
Hancock	2001160	INDOT	ADA Sidewalk Ramp Construction on US40 from 0.91 mi W of SR 9 (Monroe St) to 2.28 mi E of SR 9 (ECL Greenfield)	Bike/Ped	HSIP	\$ -	\$ 758,347	\$ -
Marion	2001711	INDOT	Bike/Pedestrian Facilities on MSMISC Administration in Marion County Multiple Districts District	Bike/Ped	TAP	\$ -	\$ 84,120	\$ -
Marion	2001713	INDOT	Bike/Pedestrian Facilities on MSMISC Statewide Motorized in Marion County Multiple Districts District	Bike/Ped	TAP	\$ -	\$ 585,572	\$ -
Total Federal Obligation						\$11,449,150	\$25,398,937	(\$17,702,875)

Transit Projects					
Sponsor	INDOT Project Number	Project Title	Grant Number	Fund Type	Federal Obligation
INDOT	3400759C	Buy Replacement - Bus < 30 FT	IN-2020-029-00	SECTION 5339	\$ 44,000
INDOT	3400759C	Buy Replacement - Van	IN-2020-029-00	SECTION 5339	\$ 36,560
INDOT	3400759C	Buy Replacement - Van	IN-2020-029-00	SECTION 5339	\$ 36,560
INDOT	3400768C	Buy Replacement - Bus < 30 FT	IN-2020-029-00	SECTION 5339	\$ 44,000
INDOT	3400768C	Buy Replacement - Bus < 30 FT	IN-2020-029-00	SECTION 5339	\$ 44,000
INDOT	3400768C	Buy Replacement - Bus < 30 FT	IN-2020-029-00	SECTION 5339	\$ 47,600
INDOT	3400768C	Buy Replacement - Bus < 30 FT	IN-2020-029-00	SECTION 5339	\$ 47,600
INDOT	3400768C	Communication Equipment	IN-2020-029-00	SECTION 5339	\$ 24,000
INDOT	3400743C	Buy Replacement - Bus < 30 FT	IN-2020-029-00	SECTION 5339	\$ 44,000
INDOT	3400743C	Buy Replacement - Bus < 30 FT	IN-2020-029-00	SECTION 5339	\$ 44,000
INDOT	3400743C	Buy Replacement - Van	IN-2020-029-00	SECTION 5339	\$ 36,560
INDOT	3400743C	Buy Replacement - Van	IN-2020-029-00	SECTION 5339	\$ 36,560
INDOT	3400743C	Buy Replacement - Van	IN-2020-029-00	SECTION 5339	\$ 36,560
INDOT	3400743C	Buy Replacement - Van	IN-2020-029-00	SECTION 5339	\$ 36,560
INDOT	3400743C	Buy Replacement - Van	IN-2020-029-00	SECTION 5339	\$ 36,560
INDOT	3400743C	Buy Replacement - Van	IN-2020-029-00	SECTION 5339	\$ 36,560
INDOT	3400743C	Communication Equipment	IN-2020-029-00	SECTION 5339	\$ 20,000
INDOT	3400727C	Buy Replacement - Bus < 30 FT	IN-2020-029-00	SECTION 5339	\$ 44,000
INDOT	3400727C	Buy Replacement - Bus < 30 FT	IN-2020-029-00	SECTION 5339	\$ 47,600
INDOT	3400727C	Buy Replacement - Bus < 30 FT	IN-2020-029-00	SECTION 5339	\$ 47,600
INDOT	3400727C	Buy Replacement - Bus < 30 FT	IN-2020-029-00	SECTION 5339	\$ 47,600.00
INDOT	3400727C	Buy Replacement - Bus < 30 FT	IN-2020-029-00	SECTION 5339	\$ 47,600.00
INDOT	3400727C	Communication Equipment	IN-2020-029-00	SECTION 5339	\$ 44,000.00
INDOT	1803927O	Operating	IN-2020-007-00	SECTION 5311	\$ 2,866,800.00
INDOT	1803943O	Operating	IN-2020-007-00	SECTION 5311	\$ 1,780,102.00
INDOT	1803956O	Operating	IN-2020-007-00	SECTION 5311	\$ 782,050.00
INDOT	1803959O	Operating	IN-2020-007-00	SECTION 5311	\$ 822,000.00
INDOT	1803968O	Operating	IN-2020-007-00	SECTION 5311	\$ 2,350,799.00
SPONSOR	DES. NUMBER	PROJECT TITLE	FTA GRANT NUMBER	FUND TYPE	FEDERAL OBLIGATION
INDYGO	1600271	2019 Transit security for 5307 formula funds	IN-2020-027	SECTION 5307	\$ 148,460
INDYGO	1600278	2019 Preventative Maintenance	IN-2020-027	SECTION 5307	\$ 8,000,000
INDYGO	1600281	2019 40 FT BUSES	IN-2020-027	SECTION 5339	\$ 1,726,984
INDYGO	1600282	5310 formula - < 30 FT buses and Sub Recipient Vehicles	IN-2021-004	SECTION 5310	\$ 1,081,710
INDYGO	1700434	2019 Non Fixed Route ADA Paratransit Service	IN-2020-027	SECTION 5307	\$ 2,969,205
INDYGO	1701190	2020 5310 Vehicles	IN-2021-004	SECTION 5310	\$ 1,047,015
INDYGO	1701192	2019 Taxi Vouchers	IN-2021-004	SECTION 5310	\$ 391,181
INDYGO	1902132	2020 5310 AJC Radio Equipment	IN-2021-004	SECTION 5310	\$ 15,849
INDYGO	2002497	AIM	IN-2021-006	SECTION 5312	\$ 400,000
CIRTA	2101144	FFY 2021 Vouchers, Mobility Management and Workforce Connectors	IN2020-030-00	SECTION 5307	\$ 128,750
CIRTA	2101144	FFY 2021 Vouchers, Mobility Management and Workforce Connectors	IN2020-030-1	SECTION 5307	\$ 80,000
				Total Federal Obligation	\$ 25,520,985

Other Projects								
COUNTY	DES	SPONSOR	PROJECT TITLE	PROJECT TYPE	FED FUNDS	PROGRAMMED \$	OBLIGATED \$	ADVANCED CN \$
Various	1401057	INDOT	Statewide Signal Systems Communications Upgrade	Other	CMAQ	\$ -	\$ 57,014	\$ (56,614)
Various	1500218	INDOT	ITS Traveler Information Systems in the Indianapolis Area on I-465, I-65, I-69 and I-70	Other	CMAQ	\$ -	\$ 23,160	\$ -
Hendricks	1600397	INDOT	Debris Removal I 70 over White Lick Creek WB 1.08m W SR 267	Other	IM , NHPP	\$ -	\$ 20,407	\$ (20,314)
Hamilton	1600640	Westfield	Kinsey Ave Culvert Widening	Other	HSIP	\$ -	\$ 86,400	\$ (86,400)
Hamilton	1600682	Hamilton County	Strawtown Ave. Corrections	Other	HSIP	\$ -	\$ 507,150	\$ (522,322)
Marion	1601002	Indianapolis	Knozone Awareness Program	Other	CMAQ	\$ 100,000.00	\$ 100,000	\$ -
Hendricks	1601045	Brownsburg	Pedestrian Crosswalk Safety & Visibility around Schools	Other	HSIP	\$ 76,285.00	\$ 988,872	\$ (912,587)
Marion	1601820	INDOT	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	Other	NHPP	\$ -	\$ 1,647	\$ -
Hamilton	1601829	Fishers	SR 37 Southern Drainage Line	Other	RSTP	\$ -	\$ 4,700	\$ -
Marion	1700525	INDOT	Railroad Protection	Other	RAIL HWY CROSSING HAZ ELI	\$ -	\$ 20,000	\$ 9,819
Johnson	1800649	INDOT	CCTV/DMS from 1.0 mile south of SR 252 to 3.0 miles north of SR 44	Other	CMAQ	\$ 72,000.00	\$ 88,871	\$ -
Marion	1800720	INDOT	I 65 Fiber from I-465 (West Leg) at CDP-N6 to 1.1 miles south of I-865 at CDP-N5	Other	CMAQ	\$ -	\$ 12,179	\$ -
Marion	1800723	INDOT	VA VARI DMS Box Truss Structure Upgrade / Detection / Wi-Fi in Indianapolis ATMS area	Other	NHPP	\$ -	\$ 18,200	\$ -
Marion	1800734	INDOT	I-65, Fiber from 1.1 miles south of I-865 at CDP-N5 to 1.4 miles south of SR 267	Other	CMAQ	\$ -	\$ 581,814	\$ (574,662)
Marion	1800735	INDOT	I-865, Fiber From I-65 to I-465 at CDP-N4	Other	CMAQ	\$ -	\$ 389,706	\$ (366,867)
Various	1800778	INDOT	I-65 Fiber from 3.2 miles south of SR 44 to I-465 (South Leg)	Other	CMAQ	\$ 1,600,000.00	\$ 3,318,314	\$ -
Various	1800944	INDOT	VA VARI Greenfield & Seymour District Signal Controller/Communications Deployment-FY 19	Other	NHPP, STP	\$ -	\$ 6,000	\$ -
Various	1800950	INDOT	Railroad safety work	Other	HSIP	\$ -	\$ 18,000	\$ 217,324
Johnson	1800989	Johnson County	4 At-Grade Road Crossings with the LIRC line	Other	RAIL HWY CROSSING HAZ ELI	\$ 737,073.00	\$ 663,366	\$ -
Marion	1801272	INDOT	Southport Rd at LIRC RR Crossing DOT #535600G	Other	RAIL HWY CROSSING HAZ ELI	\$ -	\$ 256,106	\$ (20,000)
Marion	1802794	INDOT	ITS on I-65 between I-465 and South Split	Other	NHPP	\$ -	\$ 3,049,415	\$ (2,772,801)
Various	1900010	INDOT	ISP Drones - Monitor existing assets	Other	STP	\$ -	\$ 8,064	\$ (8,064)
Various	1900377	INDOT	North County Line Rd. at LIRC RR DOT 535596U	Other	RAIL HWY CROSSING HAZ ELI	\$ -	\$ 304,252	\$ (20,000)
Boone	1902642	INDOT	New Signal Installation on US 421 at CR 550 S	Other	STBG	\$ -	\$ 7,100	\$ (7,100)
Hendricks	1902655	INDOT	New Signal Installation at SR 267 & CR 1000	Other	HSIP	\$ -	\$ 224,593	\$ (224,593)
Various	2001068	IMPO	2019 Unified Planning Work Program	Other	1% METROPOLITAN PLANNING , RSTP	\$ -	\$ 2,252,228	\$ 649,802
Marion	2001151	INDOT	Advanced MOT at Various Downtown Indy Locations	Other	RSTP, STP	\$ -	\$ 51,786	\$ -
Marion	2001152	INDOT	Advanced MOT at Various Downtown Indy Locations	Other	NHPP	\$ -	\$ 589,472	\$ -
Marion	2001153	INDOT	Advanced MOT at Various Downtown Indy Locations	Other	NHPP	\$ -	\$ 136,304	\$ -
Various	2002325	INDOT	DBE Supportive Services / Professional Services	Other	SUPPORTIVE SERVICES	\$ -	\$ 284,016	\$ -
Total Federal Funding Obligation						\$ 2,585,358	\$ 14,069,137	\$ (4,715,381)

2021 Totals Across All Project Types		
Project Type	Obligated Funds	Percent
Road and Highway	\$275,593,438	67%
Bridge	\$68,885,121	17%
Bike and Pedestrian	\$25,398,937	6%
Transit	\$25,520,985	6%
Other	\$14,069,137	3%
Total	\$409,467,619	100%

