

# INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION

2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM





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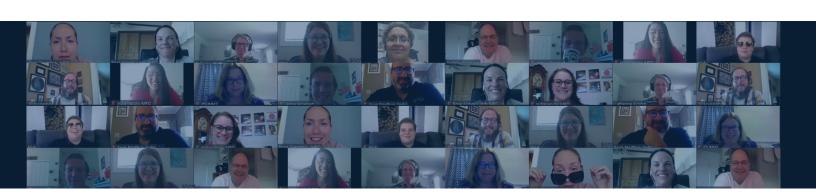


#### **About the IMPO**

Every Urbanized Area with a population of 50,000 or more (as defined by the US Census) is required by federal regulations to have a designated Metropolitan Planning Organization (MPO). MPOs are responsible for conducting a "continuing, cooperative and comprehensive" transportation planning process. A successful MPO planning process is a prerequisite to the region receiving certain funds for transit, active transportation, and roadway improvements.

The Indianapolis Metropolitan Planning Organization (IMPO) is the designated MPO for Central Indiana. The IMPO creates and implements short and long range plans to advance the region's goals in transportation, economic development, housing, safety, sustainability, and other quality of life issues. The IMPO is also responsible for tracking and distributing certain transportation funds for roads, transit, trails, and other means of moving people and goods around Central Indiana.

Our planning region includes nearly 1,520 square miles, 36 government jurisdictions, and approximately 1.5 million residents. The IMPO's planning process is collaborative including community members, member jurisdictions such as cities, towns, and counties, as well as partner organizations who plan for and/or provide transportation services within the region. The IMPO is governed by its Executive Committee made up of elected and appointed officials from across the region. The IMPO's transportation functions are approved by the Transportation Policy Committee with support from the Transportation Technical Committee.

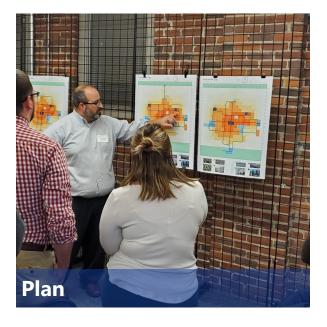


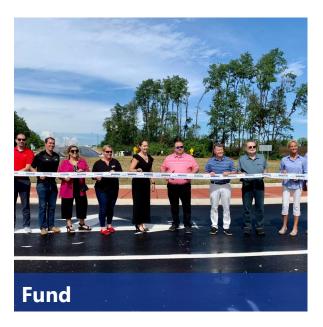
## **Our Vision**

Our vision is one in which Central Indiana will thrive as we continuously improve our built environment and expand economic opportunities for all residents. To this end, the IMPO is built around four core pillars including **convene** (bring experts and community members together), **inform** (provide reliable data to support planning and policymaking), **plan** (create and adopt infrastructure plans and track their implementation), and **fund** (fund regionally-significant projects).









#### **About the TIP**

Among other tasks, the IMPO tracks and distributes funds through a program known as the Indianapolis Regional Transportation Improvement Program (IRTIP), or "TIP" for short. The TIP is a four-year plan for Central Indiana infrastructure. Depending on the type of project, the TIP tracks, schedules, and funds projects in Central Indiana based on regional priorities and cooperative input from communities throughout the area.

## **Project Tracking**

The 2024-2027 TIP 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, and 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.



Photo: Ronald Reagan Parkway - Hendricks County

#### **Included**

The TIP includes all projects using IMPO managed funds or any funds allocated to Central Indiana by the Federal government to support transportation infrastructure investment (roads, bridges, buses, trails, etc). These funds are generally "passed through" the State's department of transportation.

#### **Included**

The TIP includes all projects that are considered "regionally significant" for air quality purposes regardless of how they are funded. This includes projects like new interstate interchange or the widening of a major roadway that could significantly impact air quality by increasing single occupancy vehicle traffic. It may also include other air quality impact projects such as major transit improvements.

#### **Not Included**

Projects using non-IMPOmanaged funds (local taxes, state funds, etc.) that are not "regionally significant" are not included in the TIP. Most local projects will not be included in the TIP. All projects in the TIP can be viewed on the IMPO's online TIP database known as MiTIP (http://mitip.indympo.org). Information from MiTIP may also be provided in other formats and languages for viewing online or in-person at our offices. For more information contact staff at info@indympo.org or 317 -227-5108 or visit our offices at 200 East Washington Street, Suite 2322, Indianapolis, IN 46204, Monday through Friday from 9:00 AM to 4:00 PM.

The TIP changes over time as projects get delayed, advance quicker than anticipated, and costs change. These changes are called TIP amendments. The TIP is formally amended six times a year to reflect amendments and to add new projects as they receive funding through continuing calls for projects from the IMPO, INDOT, or the Federal Transit Administration (FTA). Large or significant amendments, often an

increase in costs more than \$100,000, require the approval of the IMPO Transportation Policy Committee. In addition to these large amendments, the IMPO approves administrative modifications for existing projects as needed typically for smaller changes like moving the year of a project.

All current TIP information is in the IMPO's <u>MiTIP</u> database available on the IMPO's website. More information about the status or past and current projects that affect air quality is available in the appendix.

#### **MiTIP**

Check out the MPO's interactive MiTIP portal for information on, and maps of, federally funded transportation projects.