Appendix F

Assurances, Approvals, Certifications and Acknowledgements

- Checklist of Federal Requirements for the TIP
- Resolution Number 2021-IMPO-014;
TPC approval of the 2022-2025 IRTIP on August 18, 2021
- Metropolitan Transportation Planning Process Certification
- Title IV and Environmental Justice
- Letter approving 2022-2025 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 450.326 (a)	Consultation	TIP process includes consultation with other planning organizations and stakeholders, including applicable tribes and federal land management agencies.	3	<u>Yes</u> /No
	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.	F-1	Date: 8/18/21 <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	B-1	Date: <u>Yes</u> /No	
CFR 450.326 (b)	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 450.326 (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 450.326 (c)	Makes progress toward achieving performance targets	The TIP is designed such that once implemented, it makes progress toward achieving the performance targets established under 450.306 (d).	G-1	<u>Yes</u> /No
CFR 450.326 (d)	Anticipated effect of TIP on performance targets	The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.	G-1	<u>Yes</u> /No
CFR 459.322 (b)	Congestion Management	TMA's TIP reflects multimodal measures/strategies from congestion management process	Appendix M of 2045 L RTP	<u>Yes</u> /No
CFR 450.326 (e)	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.	5	<u>Yes</u> /No
CFR 450.326 (f)	List all regionally significant projects	TIP lists all regionally significant projects requiring FHWA or FTA action, regardless of funding source.	7	<u>Yes</u> /No
CFR 450.326 (g)	Information required about each project	Sufficient scope description (type, termini, length,etc...)	5	<u>Yes</u> /No
		Estimated total cost (including costs that extend beyond the 4 years of the TIP)	5	<u>Yes</u> /No
		Federal funds proposed by year.	5	<u>Yes</u> /No
		Proposed category(ies) and source(s) of federal and non-federal funds.	5	<u>Yes</u> /No
		Recipient/responsible agency(s) identified.	5	<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.	5	<u>Yes</u> /No
Identification of projects that will implement ADA paratransit or key station plans.	n/a	<u>Yes</u> /No		
CFR 450.326 (h)	Grouped projects	Projects may be grouped by function, work type or geographic area.	n/a	<u>Yes</u> /No
CFR 450.326 (i)	Consistency with approved plans	Each project is consistent with the MPO's approved transportation plan.	7	<u>Yes</u> /No
CFR 450.326 (j)	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

Regulatory Citation	Key Content of Rule	Review Guidance	Where in TIP? Pg(s)	Comments
		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 indentified to ensure fund availability.	n/a	Yes/ <u>No</u>
		Includes all projects and stratagies funded under 23 USC and Federal Transit Act and regionally significant projects.	5	<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
		Revenue and cost estimates are inflated to reflect year of expenditure.	C-1	<u>Yes</u> /No
CFR 450.326 (k)	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/ <u>No</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.	C-3	<u>Yes</u> /No
CFR 450.326 (n)	Monitoring Progress	TIP indentifies 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.	6	<u>Yes</u> /No
		If a nonattainment/maintenance area, progress implementing TCMs is described.	n/a	Yes/ <u>No</u>
CFR 450.328	TIP/STIP Relationship	Approved TIP is included in STIP without change.	i	<u>Yes</u> /No
CFR 450.334	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 450.336	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 TRANSPORTATION POLICY COMMITTEE

Resolution Number 21-IMPO-014

A RESOLUTION approving the 2022-2025 Indianapolis Regional Transportation Improvement Program_Revised.

WHEREAS, the 2022-2025 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 adoption 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 2022-2025 IRTIP is consistent with the 2045 Long Range Transportation Plan, as amended; and

WHEREAS, the 2022-2025 IRTIP was made available for public review and comment for 30 days and comments received were provided to the Indianapolis Transportation Policy Committee (TPC) prior to approval; and

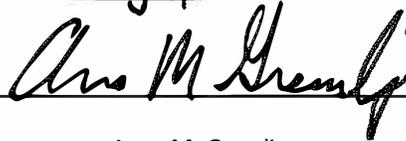
WHEREAS, the Transportation Policy Committee is the approval body for all transportation-related activities of the Indianapolis Metropolitan Planning Organization for the Indianapolis Metropolitan Planning Area under applicable U.S. Department of Transportation regulations;

NOW, THEREFORE, BE IT RESOLVED, all persons having been heard, that the 2022-2025 Indianapolis Regional Transportation Improvement Program is approved by including therein the attached Exhibit A: 2022-2025 Indianapolis Regional Transportation Improvement Program.

The above and foregoing resolution was adopted this 18 day of August 2021 by the Transportation Policy Committee.

DATE:

8/18/2021



Anna M. Gremling
Executive Director, Indianapolis MPO
For the TPC Chair

**TRANSPORTATION PLANNING PROCESS
CERTIFICATION – Fiscal Year 2021**

In accordance with 23 CFR 450.336, the Indiana Department of Transportation and the Indianapolis Metropolitan Planning Organization 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:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 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;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. 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;
8. 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;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

**Indianapolis Metropolitan
Planning Organization**

Anna M. Gremling

Anna M. Gremling

Executive Director

Title

2/11/2021

Date

Indiana Department of Transportation

Roy S. Nunnally

Roy S. Nunnally

Director, INDOT
Technical Planning & Programming

Title

2/23/2021

Date

Title VI and Environmental Justice

In 1994, President Clinton 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, based on 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:

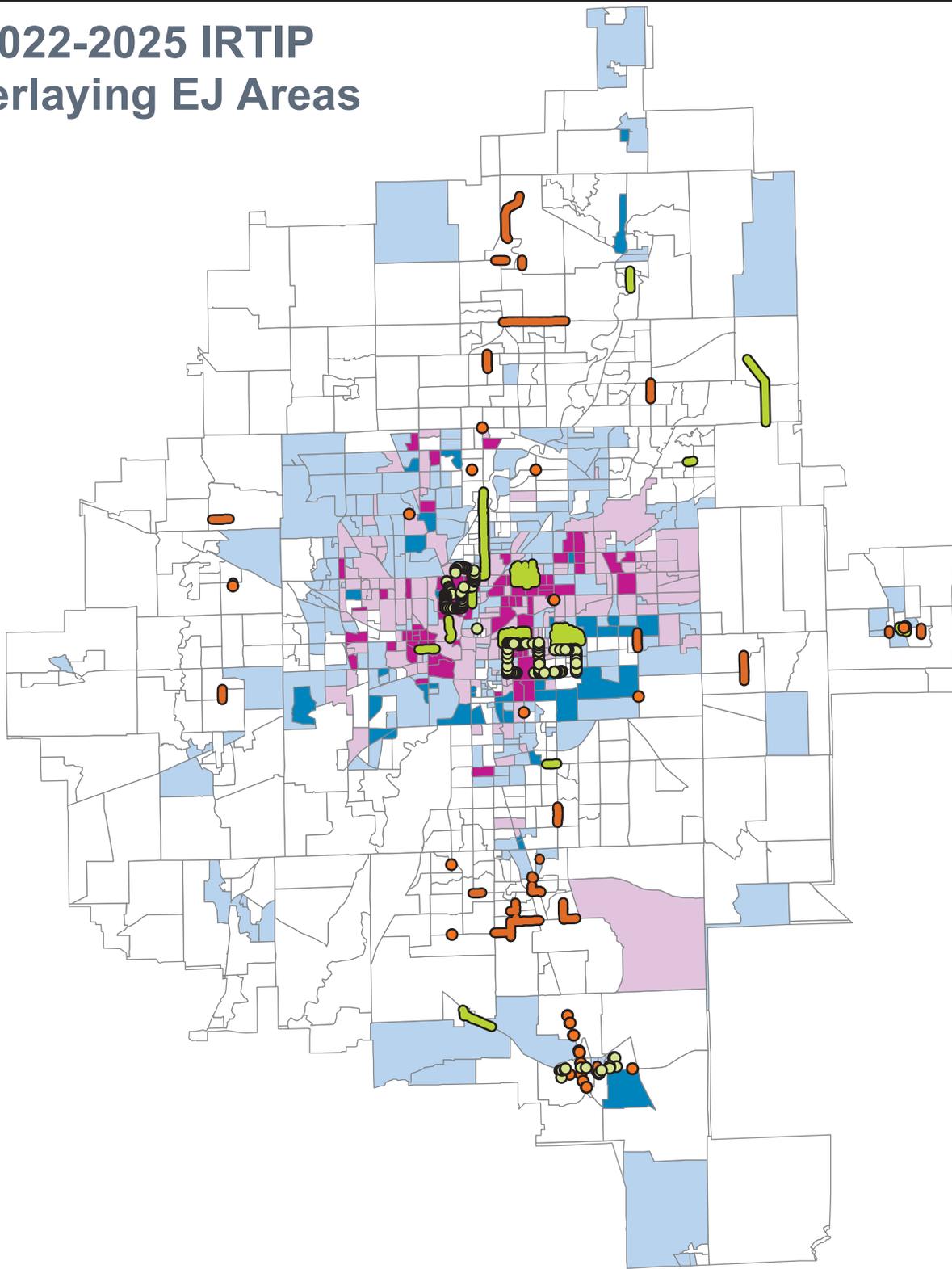
- To avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making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

The MPO reviewed the location of projects proposed in the 2022-2025 IRTIP funded through the MPO’s annual allocation to ensure federal transportation investments are funded proportionally and are not overly concentrated in or avoid low-income and minority populations.

Consistent with the MPO’s 2045 Long Range Transportation Plan’s Environmental Justice Analysis, which can be found on the MPO’s [website](#), the MPO focused on the two key indicators: low-income and minority populations. Federally funded projects using the Indianapolis MPO’s allocation (CMAQ, HSIP, STBG, and TAP) were cross referenced to block groups identified as Environmental Justice (EJ) areas.

¹ Environmental Justice Data Source; Esri Community Analyst
Transprotation Improvement Program Source; [MiTIP](#)