VISIT MITIP

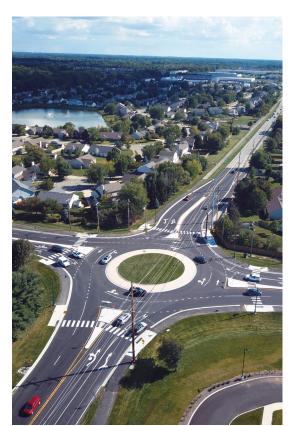


Photo: 131st and Cumberland - City of Fishers

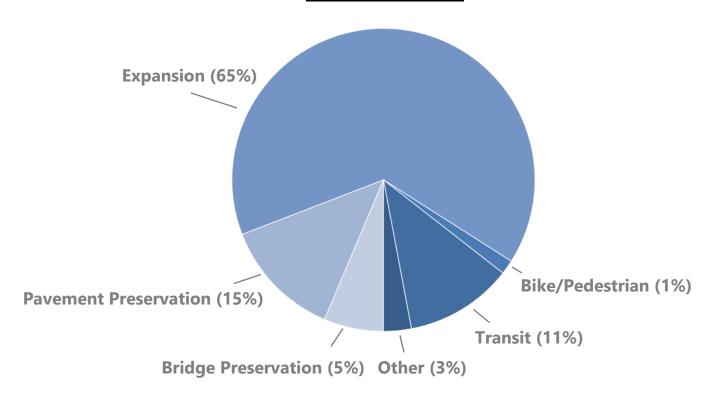
#### **Fiscal Constraint and the TIP**

Federal regulation requires that the TIP include systemlevel cost estimates and revenue sources that can be reasonably expected to be available to operate and maintain the transportation system. In short, these projects are not a wish list but are projects reasonably expected to be completed with commitments from their funding organizations.

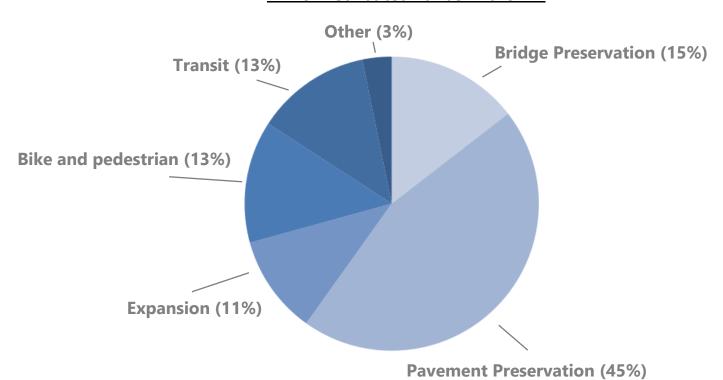
The TIP also includes financial information, developed in cooperation with the INDOT and IndyGo, that provides details of reasonably expected revenues from public and private sources, as well as planned expenditures that demonstrates that the program is financially realistic. The overall TIP, as well as each funding program, is financially balanced based upon reasonably expected revenues for state fiscal years (SFYs) 2024 through 2027.

More information on the distribution of funds is available on the next pages. More information on fiscal constraint is available in the appendix.

## **All Funds in the TIP**



## **IMPO Distributed Funds in the TIP**



## **Project Funding**

The IMPO receives an annual allocation of funding from the Indiana Department of Transportation (INDOT) to support transportation projects within the Metropolitan Planning Area (MPA). A legislatively approved formula is used by FHWA to apportion funding to each state which then apportions these funds to MPOs.

Each year the IMPO goes through a process to determine what projects receive this funding. The process to receive IMPO-managed funding is highly competitive. To select projects to receive the IMPO's funding, the IMPO issues an annual "call-for-projects". During the call-for-projects local public agencies (typically cities, towns, counties, and transit organizations) choose projects to submit for consideration by completing a data-driven application and committing to locally fund a portion of the project cost. The IMPO then selects projects for funding based on the funding goals of the Metropolitan Transportation Plan (MTP) as adopted by the IMPO's Transportation Policy Committee, federal eligibility requirements, and on their rank after the scoring process.





## **Funding Programs and Goals**

When developing the list of recommended projects to receive IMPO-managed funding, the IMPO is guided by the goals of the region's long-range Metropolitan Transportation Plan, the goals of federal transportation programs, and the scores of projects judged through the IMPO's TIP scoring criteria. The overarching goal of this selection method is to select high-quality and high impact projects that help the region meet its goals. This selection method is also intended to be collaborative including input from local agencies, elected officials, and the community while meeting state and federal regulations.



## **Metropolitan Transportation Plan (2050 MTP)**

The projects in the TIP must also be consistent with the region's twenty-year vision for transportation known as the Metropolitan Transportation Plan (2050 MTP). While the MTP sets long-term plans and goals, the TIP is meant to bring the MTP to life in the short term and the documents are directly linked. Projects that may impact air quality (such as road expansions) cannot be funded in the TIP if they are not already approved in the MTP. Additionally, the MTP sets goals for how much of the region's funding should go to different types of projects. The MTP's "resource allocation goals" are used for the distribution of IMPO-managed funds including allocations for pavement preservation, capacity expansion, bridge preservation, operations and maintenance, transit, and bike and pedestrian projects. Because the IMPO does not fund operations and maintenance through the TIP, that allocation goal is distributed proportionately to the other goal areas as shown on the next page.

Policy Allocation Area	MTP Target %	Adjusted TIP Target %
Pavement Preservation	27%	32.40%
Bridge Preservation	18%	22.86%
Capacity Expansion	20%	25.24%
Bike & Pedestrian Projects	7%	7.70%
Transit	10%	11.80%
Operations & Maintenance	18%	0%

#### **About The Allocation Areas**

#### **Pavement Preservation**

Pavement preservation includes a wide variety of road projects from reconstruction, rehabilitation, resurfacing, restoration, and preservation to projects that change a roadway for operational improvements like intersection changes, roundabouts, lane reduction "road diets", or safety improvements.







#### **Bridge Preservation**

Bridge preservation includes projects such as bridge rehabilitation to keep bridges in states of good repair or full bridge replacements.



#### **Capacity Expansion**

Capacity expansion includes any project that makes room for more cars on the roads like adding lanes to existing roads or building entirely new roads.



#### **Bike and Pedestrian Projects**

Bike and pedestrian projects include projects dedicated to people walking, rolling, or biking including trails, bike lanes, safe routes to school, safety projects like sidewalk or sidewalk crossing improvements, and other projects focused on bike and pedestrians.







#### **Transit**

Transit includes "capital" projects like bus stops, bus lane infrastructure, or buses themselves. It may also include other programs including carpool air quality programs.



## **Operations and Maintenance**

The IMPO does not fund operations and maintenance with the funds it manages but uses this category to acknowledge major costs of operation and maintenance for communities across the region.





## **Federal Programs**

When local government agencies apply for funding they apply under one of the federal programs authorized by the Infrastructure Investment and Jobs Act. The Act distributes several key funding programs to regional agencies like the IMPO but each program has limits on what type of projects can be funded using those funds and on what type of road or facility those funds can be used.

For the state fiscal year 2026 call-for-projects the local agencies applied for projects under these categories and the IMPO allocated funding so that approximately

62% of projects fell within Surface Transportation Block Grant (STBG) eligible project categories and goals, 12% within Highway Safety Improvement Program (HSIP) eligible project categories and goals, 17% within the Congestion Mitigation and Air Quality (CMAQ) eligible project categories and goals, and 9% in Transportation Alternatives (TA) eligible project categories and goals. While more information about each program is below, a more detailed list of eligible project types under each category is available in the IMPO Funding Guide.

#### **Surface Transportation Block Grant (STBG)**

Surface Transportation Block Grant (STBG) funds are the largest source of federal funding for the IMPO and are also the most flexible. These funds may be used for road, transit, bike and pedestrian projects, carpool, planning, and many other project types.





#### **Highway Safety Improvement Program (HSIP)**

HSIP funds may be used implement proven safety projects including many types of projects including intersection changes like roundabouts, traffic calming to reduce vehicle speeds, pedestrian infrastructure to make crossing the street safer, guardrails, signage, or safe routes to school.

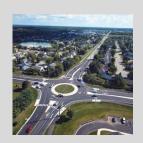




## **Congestion Mitigation and Air Quality (CMAQ)**

CMAQ is a program meant to improve air and reduce congestion including projects that support a shift in modes from personal vehicles to more sustainable options like transit, carpool, and bike projects. It may also fund projects that reduce congestion without adding capacity (and thus avoiding induced demand) such as roundabouts or projects that overall improve air quality like dust reduction programs.





## **Transportation Alternatives (TA)**

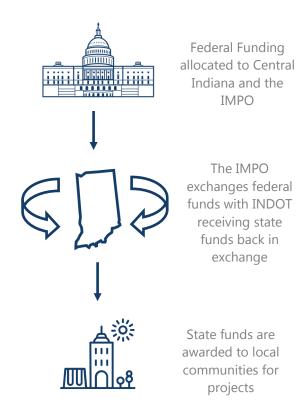
The TA program supports active modes of transportation including most bike and pedestrian projects like trails, sidewalks, and safe routes to school. This program may also fund some more unique non-transportation projects including certain historic preservation or tourism projects.





## **Federal Fund Exchange Program**

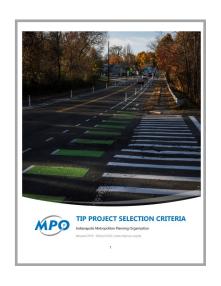
In August 2020, the IMPO signed an agreement with the Indiana Department of Transportation (INDOT) to exchange the IMPO's annual allocation of Federal transportation program funds for State funds. This agreement means starting in State Fiscal Year (SFY) 2025, the IMPO will use state funds for its IMPO-managed funding programs and is not required to use the exact eligibility criteria of the above federal programs. Nevertheless, the IMPO attempts to remain closely aligned with federal programs when determining the distribution of IMPO-managed funds. Thus, the IMPO distributes funding closely aligned to project types that could be funded by the distribution of each federal program if we were using those federal fund programs. This target may change year by year as determined by our state and federal partners. State funds are easier to use and manage and thus makes managing projects easier (and less expensive) for our member communities.



## **Project Selection Criteria and Process**

The last step in project selection is evaluation and ranking based on our <u>scoring criteria</u>. During a call for projects the IMPO will rank each project received on a 100-point scale based on the funding program they applied under (STBG, CMAQ, TA, HSIP). For example, for CMAQ the scoring is based on air quality impacts and for HSIP the score is based on safety improvement impacts. The overall goal of the scoring is to select the highest impact projects for that program's goal.

The IMPO then categorizes each project under an MTP allocation goal and ranks each project within each goal. Projects will be selected for funding based on their rank and the availability of funds over the TIP period. For example, each pavement preservation project will be ranked and staff will recommend the top projects in that category so that it aligns closely with the 27% MTP allocation goal of annual funding for pavement preservation. Staff must also recommend projects based on eligibility and availability of the different funding sources. Once projects are ranked and scored staff makes a recommended project list for review by the public, review by the IMPO's Transportation Technical Committee, and approval by the Transportation Policy Committee.



#### **Policy Compliance**

While not factored into the project selection process itself, projects selected for funding may be required to follow additional policies. The IMPO's Complete Streets Policy was adopted in 2014 and amended in October 2016. The IMPO Complete Streets Policy applies to the IMPO's Surface Transportation Block Grant (STBG) and Transportation Alternatives Program (TA) projects and requires certain design elements (like a sidewalk) to ensure every project reasonably and safely serves all current and potential users forming a "complete street". For more information see our complete streets page.

In addition to the IMPO's complete street policies, local public agencies that receive funding must be in good standing with the State of Indiana with Title VI of the Civil Rights Act of 1964 (Title VI) and all related statutes as well as the relevant aspects of the Americans with Disabilities Act (ADA).

On August 17, 2022 the IMPO's Transportation Policy Committee adopted a <u>Vision Zero policy</u> committing to the goal of reducing serious and fatal crashes by 35% by the year 2040. While this is an IMPO policy, this commitment has not yet been incorporated into the selection process or project eligibility determinations. Nevertheless, the IMPO factors safety into scoring and project recommendations.

It is the intention that project funding from the IMPO reflects the goals set in the MTP and therefore assists in making progress toward the region's progress in achieving <u>federal</u> <u>performance measures</u>. "Committing to the goal of reducing serious and fatal crashes by 35% by the year 2040."