2022-2025 IRTIP Overlaying EJ Areas



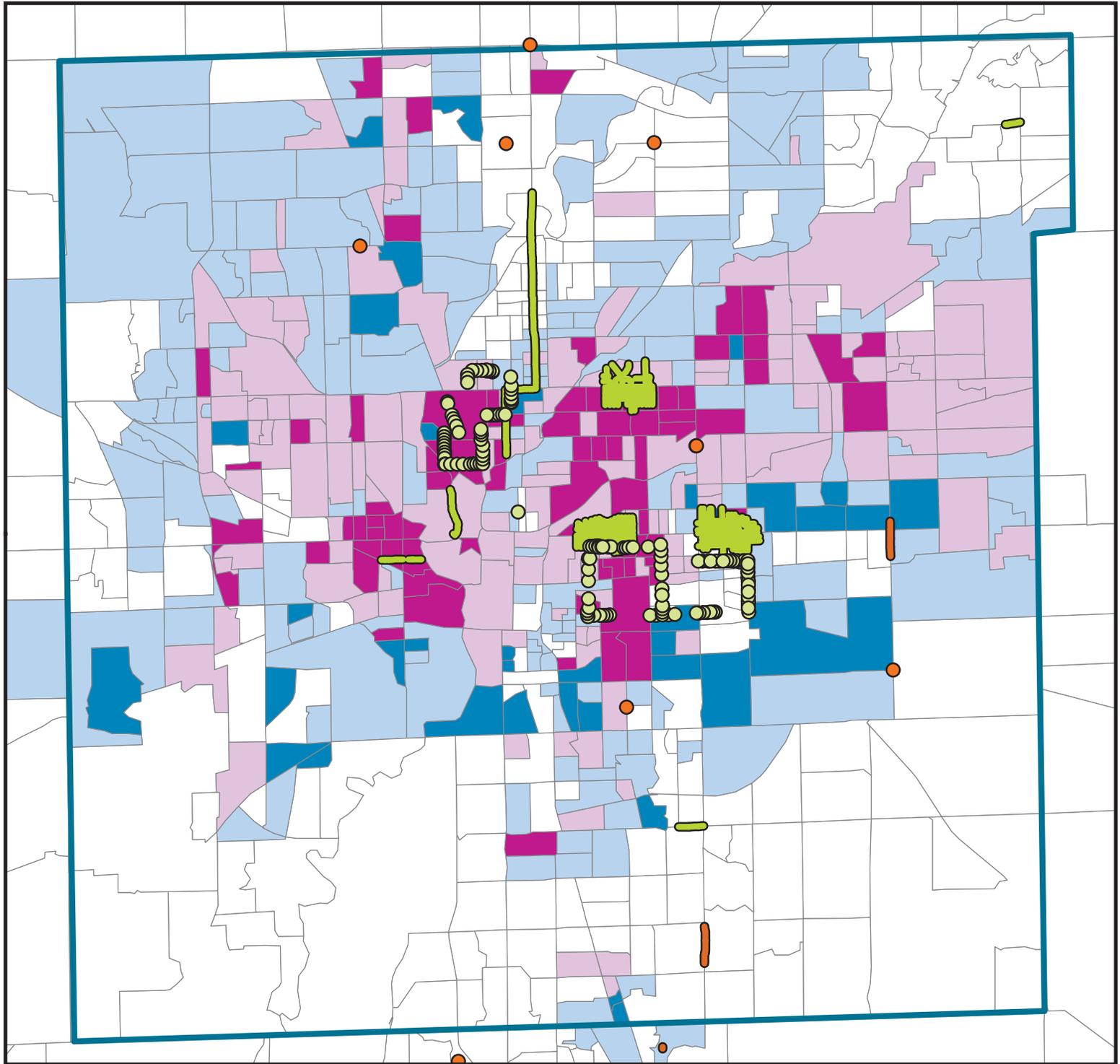
Environmental Justice Areas of Concentration

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

-  Roadway, Bridge & Intersection
-  Bike and Pedestrian
-  Transit



2022-2025 IRTIP Overlaying EJ Areas in Marion County



Environmental Justice Areas of Concentration

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

- Roadway, Bridge & Intersection
- Bike and Pedestrian
- Transit





U.S. Department
of Transportation

Federal Transit Administration **Federal Highway Administration**
Region V Indiana Division
200 West Adams St., Suite 320 575 N. Pennsylvania St., Rm 254
Chicago, IL 60606-5253 Indianapolis, IN 46204-1576

September 20, 2021

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 for the Indianapolis Metropolitan Planning Organization's (IMPO) planning documents. The Indianapolis Metropolitan Planning Area is within the 9-county Indianapolis air quality conformity area and is comprised of Boone, Hamilton, Hancock, Hendricks, Johnson, Madison, Marion, Morgan and Shelby Counties. The need for this new conformity finding stems from an amendment to the IMPO Metropolitan Transportation Plan (MTP) (Amendment 8) and an update to the IMPO Transportation Improvement Program (TIP) (2022-2025).

Boone, Hamilton, Hancock, Hendricks, Johnson, Madison, Marion, Morgan and Shelby Counties are designated as Maintenance for the 1997 Ozone Standard until October 19, 2027.

Appropriate consultation and public involvement on the MTP amendment and TIP update were completed. The Indiana Department of Environmental Management, the Indiana Department of Transportation, and the US Environmental Protection Agency have completed their reviews and have determined that air quality conformity requirements have been met.

This conformity finding supersedes all previous conformity findings for this MPO. Therefore, FHWA and FTA affirms the following planning documents conform to air quality conformity rule requirements:

Indianapolis MPO 2045 Metropolitan Transportation Plan (including Amendment #8)
Indianapolis MPO 2020-2023 TIP (including 2nd Quarter 2021 Amendment)
Indianapolis MPO 2022-2025 TIP (original)

Please note that the 2022-2025 TIP is not incorporated into INDOT's current Statewide Transportation Improvement Program (STIP), therefore, the 2020-2023 TIP is the only TIP officially recognized by FHWA and FTA.

If you have any questions, please feel free to contact Robert Dirks, FHWA, at 317-226-7492 or robert.dirks@dot.gov; or Cecilia Crenshaw-Godfrey, FTA, at 312-705-1268 or cecilia.crenshaw@dot.gov.

Sincerely,

KELLEY
BROOKINS

Digitally signed by
KELLEY BROOKINS
Date: 2021.09.16
07:36:50 -05'00'

Kelley Brookins
Regional Administrator
FTA Region V

Sincerely,

Jermaine R. Hannon
Division Administrator
FHWA Indiana Division

cc: (transmitted by e-mail)

Anna Gremling, IMPO

Kristyn Sanchez, IMPO

Jen Higginbotham, IMPO

Brandon Burgoa, INDOT

Jay Mitchell, INDOT

Cecilia Crenshaw-Godfrey, FTA

Jason Ciavarella, FTA

Tony Maietta, EPA

Shawn Seals, IDEM

ACKNOWLEDGEMENTS

Contributors to the preparation of the IRTIP (as of April 2021):

Indiana Department of Transportation (INDOT)

INDOT-Crawfordsville District	Susie Kemp
INDOT-Greenfield District	Shelli Kindred
INDOT-Seymour District	Kayti Adams

IMPO Transportation Policy Committee Members:

Avon	Ryan Cannon, Town Manager
Bargersville	Julie Young
Beech Grove	Dennis Buckley, Mayor
Boone Co.	Tom Santelli
Brooklyn	Karen Howard
Brownsburg	Brian Jessen
Carmel	James Brainard, Mayor
Cicero	C. J. Taylor
CIRTA	Christine Altman
Cumberland	Ben Lipps, Town Manager
Danville	Mark Morgan, Town Manager
FHWA	Robert Dirks
FTA	Cecilia Godfrey
Fishers	Scott Fadness, Mayor
Franklin	Steve Barnett, Mayor
Greenfield	Chuck Fewell, Mayor
Greenwood	Mark Myers, Mayor
Hamilton Co.	Mark Heirbrandt, Commissioner
Hancock Co.	Gary Pool
Hendricks Co.	Eric Wathen
IDEM	Shawn Seals
Indianapolis	Dan Parker
INDOT	Clark Packer
IndyGo	Inez Evans, President & CEO
Johnson Co.	Luke Mastin
Lawrence	Steve Collier, Mayor
McCordsville	Tonya Galbraith, Town Manager
Mooresville	Mark Mathis

Morgan Co.	Josh Messmer
New Palestine	
Noblesville	Chris Jensen, Mayor
Pittsboro	Jason Love, Town Manager
Plainfield	Andrew Klinger, Town Manager
Ports of Indiana	Jody Peacock
Shelby Co.	Desiree Calderella
Southport	Jim Cooney, Mayor
Speedway	Jacob Blasdel, Town Manager
Westfield	Andy Cook, Mayor
Whiteland	Norm Gabehart, Town Manager
Whitestown	Brittany Garriott
Zionsville	Emily Styron, Mayor

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Cicero	C. J. Taylor
Cumberland	Christine Owens
Danville	Rob Roberts
Fishers	Jason Taylor
Franklin	Mark Richards
Greenfield	Jason Koch
Greenwood	Daniel Johnston
Hamilton Co.	Bradley Davis
Hancock Co.	Gary Pool
Hendricks Co.	John Ayers
Indianapolis	Ericka Miller
INDOT-Greenfield District	Scott Bailey
IndyGo	Annette Darrow
Johnson Co.	Neil VanTrees
Lawrence	Sri Venugopalan
McCordsville	Ryan Crum
Mooreville	Dave Moore
Morgan Co.	Anthony Hinkle
New Palestine	Stephen Pool
Noblesville	Alison Krupski
Pittsboro	Steve Maple

Plainfield	Scott Singleton
Shelby Co.	Desiree Calderella
Southport	Diana Bossingham
Speedway	Robert Wetnight
Westfield	John Nail
Whiteland	Carmen Parker
Whitestown	Danny Powers
Zionsville	Lance Lantz

IMPO Executive Committee Members:

City of Beech Grove	Dennis Buckley, Mayor
Hendricks County	Eric Wathen
Town of Brownsburg	Brian Jessen
City of Fishers	Jason Taylor
IndyGo	Inez Evans, President & CEO
City of Indianapolis	Joe Hogsett, Mayor
City of Westfield	Andy Cook, Mayor
Town of Plainfield	Andrew Klinger
Hamilton County	Mark Heirbrandt

Indianapolis Metropolitan Planning Organization Staff:

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Assistant Director	Sean Northup
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Principal Planner	Andrew Swenson
Principal Planner	Jen Higginbotham
Senior Planner	Catherine Kostyn
Senior Planner	Kristyn Sanchez
Senior Planner	Jennifer Dunn
Senior Planner	Rose Scovel
Planner	Danielle Gerlach
Planner	Nick Badman
Planner	Annie Dixon
Office Manager	Anita Bjork

Appendix G

Performance Measures and Targets

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Adopt INDOT Interstate Freight Reliability Targets.....Pg. G-30

Adopt INDOT On-Road Mobile Source Emission Targets.....Pg. G-31 – G-33

Adopt INDOT 4-Year Target Adjustments.....Pg. G-34 – G-38

CMAQ Performance Plan.....Pg. G-39 – G-46

TIP Project Impact TablePg. G-47

Performance Measures

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. Both MAP-21 and the subsequent legislation known as the Fixing America's Surface Transportation Act (FAST-ACT) outlines what the Federal Government wanted to measure. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) then worked with state transportation agencies, MPOs and other stakeholders to create and approve the final performance measures.

The Indiana Department of Transportation (INDOT) has initiatives in place that enable them to invest available funding effectively to achieve their performance goals. The Transportation Asset Management Plan (TAMP) provides detailed information on those initiatives, associated methods for prioritizing projects, agency goals, objectives and investment strategies, and resulting bridge and pavement conditions based on 10-year spending plans. INDOT also has a Strategic Highway Safety Plan (SHSP) that sets priorities for the primary safety focused programs and guides the DOTs, MPOs, and other safety partners in addressing safety across the state. The INDOT freight plan and long-range transportation plan are also used to inform the TAMP. The Planning Roles, Responsibilities, & Cooperative Operation Manual clarifies roles and responsibilities for transportation planning activities including the performance based planning processes.

For projects using Federal funding, such as National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), and Surface Transportation Block Grant(STBG) funds (excluding urbanized area dedicated funds), along with State Construction funds, INDOT's Divisions of Planning and Statewide Technical Services uses a data-driven process, including performance-based business rules to help prioritize projects for inclusion in the recommended Five-Year State Transportation Improvement Program (STIP). This process evaluates projects based on investment strategies and project prioritizations as outlined in the *Indiana Transportation Asset Management Plan (TAMP - April 2018)* and results in the elevation of projects that will contribute toward the achievement of INDOT's targets for bridge condition, pavement condition, traffic congestion, travel time reliability for both passenger vehicles and highway freight, and safety. The resulting program of projects is approved by the Program Management Group (PMG) and the executive office for inclusion in the Indiana STIP and the MPO's TIP. Projects specifically designed to make progress toward INDOT's bridge and pavement condition targets are identified by the Pavement and Bridge Asset Management Teams and support the 10-year goals as described in INDOT's TAMP. Projects funded through HSIP are selected by the Safety Asset Management Team to make progress toward INDOT's safety improvement targets, as described in INDOT's SHSP; projects selected to make progress toward meeting INDOT's congestion and travel time reliability targets are selected by the Mobility Asset Management Team; and projects funded through the CMAQ program are selected by the Mobility Asset Management Team to make progress toward meeting INDOT's emission reduction targets. INDOT coordinates the performance targets with the MPOs through monthly meetings with the MPO Council and other ad-hoc meetings.