**Complete Streets** 



**Vision Zero** 



Americans with Disabilities Act (ADA)

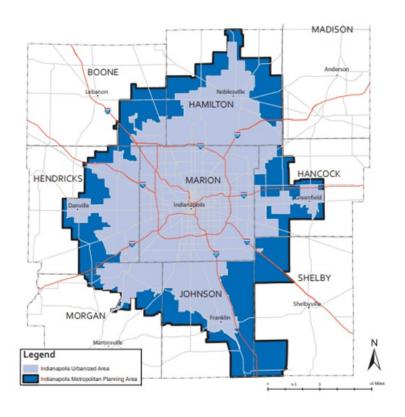


Title VI (non-discrimination)

#### Where Does the IMPO Plan and Who Makes These Policies?

Because transportation planning is regional in scope, crossing governmental and geographical boundaries, the development of plans and programs requires cooperation by all levels of government in the region. To fulfill these responsibilities, the IMPO has two committees; the Transportation Policy Committee and the Transportation Technical Committee. The Transportation Technical Committee is made up of planners and engineers who provide expertise on proposed transportation policies and plans. The members of this committee are directly involved in the transportation in their communities and serve in an advisory capacity to the Transportation 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 our members.



## **Member Jurisdictions**

8 Counties: Marion County and parts of Boone, Hamilton, Hancock, Hendricks, Johnson, Morgan, and Shelby Counties

11 Cities: Beech Grove, Carmel, Fishers, Franklin, Greenfield, Greenwood, Indianapolis, Lawrence, Noblesville, Southport, and Westfield

16 Towns: Avon, Bargersville, Brooklyn, Brownsburg, Cicero, Cumberland, Danville, McCordsville, Mooresville, New Palestine, Pittsboro, Plainfield, Speedway, Whiteland, Whitestown, and Zionsville

Voting partner agencies: INDOT, IndyGo, CIRTA, Indianapolis Airport Authority, Ports of Indiana

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 and whose role is to oversee the operations of the IMPO such as the annual budget and contracting.

The IMPO's funding programs are also governed by Federal legislation. The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan

Infrastructure Law was signed in 2021 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 transportation funds to flow to the region.

#### **How You Can Be Involved**

You are invited to participate in our regional planning process. Public comments are encouraged to be submitted in advance by email to info@indympo.org, by mail to 200 East Washington Street, Suite 2322, Indianapolis, IN 46204, or by phone to our voicemail line at 317 -327-8601. Public comment opportunities will also be available in person during any listed public hearings.

For alternative formats, translation services, or accommodation needs for persons with disabilities, or to view documents in person at our offices please contact us at info@indympo.org, 317-327-5136, or visit our offices at 200 East Washington Street, Suite 2322, Indianapolis, IN 46204. Our staff is working partially remotely. We suggest you contact the IMPO staff member you wish to meet with before visiting our office to ensure they are on-site.

- Your participation is critical to creating the TIP. Input from the public can, and does, lead to important changes. Each draft TIP is available for a 30-day public review and comment period at which time you may suggest edits to scored project lists and make other comments. While this is the most direct means of involvement there are other ways to be involved in the transportation planning process.
- Talk to your local government officials such as engineers or planners and suggest projects that they should apply for.
   Typically, the IMPO can provide up to 80% of funds for a project making a range of projects more feasible for your community.
- Help influence the scoring system which ranks the projects and determines which projects get funding. Talk to your local governments about concerns and priorities.
- Help determine distribution goals for funding in the Metropolitan Transportation Plan. What percent of funding should go to



- safety projects, pavement preservation, new roads, and other types of projects?
- Provide comments on IMPO plans such as the Safe Streets for All Safety Action Plan or the regional Active Transportation Plan. These plans often inform and influence decisions by the Transportation Policy Committee.
- Anything else? The IMPO is always looking for suggestions on how we can better serve the region. Comments are welcome anytime at, www.indympo.org/contact-us
- Stay in the know about what's happening with the IMPO sign up for the TeMPO newsletter at www.indympo.org/newsletter.
- More information about public involvement is available through the IMPO's Public Involvement Plan (PIP).

This TIP document underwent a 30-day public comment period between February 20, 2023 and March 23, 2023. A public hearing on this document was held April 19, 2023.

## **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**

is a core guiding document for the Indianapolis MPO, which includes the IMPO's mission, list of projects, plans and tasks for the upcoming year, and the proposed budget for each task. Learn more



#### **Metropolitan Transportation**

**Plan** guides the area's transportation systems over the next 20 years. Regionally significant projects that affect air quality, such as road widenings, must be approved in this plan. Learn more







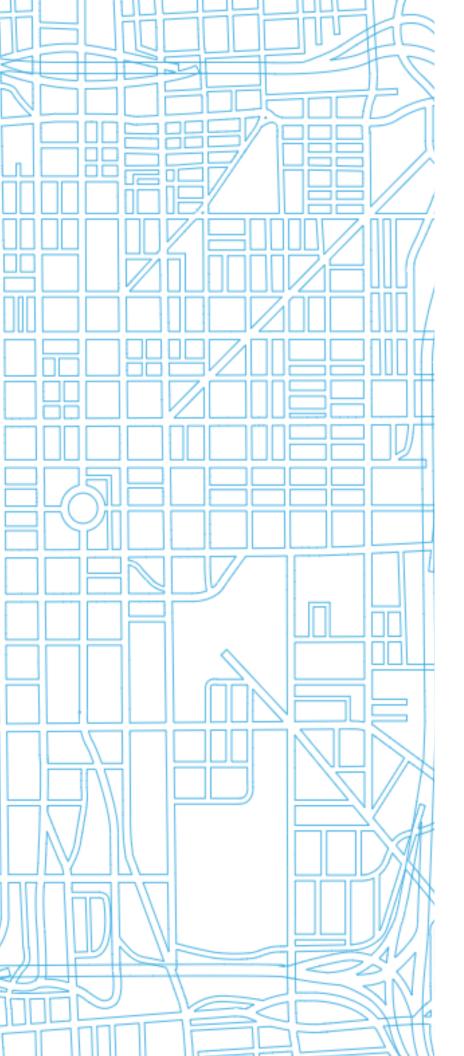
Boone County - E. Sycamore Street Bridge

## **More Resources**

The IMPO's website contains more resources about regional planning and the Transportation Improvement Program. Please visit our website at indympo.org for more information.

- <u>TIP Resources Page</u>
- About the MPO
- Public Involvement Plan
- Annual List of Obligated Projects (ALOP)
- Proposed and Approved Amendments to the
  TIP
- Federal Fund Exchange Program Policy
- Call for Projects Application Packet

- Safe Streets and Roads for All Safety Action
  Plan
- Regional Resiliency Snapshot
- Active Transportation Plan
- Incapacitated & Fatality Crashes Dashboard
- Central Indiana Freight Plan
- Unified Planning Work Program (UPWP)
- Metropolitan Transportation Plan (MTP)
- Environmental Justice Analysis
- Complete Streets Analysis
- High Injury Network Analysis



## Title VI, Translation, and Accessibility

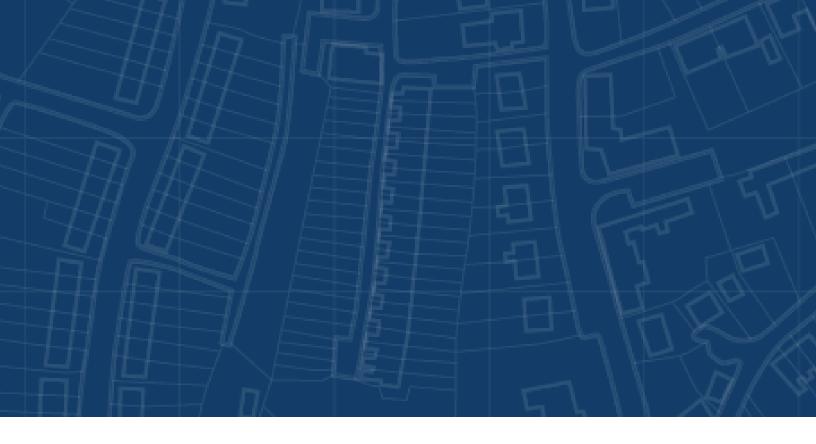
The Indianapolis Metropolitan Planning Organization (IMPO) values each individual's civil rights and wishes to provide equal opportunity and equitable service. As a recipient of federal funds, the IMPO conforms to Title VI of the Civil Rights Act of 1964 (Title VI) and all related statutes, regulations, and directives, which provide that no person shall be excluded from participation in, denied benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance from the IMPO on the grounds of race, color, age, sex, sexual orientation, gender identity, disability, national origin, religion, income status or limited English proficiency. The IMPO further assures every effort will be made to ensure nondiscrimination in all of its programs and activities, regardless of whether those programs and activities are federally funded. For any and all inquiries regarding the application of this accessibility statement and related policies, please view the IMPO Title VI page, indympo.org/policies.

This plan was prepared in cooperation with the State of Indiana, the Indiana Department of Transportation, and the Federal Highway Administration. This financial assistance notwithstanding, the contents of this document do not necessarily reflect the official view or policies of the funding agencies.

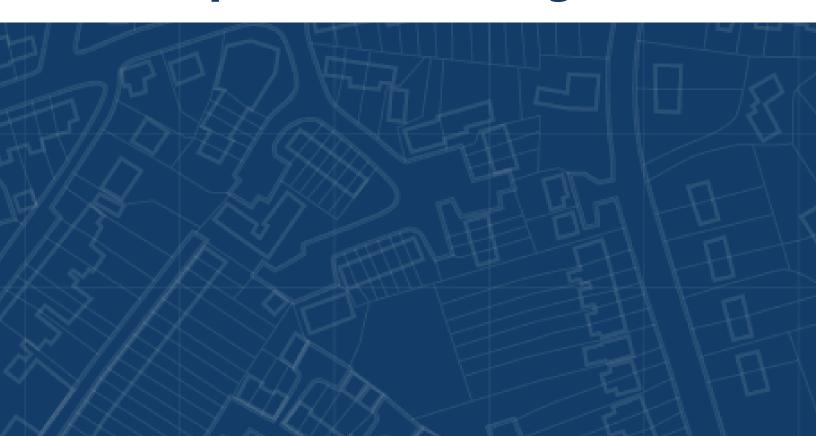
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If information is needed in another language, contact 317-327-5136. Si se necesita información en otro idioma, comuníquese con 317-327-5136.





# Appendix 2024-2027 Transportation Improvement Program



## **Appendix**

## 2024-2027 Transportation Improvement Program

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## **Staff Contacts**

The Indianapolis MPO staff is overseen by the Executive Committee and the Transportation Policy Committee. IMPO staff is made up of four sections, including an Executive Director and Deputy Director. For contact information please see the <u>staff page</u>.



## **Approvals**

Policy Committee approval date:
TIP and transportation conformity approval dates:
Indiana Department of Environmental Management:
U.S. Environmental Protection Agency:
U.S. Department of Transportation:
Governor of the State of Indiana:

## **Air Quality**

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

The 2024 – 2027 Indianapolis Regional Transportation Improvement Program (TIP) must comply with the regulations of the 1990 Clean Air Act Amendments (CAAA). The Transportation Conformity Report for the 2050 Metropolitan Transportation Plan approved on December 15, 2021 was prepared as part of the Plan's development. Because the 2024 – 2027 TIP is consistent with the 2050 Metropolitan Transportation Plan, the determination report serves as the Transportation Conformity Analysis for the 2024–2027 TIP.

#### **Performance Measures**

MPOs are tasked with tracking certain performance measures related to regional transportation performance measures (TPMs). The intent is to use data to review the safety, condition, and performance of our transportation facilities, and use that to set goals, or "targets" for improving those facilities. The focus areas for collecting this data and setting targets include Safety (PM-1), Infrastructure Condition (PM-2), Congestion Reduction (PM-3), System Reliability (PM-3), Freight Movement and Economic Vitality (PM-3), Environmental Sustainability, and Reduced Project Delivery Delay.

In response to PM-1, the IMPO's Transportation Improvement Program (TIP) supports improved transportation safety by providing funding for projects that improve safety across the region. The TIP funds a certain number of projects within the Highway Safety Improvement Program (HSIP) program which can be used only for projects and plans that improve the safety of the network, including roundabouts, signage projects, and safety studies. The TIP also funds projects through the Transportation Alternatives Program (TA) program which funds projects like trails or streetscape improvements, which provide safe facilities for pedestrians and cyclists. Projects funded through the Surface Transportation Block Grant (STBG) program are required to follow a Complete Streets Policy help to support the needs of all road users.