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 2020, the Indianapolis MPO recommended supporting the INDOT safety targets. The recommendation was presented to the Indianapolis MPO Transportation Policy Committee at its joint Technical and Policy meeting on December 2nd, 2020 and approved by the Committee. 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 2020, MPOs in February 2021 (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	2021 Projection	State Target
Number of Fatalities	832	817.3
Number of Serious Injuries	3,427	3,311.4
Rate of Fatalities per 100 million VMT	1.06	1.01
Rate of Serious Injuries	4.36	4.09
Number of non-Motorized serious injuries	422	393.6

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 2022-2025 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

There are 65 HSIP projects in the TIP and 49 of these are MPO funded. When you factor in other projects that contribute to improving safety, this number increases to 125 projects with 68 of them MPO funded. When considering all projects that affect safety, the total funding is \$174,471,941 with \$39,836,328 coming from MPO funding.

Conclusion

Based upon this information, it can be concluded that 23% of projects in the TIP or \$174,471,941 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.



February 1, 2021

Mr. Michael Holowaty, Manager - Office of Traffic
Safety Indiana Department of Transportation
100 Senate Street
Indianapolis, IN 46204

RE: Safety Target Performance Measures

Dear Mr. Holowaty,

The Indianapolis MPO has adopted the Indiana Department of Transportation's 2021 safety targets for the performance measures listed below.

- 1) Number of fatalities
- 2) Rate of fatalities per 100 million miles traveled
- 3) Number of serious injuries
- 4) Rate of serious injuries per 100 million miles traveled
- 5) Number of non-motorized fatalities and non-motorized serious injuries

The Indianapolis MPO agrees to support the 2021 targets established by the Indiana Department of Transportation as reported to the National Highway Traffic Safety Administration and Federal Highway Administration. The 2021 safety targets based on five-year rolling averages are:

Number of fatalities – 817.3

Rate of fatalities (per 100 million VMT) - 1.006

Number of serious injuries - 3,311.4

Rate of serious injuries (per 100 million VMT) - 4.088

Number of non-motorized fatalities and serious injuries – 393.6

200 East Washington Street | Room 2322 | City-County Building | Indianapolis, IN
46204 Phone: 317.327.5136 | FAX: 317.327.5950 | www.indympo.org



The Indianapolis MPO Transportation Policy Committee approved this action at their regularly scheduled meeting on December 2, 2020. The approved resolution of the December 2, 2020 meeting is attached.

Sincerely,

Anna M. Gremling

200 East Washington Street | Room 2322 | City-County Building | Indianapolis, IN 46204 Phone:
317.327.5136 | FAX: 317.327.5950 | www.indympo.org

Indianapolis Metropolitan Planning
 Organization Joint Transportation
 Committee Meeting Minutes December 2nd,
 2020
 9:00 a.m.
 Online /
 Phone

Committee Members Present

Ryan Cannon – Town of Avon	Joe Csikos* – Town of Bargersville
Dennis Buckley – City of Beech Grove	Brian Jessen – Town of Brownsburg
David Littlejohn* – City of Carmel	CJ Taylor – Town of Cicero
April fisher – Town of Cumberland	Mark Morgan – Town of Danville
Steve Barnett –City of Franklin	Chuck Fewell – City of Greenfield
Mark Myers – City of Greenwood	Mark Heirbrandt – Hamilton County
Gary Pool – Hancock County	Eric Wathen – Hendricks County
Ericka Miller – City of Indianapolis	Luke Mastin – Johnson County
Sri Venugopalan* – City of Lawrence	Tonya Galbraith – Town of McCordsville
Alison Krupski* – City of Noblesville	Andrew Klinger – Town of Plainfield
Jacob Blasdel – Town of Speedway	Andy Cook – City of Westfield
Danny Powers – Town of Whitestown	Wayne DeLong* – Town of Zionsville
Christine Altman - CIRTA	Ryan Wilhite* – IndyGo
Clark Packer – INDOT	

* = Proxy

Others Present

Anna Gremling – Indianapolis MPO	Sean Northup – Indianapolis MPO
Nick Badman – Indianapolis MPO	Danielle Gerlach – Indianapolis MPO
Jennifer Dunn – Indianapolis MPO	Steve Cunningham – Indianapolis MPO
Jen Higginbotham – Indianapolis MPO	Denise Barkdull – Frost Brown Todd
Rose Scovel – Indianapolis MPO	Robert Dirks – FHWA
Doug Flanagan – Traffic Control Corporation	Matthew Miller - HNTB
Melissa Burgess – Health By Design	Kim Irwin – Health By Design
Julia Surber – VS Engineering	Brandon Burgoa - INDOT
John Ayers – Hendricks County	David Borden – City of Indianapolis
Shawn Pabst – Town of Brownsburg	Daniel Johnston – City of Greenwood
Neil VanTrees – Johnson County	Jason Koch – City of Greenfield
Lance Lantz – Town of Zionsville	John Seber - CIRTA
Ian Kuzma	John Nail
Amy Curtis	DeAndre Rhodes - CIRTA
Trent Newport	Rob Duckworth - ICJI
Bill Hall	Chris Hamm
Matt Light	Jeff Hill
Tim Dombrovsky	Patrick O’Neil

6) WELCOME

Andy Cook called the meeting to order at 9:01 a.m. He welcomed the members and turned the meeting over to **Anna Gremling**.

7) Roll Call

Anna Gremling took roll call attendance.

ITEMS FOR APPROVAL

8) TRANSPORTATION IMPROVEMENT PLAN AMENDMENTS (RES. #20-IMPO-025)

Steve Cunningham notified the committees that **James Rinehart** had left the IMPO in October and **Kristyn Sanchez** is on maternity leave until February 1st. There were two local amendment requests and 11 INDOT amendment requests. The amendment was put out for public comment; none were received. The first local request is from IndyGo and the second amendment request is from the Town of Brownsburg for CR 700 N. **Anna Gremling** said the committee members had to vote on a motion to remove the Brownsburg amendment from the table for discussion.

Member	Result	Member	Result	Member	Result	Member	Result
Avon	Approve	Danville	Approve	Indianapolis	Approve	Westfield	Approve
Bargersville	Approve	Franklin	Approve	Johnson County	Approve	Whitestown	Approve
Beech Grove	Approve	Greenfield	Approve	Lawrence	Approve	Zionsville	Approve
Brownsburg	Approve	Greenwood	Approve	McCordsville	Approve	CIRTA	Approve
Carmel	Approve	Hamilton County	Approve	Noblesville	Approve	IndyGo	Approve
Cicero	-	Hancock County	-	Plainfield	Approve	INDOT	Approve
Cumberland	Approve	Hendricks County	Approve	Speedway	Approve		

Dennis Buckley moved to remove the Brownsburg Project Amendment from the table. **John Ayers** seconded the motion. A roll call vote was conducted. The Brownsburg Project Amendment was removed from the table. MOTION PASSES.

Eric Wathen moved to use voice votes for the rest of the meeting's items for approval. **Clark Packer** seconded the motion. A voice vote was conducted. There were no Nay votes. There were no Abstains.
The motion for voice voting was

Shawn Pabst said unforeseen costs of pavement, maintenance of traffic, and drainage increased the cost of the project and warranted the amendment. **Brian Jessen** said when Brownsburg started looking at the CR 700 N, there was a lot more development being proposed in that area, and the increased demand for development warrants this project.

Dennis Buckley asked how much of an increase the project was requesting. **Anna Gremling** said the amount requested is \$3.9 million, which is a 101% increase. He asked how much more local money is being put up by Brownsburg for the project. **Shawn Pabst** said \$973,000 in local funds will be committed. **Christine Altman** asked if they

had taken right-of-way into account. **Pabst** said the town is prepared to acquire the right-of-way. The new ratio of would be 35% local, 65% federal. **Brad Davis** said the IMPO has had LPAs reapply for projects before, should this project reapply? **Cunningham** said since the scope has not changed, only the cost, they would not have to reapply.

Page 2 of 5

Andy Cook asked if this project had been adequately estimated with this number, would the score have been different. He also asked where this requested funding was coming from. **Cunningham** said the cost change would not have impacted scoring, but may have impacted where the project would be in order, based on available funds. With the cancelled Green Street project, this project will not be taking money from any other projects in FY 2023. **Jessen** said Brownsburg has taken on more rigorous project estimates for future projects. There was discussion on the particulars and design of asphalt for this project.

Luke Mastin said the Green Street project was defunded at the last meeting and asked if Brownsburg would pursue that project again in the future. **Jessen** said the town is not looking at bringing that project back in the future. **Gremling** asked if this project would have any delays in letting dates if it were to move forward. **Pabst** said everything is on track to meet the existing letting date. **Jessen** emphasized that there is now a project manager on staff to ensure capital projects stay on track.

Gremling opened up for public comment. There were none.

Mark Myers moved to approve Resolution 20-IMPO-025 by voice vote.
Christine Altman seconded the motion. A voice vote was conducted. Nay Votes: Johnson County.
Resolution 20-IMPO-025 was approved. MOTION PASSES

4. BYLAWS (RES.#20-IMPO-024)

Denise Barkdull said this version of the bylaws is just a cleanup of the bylaws that existed when the IMPO separated from the City of Indianapolis on June 1, 2020. There are not many substantive changes, just some small changes that were noted after operating under them for the past six months. **Christine Altman** believes that voting members of the Transportation Policy Committee should be the final body voting for bylaws, not the Executive Committee She also noted it was unusual to give powers to a subset of the Policy Committee instead of the entire Policy Committee. **Denise Barkdull** responded by saying part of the reasoning behind this structure was to account for future Policy Committees (such as a future committee for Economic Development) that will function similar to the TPC **Ryan Wilhite** said he believes that there are certain powers that the Executive Committee cannot vote on or override, particularly when it comes to transportation funding. **Altman** reiterated her point. There was further discussion on the roles and responsibilities between the TPC and Executive Committee.

Gary Pool moved to table Resolution #20-IMPO-024.
Mark Heirbrandt seconded the motion. A voice vote was conducted. There were no Nay votes.
The motion to table Resolution #20-IMPO-024 was approved. MOTION PASSES

5. METROPOLITAN TRANSPORTATION PLAN (MTP) (RES. #20-IMPO-026)

Jen Higginbotham presented a memo on the changes proposed for the 2050 MTP. The first change is the

name of the plan from Long-Range Transportation Plan to the Metropolitan Transportation Plan.

Higginbotham highlighted proposed process changes for LPAs and proposed methodologies and updates for performance measures, resource allocation, and project scoring criteria. There is a resolution that needs to be voted on for this and the call for projects will open December 3rd. There will also be a training session on the MTP for the Call for Projects on December 8th. **Brad Davis** asked what types of projects are going to be submitted for the MTP. Higginbotham said it is primarily capacity expansion projects, but the resource allocation is required by the MTP, and allows us to fiscally constrain how much funds are available for each year by project type. **Gary Pool** asked for clarification on submission of projects for bridge and pavement preservation.

Higginbotham said in the call for projects, only expansion projects would be submitted. **Daniel Johnston** asked **Higginbotham** if she could clarify the safety countermeasures required for each application. She said the list of countermeasures are in the packet, and went through them. She said that though the IMPO understands that these long-term commitments to projects, they request that LPAs select the countermeasures that they typically include in their projects, or if there are some they intend to try for a particular project. The highlighted countermeasures are those that have proven to be substantially successful in their implementation, and will be worth more in scoring. There are sections for vehicle and pedestrian countermeasures. **Davis** asked when the call for projects would close. **Higginbotham** said the call for projects will be open from December 3rd, 2020 to January 31st, 2021.