In response to PM-2, the TIP supports pavement and bridge conditions through an allocation goal of approximately 32% toward pavement preservation and 23% toward bridge preservation during each call for projects. Through its selection criteria, the TIP call for projects prioritizes, among other factors, road pavements and bridges that have the highest need. Funds for road and bridge condition are primarily through the Surface Transportation Block Grant (STBG) program.

Finally in response to PM-3, the TIP makes significant investments in reducing congestion and improving air quality during each call for projects. The Congestion Mitigation and Air Quality (CMAQ) program is the second largest program during a call for projects. Funds can only be used on projects that improve air quality often by reducing congestion. Projects might include roundabouts that ease congestion, air quality outreach campaigns such as Knozone, or encouraging mode shift by funding bus purchases.

In relation to transit asset management the TIP supports transit asset management through an allocation goal of approximately 12% toward transit during each call for projects. The IMPO has funded several significant bus purchases through the TIP including hybrid buses used on the IndyGo BRT network.

For more information about our region's TPMs, and how the TIP helps achieve these measures, visit <a href="https://www.indympo.org/whats-underway/mtp">https://www.indympo.org/whats-underway/mtp</a>

## Continuing, Comprehensive, And Cooperative ("3C") Planning Process

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 TIP 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 TIP covers the four-year period from state fiscal year 2024 to 2027.* The state fiscal year begins on July 1 and ends June 30.
- Update *The TIP must be updated at least every four years.* This TIP replaces the 2022-2025 TIP which was approved on August 18, 2021, less than four years ago.
- Public Comment The IMPO shall provide all interested parties with an opportunity to comment on the proposed TIP. A 30-day public comment period was offered during the development of this TIP. The IMPO's <u>Public Involvement Plan</u> summarizes the IMPO's public participation process for the TIP 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 TIP 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 2024 2027 TIP.
- 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. See the "Fiscal Constraint of the Transportation Improvement Program" section for a summary of expected available funds and expenditures.
- Prioritization Process The IMPO, in cooperation with the State and public transportation operator shall develop a prioritized TIP and should identify the criteria and process for prioritizing projects. The IMPO's selection criteria are available on the IMPO's <u>TIP page</u>.
- Air Quality The TIP shall demonstrate conformity with the State Implementation Plan. The "Air Quality" section 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 (2022-2025) TIP and their status.

Des. #	Project Location	MTP#	Project Description	Status									
<b>DC3.</b> "		vn of Avon	1 Toject Description										
1801463	Dan Jones Rd. from CR 100 S to Main	ID # 4204	Widen from 2 to 4	Under construction									
1001403	Rd.	10 # 4204	lanes	Under construction									
1901763	Dan Jones Rd. from CR 100 S to CR	ID # 4201	Widen from 2 to 4	Scheduled for									
1901703	150 S	10 # 4201	lanes	construction in 2024									
City of Fishers													
		0111311613	Interchange	Scheduled for									
1592348	141st Street & SR 37	ID # 2018	modification	construction in 2023									
	Hancock County												
1702756	600 W from CR 400 N to CR 550 N	ID # 3102	Widen from 2 to 4	Complete									
1702730	000 W HOM CR 400 W to CR 330 W	10 " 5102	lanes	Complete									
1902783	Stinemeyer Rd from 500 W to 550 W	ID # 3112	New roadway	Scheduled for									
				construction in 2025									
	Hend	ricks County											
1602280	Ronald Reagan Pkwy from CR 600 N	ID # 1107	New roadway	Scheduled for									
	to I-65		,	construction in 2023									
	Indiana Departr	nent of Trans	sportation										
0300382	I-69: Section 6	ID # 5004	New roadway	Under construction									
1400071	I-65 & SR 267 Interchange	ID # 1002	Interchange	Complete									
			modification	•									
1400073	I-65 from I-465 to I-70	ID # 6036	Added travel lanes	Scheduled for									
				construction in 2025									
1400075	I-69 & I-465 Interchange Modification	ID # 6005	Added travel lanes	Under Construction									
1600854	I-465 from 86 <sup>th</sup> St to US 31	ID # 6043	Added travel lanes	Scheduled for									
				construction in 2025									
1702919	I-70 from Mt. Comfort Rd to SR 9	ID # 3002	Added travel lanes	Under construction									
1800033	SR 135 from Stones Crossing to	ID # 5003	Added travel lanes	Scheduled for									
	Whiteland Rd			construction in 2028									
1800035	US 36 from Transfer Dr to Raceway Rd	ID # 6042	Added travel lanes	Scheduled for									
1000007	110.00 f	TD # 60.44		construction in 2025									
1800037	US 36 from I-465 to Transfer Dr	ID # 6041	Added travel lanes	Scheduled for									
1800081	US 31 from Main St to Hospital Rd	ID # 5010	Added travel lanes	construction in 2025 Scheduled for									
1000001	US 31 Irom Main St to Hospital Rd	שו שו 30 שו	Added traver lanes	construction in 2024									
1800082	US 31 from Hospital Rd to Cedar Ln	ID # 5008	Added travel lanes	Scheduled for									
1000002	33 31 Hom Hospital Na to Cedal Ell	טטטט יי טו	Added traver laries	construction in 2024									
1800203	US 36 from Shiloh Crossing to Avon	ID # 4005	Added travel lanes	Scheduled for									
333203	Ave			construction in 2026									
1900173	SR 32 from 19 <sup>th</sup> St to Presley Dr	ID # 2020	Added travel lanes	Scheduled for									
	<u> </u>			construction in 2026									
	City of	f Indianapoli	s										
1702976	Emerson Ave Widening: Stop 11 to	ID # 6166	Widen from 2 to 4	Complete									
	Southport Crossing		lanes										
1801448	Emerson Ave Widening: Co. Line to	ID # 6165	Widen from 2 to 4	Under construction									
	Stop 11		lanes										

	IndyGo												
1801413	Blue Bus Rapid Transit Line	ID # 9006	Upgrade transit	Scheduled for									
			service	construction in 2027									
1801414	Purple Bus Rapid Transit Line	ID # 9007	Upgrade transit	Under construction									
			service										
	City	of Westfield											
1700728	East St. North Extension	ID # 2425	New roadway	Complete									
1801731	SR 32 from Poplar St to East St	ID # 2445	Widen from 2 to 4	Under construction									
			lanes										

## **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 2024 – 2027 TIP.

TIP ID	MTP ID	Description	PROJECT TYPE								
		Avon									
1901763	4201	Dan Jones Widening Phase 2 - CR 100 S to CR 150 S	Existing Roadway Widening								
2202FFE	4209	Existing Roadway Widening									
Hamilton County											
2303FFE	2119	Intersection or Intersection Groups									
		Hancock County									
2003034	3106	CR 300 N Widening between CR 600 W and CR 700 W and RAB @700W	Existing Roadway Widening								
1902783	3112	Stinemyer Rd Connection	New Road Construction								
		INDOT									
1800033	5003	SR 135 (Meridian St.) Widening from Stones Crossing to Whiteland Rd.	Added Travel Lanes								
2002959	3106	I-70 Added Travel Lanes 0.76 mi W of SR 39 to SR 267	Added Travel Lanes								
2000158	2021	SR 32 Added Travel Lanes from East Street to Mensa Road	Added Travel Lanes								
1800203	4005	US 36 Added Travel Lanes from Shiloh Crossing to Avon Ave	Added Travel Lanes								
1900173	2020	SR 32 from 19th St to Presley Dr	Added Travel Lanes								
1800035	6042	US 36 Added Travel Lanes, Raceway Rd. to Transfer Dr.	Added Travel Lanes								
1600854	6043	I-465 NW Added Travel Lanes from 86th St to College, Interchange Modifications @ I-465 & I-865 + US 31 and US 31 & 106th-116th	Added Travel Lanes								
1400073	6036	I-65Added Travel Lanes from 0.20 mile N of I-465 to 0.10 mile N of I-70 & I-65 South Junction	Added Travel Lanes								
2200928	5011	I-65 Added Travel Laves from SR 252 to SR 44	Existing Roadway Capacity Improvement								
1400075	6005	I-69 & I-465 Interchange Modification and Added Travel Lanes	Interchange Modification								
2000181	6045	I-465 at US 36/SR 67/Pendleton Pike (Exit 42) Interchange Modification	Interchange Modification								

1600808	6039	North Split Interchange Modification	Interchange Modification, Multi-Level									
0300382	5004	I-69 Section 6 - SR 39 to I-465	New Road Construction									
	Indianapolis											
2002553	6116	County Line Rd. Widening from SR 37 to Morgantown Rd	Existing Roadway Widening									
1801448	6165	Emerson Avenue Widening from Co Line to Stop 11	Existing Roadway Widening									
	Noblesville											
2216FFE	2508	Pleasant Street - Phase I (River Road to 10th Street)	New Road Construction									
2313FFE	2510	Pleasant Street - Phase 3 - from SR32/Hague Rd to River Rd	New Road Construction									

## **Checklist of Federal Requirements for the TIP**

The TIP is required to meet certain standards. The following chart provides information on those requirements and how this document meets them.

Regulatory Citation	Key Content of Rule	Review Guidance	Where in TIP?	Comments		
CFR 450.326 (a)	Consultation	TIP process includes consultation with other planning organizations and stakeholders, including applicable tribes and federal land management agencies.	13	Yes		
	Cooperation with State and public transit operators	TIP was developed in cooperation with the State (DOT) and (any) public transit operators.	13	Yes		
	> or = to 4	TIP covers at least 4 years		Yes		
	years	TIP cycle matches STIP		Yes		
	MPO approval of TIP	Date TIP approved by the MPO's Policy Board. Signed resolution is included.	A13	Yes		
	Approval by INDOT	Approval recommended by INDOT	A15	Yes		
	Governor's approval	Approval by Governor	A15	Yes		
	MPO Conformity Determination	If a nonattainment/maintenance area, a conformity determination was made and included in the TIP	A3	Yes		
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.	15 and A16	Yes		
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.	15, 16, and A16, A17	Yes		

CED 450 220	Makasissa	The TID is designed such that are	Ι Δ 2	Vac
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).	A3	Yes
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.	A3	Yes
CFR 459.322 (b)	Congestion Management	TMA's TIP reflects multimodal measures/strategies from congestion management process	See MTP	
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.	6- Yes, see MiTIP	Yes
CFR 450.326 (f)	List all regionally significant projects	TIP lists all regionally significant projects requiring FHWA or FTA action, regardless of funding source.	A6	Yes
CFR 450.326 (g)	Information required about	Sufficient scope description (type, termini, length,etc)	6- Yes, see MiTIP	
	each project	Estimated total cost (including costs that extend beyond the 4 years of the TIP)	6- Yes, see MiTIP	
		Federal funds proposed by year.	6- Yes, see MiTIP	
		Proposed category(ies) and source(s) of federal and non-federal funds.	6- Yes, see MiTIP	
		Recipient/responsible agency(s) identified.	6- Yes, see MiTIP	
		If a nonattainment/maintenance area, TCMs from SIP are identified.	N/A	
		If a nonattainment/maintenance area, project information provides sufficient detail for air quality analysis.	6- Yes, see MiTIP	
		Identification of projects that will implement ADA paratransit or key station plans.	6- Yes, see MiTIP	
CFR 450.326 (h)	Grouped projects	Projects may be grouped by function, work type or geographic area.	6- Yes, see MiTIP	
CFR 450.326 (i)	Consistency with approved plans	Each project is consistent with the MPO's approved transportation plan.	6- Yes, see MiTIP	
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.	A10	Yes