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Mark Myers moved to approve Resolution 20-IMPO-026.

Ryan Wilhite seconded the motion. A voice vote was conducted. There were no Nay votes.

Resolution 20-IMPO-026 was

approved. MOTION PASSES

6. REGIONAL BIKEWAYS PLAN (RES. #20-IMPO-027)

Jen Higginbotham said the IMPO did put the plan out for public comment and had a Facebook Live Q&A event. There were a few comments that came in, mostly about particular facility locations. Last night a comment was received about a specific project. The safe routes coordinator for IPS School 55 requested the installation of a striped bike lane on 54th street from the Monon Trail to Keystone to allow safer travel. **Anna Gremling** opened the item for public hearing. **Kim Irwin** thanked the staff for their work on updating the plan. She also emphasized the important connection between equity and active transportation, and that it is necessary for the entire region to consider equity in their planning processes.

Mark Myers moved to approve Resolution 20-IMPO-027.

Ryan Wilhite seconded the motion. A voice vote was conducted. There were no Nay votes.

Resolution 20-IMPO-027 was

approved. MOTION PASSES

7. FEDERAL PERFORMANCE MEASURES – PAVEMENT, BRIDGE CONDITIONS AND TRUCK TRAVEL TIME RELIABILITY (RES. #20-IMPO-023)

Jennifer Dunn said the IMPO has the option to adopt INDOT's targets or create their own. The IMPO is in the mid-performance period and they have the option to choose which path to pursue. Jennifer highlighted INDOT's bridge, pavement, and truck travel time reliability index. **Andy Cook** asked, if these are state goals, where the IMPO stands in each of these categories, and asked if it is this a requirement by the Federal Highways Administration. **Dunn** said it is a requirement. **Cook** asked **Robert Dirks** how a bridge that is primarily in Kentucky was listed on Indiana's inventory.

Dirks said he was unsure how it happened and that border bridge responsibilities can be confusing. **Dunn** said INDOT is working with Kentucky on getting that bridge off of Indiana's inventory. **Dirks** said the inventory

systems are set up at FHWA headquarters and local offices work with that inventory. **Ryan Cannon** asked how the adjusted four-year target rate was developed. He said that in the past few year, the IMPO has out-performed those target, and asked if it would be worth improving those target percentages. **Gremling** said the only thing she can assume is that INDOT would be penalized if they didn't meet these targets, which is why they have set the targets they have. **Clark Packer** said INDOT tries to strike a balance for the next five years over different categories and predict which projects are in most need. **Ryan Wilhite** thinks it would be helpful for INDOT to provide their methodologies to the committee so they can examine the agency's reasoning for their performance measures.

Ryan Wilhite moved to approve Resolution 20-IMPO-023.

Mark Heirbrandt seconded the motion. A voice vote was conducted. There were no Nay votes.

Resolution 20-IMPO-023 was approved. MOTION PASSES

8. FEDERAL PERFORMANCE MEASURES – SAFETY (RES. #20-IMPO-022)

Jennifer Dunn said these are annual targets that need to be revisited each year. She provided an overview of the actual and predicted numbers for the safety performance measures shown in the packet. The IMPO has been using INDOT's numbers for the past three years, and are recommending that they use the targets again.

Dunn asked if there were any questions.

There were none.

John Ayers moved to approve Resolution 20-IMPO-022.
Mark Myers seconded the motion. A voice vote was conducted. There were no Nay votes.
Resolution 20-IMPO-022 was approved. MOTION PASSES.

9. INTELLIGENT TRANSPORTATION SYSTEMS INVENTORY UPDATE (RES. #20-IMPO-029)

Nick Badman said the IMPO has been working on an update to their Intelligent Transportation Systems inventory, as a requirement of their recertification. Staff communicated with INDOT's ITS Engineering Director and some LPAs to document any new ITS technology in the region that was installed since the last plan was created in 2014. There weren't many significant changes documented, but the ones that were found are listed in the memo. A significant update to the 2014 Central Indiana ITS Architecture is planned for the future. He asked if there were any questions. There were none.

Mark Heirbrandt moved to approve Resolution 20-IMPO-029. **Ryan Wilhite** seconded the motion. A voice vote was conducted. There were no Nay votes.
Resolution 20-IMPO-029 was approved. MOTION PASSES.

STATUS REPORTS

None.

OTHER BUSINESS

II) OTHER ITEMS OF BUSINESS

- 2021 IMPO Committee and Deadline Schedule
 - **Anna Gremling** said the schedule is posted in packet.
- Travel Demand Model Committee
 - **Gremling** said the IMPO is looking for committee members for some guidance on our travel demand model, especially engineers and policy makers.
- **Gremling** also noted that 2021 Invoices have been sent out to LPAs.

III) ADJOURNMENT

Anna Gremling asked for a motion to adjourn the meeting.

Mark Myers moved to adjourn the December 2nd Joint Committee meeting.
Gary Pool seconded the motion.
The December 2nd Joint Committee meeting was adjourned at 10:48 a.m. MOTION PASSES.

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION POLICY COMMITTEE

Resolution Number – 20-IMPO-022

A RESOLUTION to approve the Indianapolis Metropolitan Planning Organization to adopt the 2021 Performance Measure Targets for Safety for the Indianapolis Metropolitan Planning Area.

WHEREAS, the Fixing America’s Surface Transportation (FAST) Act provides long-term funding certainty for surface transportation infrastructure planning and investment.; 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 MPO Transportation Policy Committee, at their December 2, 2020 Joint Technical and Policy 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 Technical & Policy Committees, in addition to supporting State safety targets, wishes to express its support for additional attention to regional safety concerns; and

WHEREAS, the MPO Transportation 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 Indianapolis Metropolitan Planning Organization Transportation Policy Committee hereby supports an increased focus on transportation safety in the greater Indianapolis metropolitan area, and approves the support of the State’s safety measures and targets as shown in attachment A.

12/7/2020

Date Andrew J. Cook

Chair, Indianapolis MPO Transportation Policy Committee

Anna M. Gremling

12/7/2020

Date Anna M. Gremling, Executive Director

Indianapolis Metropolitan Planning Organization

Attachment A

The targets 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 for 2021. The Indianapolis MPO will support these state-established safety targets as required by MAP-21.

Performance Measure	2021 State Target
Number of Fatalities	817.3
Number of Serious Injuries	3311.4
Rate of Fatalities (per 100 million VMT)	1.006
Rate of Serious Injuries (per 100 million VMT)	4.088
Number of Non-Motorized Fatalities and Serious Injuries	393.6

September 28, 2018

Roy Nunnally
Indiana Department of Transportation
100 North Senate Avenue, 9th Floor
Indianapolis, IN 46204

RE: Approval of Administrative Amendment to the 2018-2021 Indianapolis TIP

Dear Roy,

This is to inform you of the approval of an administrative amendment to the 2018-2021 Indianapolis TIP. The amendment is attached and listed below:

- Incorporation of IndyGo's Transit Asset Management performance measure targets for FY 2019 into Appendix G.
- Incorporation of Performance Measure #2 (pavement and bridge condition) and Performance Measure #3(system performance) targets into Appendix G.
- Incorporation of the Indianapolis MPO CMAQ Performance Plan into Appendix G.

A hard copy of this notice will not be sent. The revised 2018-2021 IRTIP is available on the MPO's website. Should you have any questions or comments please contact me or Steve Cunningham at (317) 327-5403.

Sincerely,



Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

cc: Robert Dirks, FHWA
Jay Mitchell, INDOT
Sean Northup, Indianapolis MPO
Andy Swenson, Indianapolis MPO
Jennifer Higginbotham, Indianapolis MPO
Steve Cunningham, Indianapolis MPO
Kristyn Sanchez, Indianapolis MPO
James Rinehart, Indianapolis MPO

Transit Asset Management 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

The Indianapolis Public Transportation Corporation (IndyGo), the designated transit provider, established Fiscal Year 2020 (January 2020 – December 2020) targets as part of its commitment to the federally required performance-based planning process. The targets developed and provided to the MPO are based on the latest asset condition assessment and the finances available for capital replacement and maintenance, as programmed per IndyGo’s Capital Plan process and current Capital Plan. The targets as provided by IndyGo are shown below:

Asset Category	Asset Class	FY 2020 Target
Rolling Stock	Articulated Buses	0% over ULB (Useful Life Benefit)
	Buses	8% over ULB
	Cutaways	28% over ULB
	Minivans	0% over ULB
Equipment	Automobiles	60% over ULB
	Other Rubber Tired Vehicles	32% over ULB
Facilities	Administrative and Operations Facilities	0% under 3 on the TERM (Transit Economic Requirements Model) scale
	Passenger and Parking Facilities	0% under 3 on the TERM scale

Linking of Investments to Performance Measures

The current 2022 - 2025 Indianapolis Regional Transportation Improvement Program (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 transit or projects that have indirect positive impacts on transit.

While the project selection process incorporates transit and transit related project 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 are available in part for transit or transit related project types and represent one means of prioritizing transit projects for funding. The MPO's allocation of funding to transit projects generally follows the resource allocation goals established in the MPO's Long Range Transportation Plan.

Transit Asset Management Projects in the TIP

While there are numerous transit projects in the IRTIP, there are other project types programmed that indirectly enhance transit infrastructure and operations as well. Transit is eligible for a number of funding types administered by the MPO, even though the prioritization process includes a specific transit selection criteria as a mean of prioritizing MPO funds.

The current 2022-2025 IRTIP contains a total of 554 projects totaling \$2,840,516,506 Included in the program are 9 projects classified as Transit Enhancement Capital Projects with a total value of \$40,956,902 or 1.44% of the total IRTIP program amount. Of this total, \$30,650,806 is funded from the MPO' allocation of federal funds. If grouped by the Asset Categories used in the TAM performance measure targets, the program includes 5 Rolling Stock projects totaling \$22,594,876 (0.80%), 2 Equipment projects totaling \$364,278 (0.01%) and 2 Facilities projects totaling \$17,997,748 (0.63%).

Conclusion

Based upon this information, 1.44% of project funds in the TIP or \$40,956,902 are programmed to make progress towards the Transit Asset Management performance measure targets established by IndyGo and adopted by the IMPO in 2020. As a result, it can be concluded that the IRTIP will assist the region in achieving the Transit Asset Management targets that are included in the LRTP and adopted by the IRTC.

The MPO will continue to work with IndyGo and transit stakeholders in addressing the Transit Asset Management performance measure targets established for the Indianapolis Metropolitan Planning Area. Continued data monitoring and reporting along with the incorporation of transit 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 transit targets over time.



Indianapolis Public Transportation Corporation
 dba IndyGo
 1501 W. Washington Street
 Indianapolis, IN 46222
 T: 317.635.2100
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 www.IndyGo.net

FY 2020 Annual SGR Targets

This letter serves as IndyGo's communication about its state of good repair (SGR) annual performance measure targets for fiscal year 2020 (January 2020-December 2020).

Table 1 FY 2020 SGR Targets

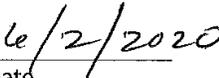
<i>Asset Category</i>	Asset Class	FY 2020 Target
<i>Rolling Stock</i>	Articulated Buses	0% over ULB
	Buses	8% over ULB
	Cutaways	28% over ULB
	Minivans	0% over ULB
<i>Equipment</i>	Automobiles	60% over ULB
	Other Rubber Tired Vehicles	32% over ULB
<i>Facilities</i>	Administrative and Operations Facilities	0% under 3 on the TERM scale
	Passenger and Parking Facilities	0% under 3 on the TERM scale

IndyGo established these FY 2020 targets as part of its commitment to a performance-based planning process and part of federal requirements. Targets are based on the latest asset condition assessment and finances available for capital replacement and maintenance, as programmed through IndyGo's Capital Plan process, current Capital Plan, and existing transit asset management process.

As required by the Final TAM Rule, the Accountable Executive must approve each annual performance target. As established in the IndyGo Transit Asset Management Plan (TAMP), the Accountable Executive for IndyGo is the President and Chief Executive Officer (CEO).



Inez Evans, President and CEO
 Accountable Executive



 Date

Federal Bridge, Pavement and System 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 2018 established targets for the federal pavement, bridge (PM 2) and system performance (PM 3) performance measures.

The Indianapolis MPO staff worked with INDOT on performance measures and targets and ultimately recommended supporting the INDOT targets. The recommendation was presented to the Indianapolis Regional Transportation Council at its Technical and Policy meetings in August, 2018 and approved by the Council. See the approval resolutions, Meeting Minutes and letters of transmittal 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.

In 2020, during the Mid Performance Reporting Period, INDOT elected to adjust it's 4-Year Targets for Bridge Condition, Pavement Condition, and Truck Travel Time Reliability (TTTR Index). The recommendation was presented to the Indianapolis MPO Transportation Policy Committee at its Joint Technical and Policy meetings in December 2020 and approved by the Committee. See the approval resolutions, Meeting Minutes and letters of transmittal in Appendix G.

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 performance measure and targets.

Linking of Investments to Performance Measures

The 2022-2025 IRTIP includes projects focused exclusively on these three targets that have direct and indirect positive impacts on making progress towards improved pavement and bridge condition, as well as system performance.

While the project selection process incorporates pavement, bridge and system performance 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 includes these measures as one means of prioritizing projects for funding.

Impact of Projects in the TIP

While there is an inherent element of improvement to bridges, pavement and system performance in most, if not all transportation projects programmed in the TIP, there are numerous projects focused exclusively on these project types as well. The current TIP has specific funding and scoring criteria for these three areas of infrastructure. There are 101 projects (\$101,161,379) that directly or indirectly address bridge condition and 20 of these (\$5,615,076) are MPO funded. There are 48 projects (\$230,587,784) that directly or indirectly address pavement condition and 10 of these (\$5,433,703) are MPO funded. There are 46 projects (\$101,078,846) that directly or indirectly address system performance and 38 of these (\$83,656,598) are MPO funded.

Conclusion

Based upon this information, it can be observed that 15% of project funding in the TIP or \$432,828,009 are programmed to make progress towards these targets established by INDOT and adopted by the IRTC in 2018 and the Indianapolis MPO Transportation Policy Committee in 2020. As a result, it can be concluded that the IRTIP will assist the region in achieving the targets that are included in the LRTP and adopted by the IRTC and the Indianapolis MPO Transportation Policy Committee.

The MPO will continue to work with State and planning stakeholders in addressing these three areas of performance within the Indianapolis Metropolitan Planning Area. Continued data monitoring and reporting along with the incorporation of complimentary performance measure 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 adopted targets and measures over time.

Mr. Louis Feagans, Statewide Technical Services Director
Mr. Roy Nunnally, Long Range Planning, Modeling and Traffic Counting Director
Indiana Department of Transportation
100 Senate Street
Indianapolis, IN 46204

RE: Pavement Condition Target Performance Measures

Dear Mr. Feagans,

The Indianapolis MPO supports the statewide pavement condition targets set forth by the Indiana Department of Transportation for 2019 and 2021 as required by MAP-21. The targets are for the following performance measures.

- 1) Percent of Interstate pavements in Good condition
- 2) Percent of Interstate pavements in Poor condition
- 3) Percent of non-Interstate NHS pavements in Good condition
- 4) Percent of non-Interstate NHS pavements in Poor condition

The Indianapolis MPO agrees to support the 2019 and 2021 statewide pavement targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The Indianapolis MPO does have concerns with the methodology the FHWA uses to calculate the pavement condition baseline numbers. These baseline numbers may give the impression that the pavements in Indiana are in better condition than their actual state. The 2019 and 2021 statewide pavement targets based on a certified Transportation Asset Management Plan are:

- 2019 Percent of Interstate pavements in Good condition – 84.24%
- 2019 Percent of Interstate pavements in Poor condition – 0.80%
- 2019 Percent of non-Interstate NHS pavements in Good condition – 78.71%
- 2019 Percent of non-Interstate NHS pavements in Poor condition – 3.10%
- 2021 Percent of Interstate pavements in Good condition – 84.24% (Sum of Good and Fair targets is 99.20%)
- 2021 Percent of Interstate pavements in Poor condition – 0.80%
- 2021 Percent of non-Interstate NHS pavements in Good condition – 78.71% (Sum of Good and Fair targets is 96.90%)
- 2021 Percent of non-Interstate NHS pavements in Poor condition – 3.10%

The Indianapolis MPO took the sum of the Good and Fair Condition to be the “Good Condition” Target.

The Indianapolis Regional Transportation Council (IRTC) approved this action at their regularly scheduled meeting on August 22, 2018. The approved resolution of the August 22, 2018 meeting is attached.

Sincerely,

A handwritten signature in cursive script that reads "Anna M. Grembling". The signature is written in black ink and is positioned to the right of the word "Sincerely,".

9/21/2018

Mr. Louis Feagans, Statewide Technical Services Director
Mr. Roy Nunnally, Long Range Planning, Modeling and Traffic Counting Director
Indiana Department of Transportation
100 Senate Street
Indianapolis, IN 46204

RE: Bridge Condition Target Performance Measures

Dear Mr. Feagans,

The Indianapolis MPO supports the Indiana Department of Transportation's 2019 and 2021 statewide bridge condition targets for the performance measures listed below.

- 1) Percent of NHS bridges by deck area classified as in Good condition
- 2) Percent of NHS bridges by deck area classified as in Poor condition

The Indianapolis MPO agrees to support the 2019 and 2021 statewide bridge condition targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 statewide bridge condition targets based on a certified Transportation Asset Management Plan are:

2019 Percent of NHS bridges by deck area classified in Good condition 48.32%
2019 Percent of NHS bridges by deck area classified in Poor condition – 2.63%
2021 Percent of NHS bridges by deck area classified in Good condition – 48.32%
(Sum of Good and Fair targets is 97.37%)
2021 Percent of NHS bridges by deck area classified in Poor condition – 2.63%

The Indianapolis MPO took the sum of the Good and Fair Condition to be the “Good Condition” Target.

The Indianapolis Regional Transportation Council (IRTC) approved this action at their regularly scheduled meeting on August 22, 2018. The approved resolution of the August 22, 2018 meeting is attached.

Sincerely,



9/21/2018

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION
INDIANAPOLIS REGIONAL TRANSPORTATION COUNCIL
POLICY COMMITTEE

Resolution Number 18-IMPO-010

A RESOLUTION to approve the Indianapolis Metropolitan Planning Organization to adopt the performance measure targets for Pavement and Bridge Condition(PM-2) 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 second performance measure and targets required be adopted by states and MPO's; and

WHEREAS, the Indiana Department of Transportation (INDOT) established the Pavement and Bridge Condition performance measures and targets shown in attachment A; and

WHEREAS, the Indianapolis Regional Transportation Council, at their August 22, 2018, 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 Pavement and Bridge Condition measures and targets as shown in attachment A.

8/22/2018

Date



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

Attachment A

The statistics in the following tables were reported to the Federal Highway Administration as the State of Indiana's Pavement and Bridge Condition performance targets. The Indianapolis MPO will support these state-established safety targets as required by MAP-21.

Pavement Condition - Overall Rating Interstates

Rating	2021 (4 Yr Target)
Good	99.20%
Poor	0.80%

Pavement Condition Overall Rating Non-Interstate NHS

Rating	2021 (4 Yr Target)
Good	96.90%
Poor	3.10%

Bridge Condition - FHWA Condition by Deck Area

Rating	2021 (4 Yr Target)
Good	97.37%
Poor	2.63%

Mr. Louis Feagans, Statewide Technical Services Director
Mr. Roy Nunnally, Long Range Planning, Modeling and Traffic Counting Director
Indiana Department of Transportation
100 Senate Street
Indianapolis, IN 46204

RE: NHS Travel Time Reliability Target Performance Measures

Dear Mr. Feagans,

The Indianapolis MPO supports the Indiana Department of Transportation's 2019 and 2021 statewide NHS travel time reliability targets for the performance measures listed below.

- 1) Level of Travel Time Reliability on Interstate
- 2) Level of Travel Time Reliability on non-Interstate NHS

The Indianapolis MPO agrees to support the 2019 and 2021 statewide level of travel time reliability targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 statewide travel time reliability targets based on percent of person miles that are certified as reliable:

- 2019 Percent of person miles reliable on Interstate – 90.5%
- 2021 Percent of person miles reliable on Interstate – 92.8%
- 2021 Percent of person miles reliable on non-Interstate – 89.8%

The Indianapolis Regional Transportation Council (IRTC) approved this action at their regularly scheduled meeting on August 22, 2018. The resolution of the August 22, 2018 meeting is attached.

Sincerely,



9/21/2018

Mr. Louis Feagans, Statewide Technical Services Director
Mr. Roy Nunnally, Long Range Planning, Modeling and Traffic Counting Director
Indiana Department of Transportation
100 Senate Street
Indianapolis, IN 46204

RE: Interstate Freight Reliability Target Performance Measure

Dear Mr. Feagans,

The Indianapolis MPO supports the Indiana Department of Transportation's 2019 and 2021 statewide Interstate freight reliability targets for the performance measure listed below.

1) Truck Travel Time Reliability on Interstate

The Indianapolis MPO supports the 2019 and 2021 statewide truck travel time reliability targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 statewide truck travel time reliability targets based on the truck travel time reliability index are:

2019 Truck travel time reliability index – 1.27

2021 Truck travel time reliability index – 1.24

The Indianapolis MPO IRTC approved this action at their regularly scheduled meeting on August 22, 2018. The resolution of the August 22, 2018 meeting is attached.

Sincerely,



9/21/2018

Mr. Louis Feagans, Statewide Technical Services Director
Mr. Roy Nunnally, Long Range Planning, Modeling and Traffic Counting Director
Indiana Department of Transportation
100 Senate Street
Indianapolis, IN 46204

RE: On-Road Mobile Source Emission Target Performance Measures

Dear Mr. Feagans,

The Indianapolis MPO supports the Indiana Department of Transportation's 2019 and 2021 statewide on-road mobile source emissions targets for the performance measures listed below.

- 1) CMAQ project reduction carbon monoxide (CO)

The Indianapolis MPO supports the 2019 and 2021 statewide on-road mobile source reduction targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 statewide on-road mobile source reduction targets based on kilograms per day are:

2019 Carbon Monoxide reduction of 200 kilograms per day
2021 Carbon Monoxide reduction of 400 kilograms per day

The Indianapolis Regional Transportation Council (IRTC) approved this action at their regularly scheduled meeting on August 22, 2018. The resolution of the August 22 meeting is attached.

Sincerely,



9/21/2018

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION

INDIANAPOLIS REGIONAL TRANSPORTATION COUNCIL
POLICY COMMITTEE

Resolution Number 18-IMPO-011

A RESOLUTION to approve the Indianapolis Metropolitan Planning Organization to adopt the performance measure targets for System Performance, Freight, CMAQ (PM-3) 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 System Performance, Freight, CMAQ Performance Measures and Targets (23 CFR 490) is the second performance measure and targets required be adopted by states and MPO's; and

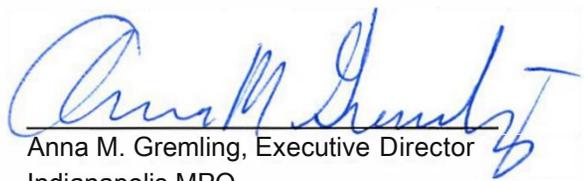
WHEREAS, the Indiana Department of Transportation (INDOT) established the System Performance, Freight, CMAQ performance measures and targets shown in attachment A; and

WHEREAS, the Indianapolis Regional Transportation Council, at their August 22, 2018, 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 System Performance, Freight, CMAQ measures and targets as shown in attachment A.

8/22/18
Date



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

Attachment A

The statistics in the following tables were reported to the Federal Highway Administration as the State of Indiana's System Performance, Freight, CMAQ (PM-3) performance targets. The Indianapolis MPO will support these state-established safety targets as required by MAP-21.

PM-3 Performance Measures	Measure Units	2-Year Target (2018-2019)	4-Year Target (2018-2021)
#1: Level of Travel Time Reliability (LOTR) for Interstates - Statewide	% of person-miles reliable	90.50%	92.80%
#2: LOTTR for Non-Interstate NHS - Statewide	% of person-miles reliable	N/A	89.80%
#3: Truck Travel Time Reliability (TTTR) for Interstates - Statewide	TTTR Index	1.27	1.24
#4: Peak Hour Excessive Delay (PHED) for NHS - Indianapolis Urbanized Area	Annual hour of PHED per capita	N/A	5.73
#5: Non-Single Occupancy Vehicle (SOV) Travel - Indianapolis Urbanized Area	% of non-SOV travel	16.30%	16.30%
#6: CMAQ Project Emissions Reduction - Statewide for CO	Emissions reduction (kg)	200.00	400.00
#6: CMAQ Project Emissions Reduction - Indianapolis MPO for CO	Emissions reduction (kg)	150.00	350.00



Mr. Louis Feagans, Statewide Technical Services Director
Mr. Roy Nunnally, Long Range Planning, Modeling and Traffic Counting Director Indiana
Department of Transportation
100 Senate Street
Indianapolis, IN 46204

RE: 4-Year Adjusted Targets for Pavement Condition, Bridge Condition, and Truck Travel Time Reliability (TTTR)

Dear Mr. Feagans and Mr. Nunnally,

The Indianapolis MPO supports the statewide 4-Year Adjusted Targets set forth by the Indiana Department of Transportation for 2022 as required by MAP-21. The Adjusted 4-year Targets are for the following performance measures.

- 1) Percent of NHS Bridges Classified as in Good Condition
- 2) Percent of NHS Bridges Classified as in Poor condition
- 3) Percent of Pavements of the Interstate System in Good Condition
- 4) Percent of Pavements of the Non-Interstate NHS in Good Condition
- 5) Truck Travel Time Reliability (TTTR) Index

The Indianapolis MPO agrees to support the Adjusted 4-Year Targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration.

The Adjusted 4-Year Targets for Bridge Condition (PM 2) for 2022 are as follows;

Percent of NHS Bridges Classified as in Good Condition – 47.20%
Percent of NHS Bridges Classified as in Poor condition – 3.10%

The Adjusted 4-Year Targets for Pavement Condition (PM 2) for 2022 are as follows;

Percent of Pavements of the Interstate System in Good Condition – 50.00%
Percent of Pavements of the Non-Interstate NHS in Good Condition – 40.00%

The Adjust 4-Year Targets for Truck Travel Time Reliability (TTTR) Index (PM 3) for 2022 are as follows;

Truck Travel Time Reliability (TTTR) Index – 1.30



The Indianapolis MPO Transportation Policy Committee approved this action at their regularly scheduled meeting on December 2, 2020. The approved resolution of the December 2, 2020 meeting is attached.

Sincerely,

Anna M. Gremling

200 East Washington Street | Room 2322 | City-County Building | Indianapolis, IN
46204 Phone: 317.327.5136 | FAX: 317.327.5950 | www.indympo.org

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION

INDIANAPOLIS TRANSPORTATION POLICY COMMITTEE

Resolution Number 21-IMPO-014

A RESOLUTION approving the 2022-2025 Indianapolis Regional Transportation Improvement Program_Revised.

WHEREAS, the 2022-2025 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 adoption 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 2022-2025 IRTIP is consistent with the 2045 Long Range Transportation Plan, as amended; and

WHEREAS, the 2022-2025 IRTIP was made available for public review and comment for 30 days and comments received were provided to the Indianapolis Transportation Policy Committee (TPC) prior to approval; and

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

NOW, THEREFORE, BE IT RESOLVED, all persons having been heard, that the 2022-2025 Indianapolis Regional Transportation Improvement Program is approved by including therein the attached Exhibit A: 2022-2025 Indianapolis Regional Transportation Improvement Program.

The above and foregoing resolution was adopted this ____ day of _____ 2021 by the Transportation Policy Committee.

DATE: _____

Anna M. Gremling
Executive Director, Indianapolis MPO
For the TPC Chair

Attachment A

The statistics in the following tables were reported to the Federal Highway Administration as the State of Indiana’s 4-Year adjusted targets for Pavement and Bridge Condition and for Truck Travel Time Reliability (TTTR) Index. The Indianapolis MPO will support these state-established targets.

PM-2 System Condition						
Bridges						
Performance Measure	2017	2018	2019	2-Year Target	4-Year Target	Adjusted 4-Year Target
Percentage of NHS Bridges Classified as in Good Condition	50.00%	49.70%	48.00%	48.30%	48.30%	47.20%
Percentage of NHS Bridges Classified as in Poor Condition	2.30%	2.00%	2.60%	2.60%	2.60%	3.10%
Pavement						
Percentage of Pavements of the Interstate System in Good Condition	73.60%	67.30%	56.50%	N/A	84.20%	50%
Percentage of Pavements of the Interstate System in Poor Condition	0.40%	0.20%	0.50%	N/A	0.80%	No Change
Percentage of Pavements of the Non-Interstate NHS in Good Condition	44.30%	43.90%	44.80%	78.70%	78.70%	40%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	2.30%	1.90%	0.90%	3.10%	3.10%	No Change

PM-3 System Performance			
Performance Measure	2-Year Target	4-Year Target	Adjusted 4-Year Target
Truck Travel Time Reliability (TTTR) Index	1.27	1.24	1.3

Indianapolis MPO CMAQ Performance Plan

MPO Name: Indianapolis MPO
 TMA and State: Indianapolis, IN

Background:

The Indianapolis MPO CMAQ Performance Plan is to be submitted with the INDOT Baseline Performance Period Report. This is required under FHWA’s Performance Measure Rules 23 CFR 490.107(c) and 23 USC 149(l). The Peak Hour Excessive Delay (PHED) and Non-Single Occupancy Vehicle (SOV) Travel are measures to assess traffic congestion (Subpart G). The On-Road Mobile Source Emissions performance measure is a measure to assess the CMAQ Program’s On Road Mobile Source Emissions (Subpart H). For PHED and Non-SOV Travel the Indianapolis MPO worked in conjunction with INDOT to determine single unified targets. The Indianapolis MPO’s target for Carbon Monoxide (CO), for the CMAQ On Road Mobile Source Emissions measure, is based on the Indianapolis MPO’s planned CMAQ projects.

Baseline Condition/Performance

Baseline Condition/Performance for Traffic Congestion Measures:

PM-3 Performance Measures	Measure Units	2017 Baseline Performance
Peak Hour Excessive Delay (PHED) for NHS - Indianapolis Urbanized Area	Annual hour of PHED per capita	10.13
Non-Single Occupancy Vehicle (SOV) Travel - Indianapolis Urbanized Area	% of non-SOV travel	16.30%

Baseline Condition/Performance for On-Road Mobile Source Emissions Measures:

PM-3 CMAQ Performance Measures	Measure Units	2018 Base Year Forecast
#6: CMAQ Project Emissions Reduction - Statewide for CO	Emissions reduction (kg)	14.63
#6: CMAQ Project Emissions Reduction - Indianapolis MPO for CO	Emissions reduction (kg)	3.88

2-year and 4-year Targets:

Targets for Traffic Congestion Measures:

PM-3 Performance Measures	Measure Units	2-Year Target (2018-2019)	4-Year Target (2018-2021)
#4: Peak Hour Excessive Delay (PHED) for NHS - Indianapolis Urbanized Area	Annual hour of PHED per capita	N/A	5.73
#5: Non-Single Occupancy Vehicle (SOV) Travel - Indianapolis Urbanized Area	% of non-SOV travel	16.30%	16.30%

Targets for On-Road Mobile Source Emissions Measures:

PM-3 CMAQ Performance Measures	Measure Units	2-Yr Target (2018-2019)	4-Yr Target (2018-2021)
#6: CMAQ Project Emissions Reduction - Statewide for CO	Emissions reduction (kg)	200.00	400.00
#6: CMAQ Project Emissions Reduction - Indianapolis MPO for CO	Emissions reduction (kg)	150.00	350.00

Description of Projects:

Location	Project Type	CMAQ Year	NOx Benefit kg/day	VOC Benefit kg/day	CO Benefit kg/day	PM2.5 Benefit kg/day	PM10 Benefit kg/day	PHED Benefit (Annual Peak Hour Delay Savings in Hours)	Non-SOV Benefit (Reduction in Trips)
Bridgeport & Morris	Roundabout	2018	0.134	0.325	3.884	0.002	N/A	6,227	N/A
Arlington Ave. & Edgewood Ave	Intersection Improvement	2019	0.176	0.428	5.110	0.003	N/A	6,531	N/A
Commuter Connect-FY2019	Non-SOV	2019	20.619	17.527	N/A	4.609	N/A	N/A	912,089
19th & Pleasant St	Roundabout	2019	0.062	0.152	1.812	0.001	N/A	7,545	N/A
186th & Cumberland Rd	Roundabout	2019	0.012	0.030	0.352	0.000	N/A	1,466	N/A
Greenfield Ave. & Howe Rd	Roundabout	2019	0.013	0.032	0.381	0.000	N/A	1,587	N/A
Sherman Dr and Thompson Rd	Roundabout	2019	0.243	0.599	7.045	0.004	N/A	8,248	N/A
Knozone Awareness Program	Knozone Awareness	2019	570.170	558.990	N/A	N/A	N/A	N/A	N/A
Bikeshare Expansion 30 new stations, 250 new bikes	Non-SOV	2019	0.298	0.112	2.563	0.004	N/A	N/A	95,000
Five Points & Edgewood	Roundabout	2020	0.152	0.369	4.406	0.002	N/A	11,783	N/A
Arlington Avenue and Shelbyville Road	Roundabout	2020	0.136	0.330	3.937	0.002	N/A	4,361	N/A
Monon Bicycle/Pedestrian Bridge over 38th St.	Non-SOV	2020	0.980	1.020	12.902	0.010	N/A	N/A	130,000
Franklin Rd. & Thompson Rd	Intersection Improvement	2020	0.102	0.248	2.958	0.002	N/A	3,411	N/A

Location	Project Type	CMAQ Year	NOx Benefit kg/day	VOC Benefit kg/day	CO Benefit kg/day	PM2.5 Benefit kg/day	PM10 Benefit kg/day	PHED Benefit (Annual Peak Hour Delay Savings in Hours)	Non-SOV Benefit (Reduction in Trips)
Franklin Rd. & Edgewood Ave	Intersection Improvement	2020	0.090	0.218	2.608	0.001	N/A	3,640	N/A
Five Points Rd. & Stop 11 Rd	Intersection Improvement	2020	0.100	0.243	2.898	0.002	N/A	3,198	N/A
Combs Rd. & Stop 11 Rd	Intersection Improvement	2020	0.061	0.149	1.774	0.000	N/A	5,475	N/A
Commuter Connect Carpool Vanpool Program	Non-SOV	2020	14.260	5.358	145.735	0.144	N/A	N/A	1,771,000
IndyGo Transit Signal Priority	Non-SOV	2020	975.027	418.984	N/A	9.515	N/A	N/A	52,499
86th St. & Lafayette Rd	New Traffic Signal Installation	2020	0.555	0.544	3.480	0.015	N/A	9,359	N/A
Lowes Way to Keystone Ramp - Phase 2	Corridor	2021	0.526	0.290	2.550	0.006	N/A	54,346	N/A
Fairview & Peterman Rd	Roundabout	2021	0.543	0.688	4.549	0.011	N/A	12,247	N/A
Southeastern Pkwy & Cyntheanne Rd	Roundabout	2021	0.502	0.492	3.603	0.010	N/A	6,255	N/A
161st & Union Rd	Roundabout	2022	0.602	0.654	4.762	0.015	N/A	7,929	N/A
191st & Grassy Branch	Roundabout	2022	0.394	0.535	3.213	0.015	N/A	6,095	N/A
Knozone Awareness Program (Fiscal Year 2022)	Knozone Awareness	2022	570.170	558.990	N/A	N/A	N/A	N/A	N/A
116th & Guilford Rd	Roundabout	2022	0.606	0.703	4.922	0.011	N/A	10,742	N/A
116th & College Ave	Roundabout	2022	1.487	1.757	12.324	0.026	N/A	26,765	N/A
Commuter Connect	Non-SOV	2022	N/A	5.538	154.160	N/A	N/A	N/A	1,715,750
Red Line BRT - Co. Line Extension	Non-SOV	2023	14.096	5.250	120.373	0.115	N/A	N/A	696,772
146th & Allisonville Rd	Interchange	2023	0.938	1.246	7.462	0.026	N/A	9,969	N/A

CMAQ Performance Plan

To be submitted with INDOT’s Mid Performance Period Progress Report

MPO Name:
Indianapolis MPO

TMA and State:
Indianapolis, IN

Background Introduction:

The Indianapolis MPO CMAQ Performance Plan is to be submitted with the INDOT Baseline Performance Period Report. This is required under FHWA’s Performance Measure Rules 23 CFR 490.107(c) and 23 USC 149(l). The Peak Hour Excessive Delay (PHED) and Non-Single Occupancy Vehicle (SOV) Travel are measures to assess traffic congestion (Subpart G). The On-Road Mobile Source Emissions performance measure is a measure to assess the CMAQ Program’s On Road Mobile Source Emissions (Subpart H). For PHED and Non-SOV Travel the Indianapolis MPO worked in conjunction with INDOT to determine single unified targets. The Indianapolis MPO’s target for Carbon Monoxide (CO), for the CMAQ On Road Mobile Source Emissions measure, is based on the Indianapolis MPO’s planned CMAQ projects.

2-Year Condition/Performance:

2-year Condition/Performance for Traffic Congestion Measures:

PM-3 Performance Measures	Measure Units	2018 Performance	2019 Performance	Average of 2018 and 2019
Peak Hour Excessive Delay (PHED) for NHS - Indianapolis Urbanized Area	Annual hours of PHED per capita	3.77	4.36	4.07
Non-Single Occupancy Vehicle (SOV) Travel - Indianapolis Urbanized Area	% of non-SOV travel	16.72%	18.14%	17.43%

2-year Condition/Performance for On-Road Mobile Source Emissions Measures:

PM-3 CMAQ Performance Measures	Measure Units	2018 Performance	2019 Performance	Total 2018 and 2019
CMAQ Project Emissions Reduction - Indianapolis MPO for CO	Emissions reduction (kg)	482.867	529.06	1,011.92

Description of Projects

Location	Project Type	Year	NOx Benefit kg/day	VOC Benefit kg/day	CO Benefit kg/day	PM2.5 Benefit kg/day	PM10 Benefit kg/day	PHED Benefit (Annual Peak Hour Delay Savings in Hours)	Non-SOV Benefit (Reduction in Trips)
Bridgeport & Morris	Roundabout - Congestion Reduction	2018	0.134	0.325	3.884	0.002	N/A	6,227	N/A
ITS Communications Systems on I65	Intelligent Transportation Systems	2018	10.360	3.440	67.580	0.153	N/A	N/A	N/A
ITS Communications Systems on I465	Intelligent Transportation Systems	2018	36.540	15.209	265.530	0.657	N/A	N/A	N/A
Lowes Way to Keystone Ave Ramp - Phase II	Congestion Reduction	2018	0.526	0.290	2.550	0.009	N/A	54,346	N/A
Roundabout at Smith Valley Road and Madison Avenue in Johnson County	Roundabout - Congestion Reduction	2018	0.4533	1.103	13.170	0.007	N/A	N/A	N/A
Roundabout at 96th St & Priority Way in Hamilton County	Roundabout - Congestion Reduction	2018	0.389	0.946	11.294	0.006	N/A	11,213	N/A
Monument Circle Road Diet	Congestion Reduction	2018	0.114	0.277	3.297	0.002	N/A	N/A	N/A
Roundabout at Hague Rd and Carrigan Rd (209th St) in Hamilton County	Roundabout - Congestion Reduction	2019	1.23	0.340	5.110	0.006	N/A	N/A	N/A
Arlington Ave. & Edgewood Ave	Intersection Improvement	2019	0.176	0.428	5.110	0.003	N/A	6,531	N/A
19th & Pleasant St	Roundabout - Congestion Reduction	2019	1.880	0.580	8.710	0.001	N/A	7,545	N/A
186th & Cumberland Rd	Roundabout - Congestion Reduction	2019	1.090	0.340	5.070	0.000	N/A	1,466	N/A
Commuter Connect-FY2019	Non-SOV	2019	20.619	17.527	N/A	3.157	N/A	N/A	912,089
Greenfield Ave. & Howe Rd	Roundabout - Congestion Reduction	2019	4.460	10.850	129.580	0.000	N/A	1,587	N/A
Roundabout at Franklin Road and Edgewood Ave in Marion County	Roundabout - Congestion Reduction	2019	0.090	0.218	2.608	0.001	N/A	3,640	N/A
2020-2021 Commuter Connect Carpool Vanpool Program	Non-SOV	2019	22.108	7.883	187.114	0.252	N/A	N/A	1,771,000

Location	Project Type	Year	NOx Benefit kg/day	VOC Benefit kg/day	CO Benefit kg/day	PM2.5 Benefit kg/day	PM10 Benefit kg/day	PHED Benefit (Annual Peak Hour Delay Savings in Hours)	Non-SOV Benefit (Reduction in Trips)
Knozone Awareness Program	Knozone Awareness	2019	570.170	558.990	N/A	N/A	N/A	N/A	N/A
Bikeshare Expansion 30 new stations, 250 new bikes	Non-SOV	2019	2.212	3.300	29.998	0.024	N/A	N/A	95,000
Sherman Dr and Thompson Rd	Roundabout - Congestion Reduction	2019	0.243	0.599	7.045	0.004	N/A	8,248	N/A
Transit Signal Priority on 38th St	Transit Improvement	2019	1.420	0.610	0.000	0.914	N/A	N/A	N/A
Five Points & Edgewood	Roundabout - Congestion Reduction	2020	0.152	0.369	4.406	0.002	N/A	11,783	N/A
Arlington Avenue and Shelbyville Road	Roundabout - Congestion Reduction	2020	0.136	0.330	3.937	0.002	N/A	4,361	N/A
Monon Bicycle/Pedestrian Bridge over 38th St.	Non-SOV	2020	0.980	1.020	12.902	0.010	N/A	N/A	130,000.000
Franklin Rd. & Thompson Rd	Intersection Improvement	2020	0.102	0.248	2.958	0.002	N/A	3,411	N/A
Franklin Rd. & Edgewood Ave	Intersection Improvement	2020	0.090	0.218	2.608	0.001	N/A	3,640	N/A
Five Points Rd. & Stop 11 Rd	Intersection Improvement	2020	0.100	0.243	2.898	0.002	N/A	3,198	N/A
Combs Rd. & Stop 11 Rd	Intersection Improvement	2020	0.061	0.149	1.774	0.000	N/A	5,475	N/A
IndyGo Transit Signal Priority	Non-SOV	2020	975.027	418.984	N/A	9.515	N/A	N/A	52,499
86th St. & Lafayette Rd	New Traffic Signal Installation	2020	0.555	0.544	3.480	0.015	N/A	9,359	N/A
Fairview & Peterman Rd	Roundabout - Congestion Reduction	2021	0.543	0.688	4.549	0.011	N/A	12,247	N/A
Southeastern Pkwy & Cyntheanne Rd	Roundabout - Congestion Reduction	2021	0.502	0.492	3.603	0.010	N/A	6,255	N/A

Assessment of Progress towards achieving the 2-year targets:

Pollutant/Non-Attainment or Maintenance Area	Assessment of Progress towards Achieving Targets
<p>CO Area Projects</p>	<p>The Indianapolis MPO met the 2-year target for CO emissions reduction. The Indianapolis MPO's 2-year target for CO emissions is an emission reduction of 200 kg and our actual 2-year performance was a reduction of 1,011.92 kg. The actual number is so much larger than target because the list of projects on the Baseline Report only contained 9 projects occurring in 2018 and 2019 and the Mid-Period Report has an additional 10 projects added for 19 projects occurring in 2018 and 2019.</p>

TIP Project Impact

		Indiana			
		2020 Targets	2021 Targets	TIP Support	
Safety	Number of Fatalities	907.7	817.3	125 TIP Projects \$174,471,941 in funding	
	Rate of Fatalities (per million VMT)	1.1	1.010		
	Number of serious injuries	3467.4	3311.4		
	Rate of serious injuries (per million VMT)	4.180	4.090		
	Number of non-motorized fatalities and serious injuries	405.9	393.6		
		Indiana			
		Baseline	2-Year Target	4-Year Target	TIP Support
Pavement	Interstate System - % of pavements in Good condition	n.a	n.a.	50.0%	48 TIP Projects \$230,587,784 in funding
	Interstate System - % of pavements in Poor condition	n.a.	n.a.	0.8%	
	Non-Interstate NHS System - % of pavements in Good condition	68.3%	78.7%	40.0%	
	Non-Interstate NHS System - % of pavements in Poor condition	5.3%	3.1%	3.1%	
Bridge	% of NHS Bridges , by deck area in Good condition	50.0%	48.3%	47.2%	101 TIP Projects \$101,161,379 in funding
	% of NHS Bridges , by deck area in Poor condition	2.3%	2.6%	3.1%	
System Performance & Freight	Interstate System - % of person-miles traveled that are reliable Level of travel time reliability (LOTTR)	93.8%	90.5%	92.8%	3 TIP Projects \$12,552,248 in funding
	Non-Interstate NHS System -% of person-miles traveled that are reliable Level of travel time reliability (LOTTR)	n.a	n.a.	89.8%	
	Interstate System - Level of truck travel time reliability (TTTR)	1.23	1.27	1.30	
CMAQ: Traffic Congestion	Annual hours of peak hour excessive delay (PHED) per capita (indianpolis Urbanized Area)	n.a	n.a.	5.73	63 TIP Projects \$63,401,943 in funding
	% of non-single occupancy vehicle (SOV) travel	n.a	16.30%	16.30%	
CMAQ: Emissions Reduction	Cumulative reductions - Particulate Matter (PM 2.5)	n.a	n.a	n.a	43 TIP Projects \$88,526,598 in funding
	Cumulative reductions - Particulate Matter (PM 10)	n.a	n.a	n.a	
	Cumulative reductions - Nitrogen Oxide (NOx)	n.a	n.a	n.a	
	Cumulative reductions - Carbon Monoxide (CO) (Statewide)	13,939.45	200.00	400.00	
	Cumulative reductions - Carbon Monoxide (CO) (indianpolis Urbanized Area)	n.a	150.00	350.00	