		Total costs are consistent with DOT estimate of available federal and state funds.	A10	Yes
		Construction or operating funds are reasonably expected to be available for all listed projects.	A10	Yes
		For new funding sources, strategies have been indentified to ensure fund availability.	A10	Yes
		Includes all projects and stratagies funded under 23 USC and Federal Transit Act and regionally significant projects.	A10	Yes
		Contains system-level estimates of costs and revenues expected to be available to operate and maintain Federal-aid highways and transit.	A10	Yes
		Revenue and cost estimates are inflated to reflect year of expenditure.	A10	Yes
CFR 450.326 (k)	Financial Constraint	Full funding for each project is reasonably anticipated to be available within the identified time frame.	A10	Yes
		If a nonattainment/maintenance area, the first two years' projects are only those for which funds are available or committed.	A10	Yes
		TIP is financially constrained by year, while providing for adequate operation and maintenance of the federal-aid system.	A10	Yes
		If nonattainment/maintenance area, priority was given to TCMs identified in the SIP.	N/A	
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.	A10	Yes
CFR 450.326 (n)	Monitoring Progress	TIP indentifies criteria (including multimodal tradeoffs), describes prioritization process, and notes changes in priorities from prior years.	15, see application packet	Yes
		TIP lists major projects (from previous TIP) that have been implemented or delayed.	A5	Yes
		If a nonattainment/maintenance area, progress implementing TCMs is described.	N/A	
CFR 450.328	TIP/STIP Relationship	Approved TIP is included in STIP without change.	See STIP	
CFR 450.334	Annual Listing of Obligated Projects	TIP includes annual list of obligated projects, including bike and/or pedestrian facilities.	15, see ALOP	Yes
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	A14	Yes

#### **Fiscal Constraint of the TIP**

Federal regulations require the TIP 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 \$1,944,943,900 in revenues and \$1,726,690,058 of expenditures are forecast during the 2024 – 2027 IRTIP years. For a more detailed funding breakdown by federal fund category and fiscal year, please refer to the tables below.

#### **Revenues**

The core of the IMPO's federal revenue projection comes from anticipated highway and transit appropriations as outlined in the Infrastructure Investment and Jobs Act (IIJA) 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 MPO directly administers STBG, HSIP, TA, and CMAQ funds. The MPO may also administer Carbon Reduction Program (CRP) and Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) funds if allotted to the MPO by INDOT. 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 2024 through 2027 are summarized in the tables below. Funding levels were based on allocation numbers provided by INDOT and extended to each program year of the new IRTIP, per INDOT guidance. The table demonstrates that programming of these funds meets federal fiscal constraint requirements.

#### **INDOT Operations and Maintenance**

The operation and maintenance of all Interstates and State Roads in the Indianapolis MPA is the responsibility of the Indiana Department of Transportation. The Department has advised the MPO that they reasonably expect to have the federal and state financial resources to operate and maintain their portion of the surface transportation network.

#### **Conclusion**

The revenues shown below 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. The tables below demonstrate 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.

					Revenue			
Federal Revenue Source		2024		2025	2026		2027	TOTAL
	, s	Federal \$	8	Federal \$	Federal \$	٥	Federal \$	Federal \$
STBG	\$	38,327,281	\$	22	\$ -	\$	-	\$ 38,327,281
HSIP	\$	7,230,379	\$	=	\$ -	\$	-	\$ 7,230,379
CMAQ	\$	6,606,662	\$	=	\$ -	\$	-	\$ 6,606,662
TA	\$	5,336,545	\$	124	\$ -	\$	-	\$ 5,336,545
Carbon Reduction	\$	4,656,240	\$	120	\$ -	\$	-	\$ 4,656,240
Protect	\$	1,720,699	\$	<u> </u>	\$ -	\$	-	\$ 1,720,699
CRRSAA	\$	8,705,602	\$	-	\$ -	\$	-	\$ 8,705,602
Federal Exchange	\$	-	\$	58,631,492	\$ 59,796,734	\$	59,796,734	\$ 178,224,961
STBG Group III	\$	16,762,008	\$	1,312,000	\$ 3,022,200	\$	-	\$ 21,096,208
STBG Group IV	\$	13,574,500	\$	7,917,209	\$ 11,865,768	\$	4,417,885	\$ 37,775,361
Local Bridge	\$	7,240,922	\$	1,790,300	\$ 4,875,440	\$	-	\$ 13,906,662
INDOT	\$	364,536,414	\$	162,628,465	\$ 426,532,896	\$	267,058,174	\$ 1,220,755,949
FTA	\$	16,205,158	\$	15,599,290	\$ 15,659,032	\$	=	\$ 47,463,480
Total Revenues	\$	490,902,410	\$	247,878,756	\$ 521,752,070	\$	331,272,793	\$ 1,591,806,029
Programmed Expenditures	\$	490,671,365	\$	242,453,227	\$ 508,754,059	\$	271,476,059	\$ 1,513,354,709
Difference	\$	231,045	\$	5,425,529	\$ 12,998,011	\$	59,796,734	\$ 78,451,320

	Total	50,772,123	8,501,817	14,315,716	6,670,681			10,882,003		56,251,760	46,939,721	17,411,152	446,535,189	65,299,836	\$ 1,954,332,373			Total	47,419,876	12,709,885	31,749,124	2,373,515			•	000	76,751,760	17/20201	17,411,152	446,535,189	\$ 1726,690,058	20,000,00	
TOTAL	Local Match \$	12,444,842 \$	1,271,438 \$	7,709,054 \$	1,334,136 \$			2,176,401 \$		35,155,552 \$	9,164,360 \$	3,504,490 \$	\$ 225,779,240 \$ 1,4	17,836,356 \$	\$ 362,526,344 \$ 1,9		TOTAL	Local Match \$	12,444,842 \$	1,271,438 \$	7,709,054 \$	474,703 \$		_			35,155,552	, ,	· ·	\$ 225,779,240 \$ 1,4	\$ 17		
		38,327,281 \$	7,230,379 \$	6,606,662 \$	5,336,545 \$			8,705,602 \$		21,096,208 \$	37,775,361 \$	13,906,662 \$	1,220,755,949 \$	47,463,480 \$	\$ 1,591,806,029 \$		(0)	Federal \$ Lo	34,975,034 \$	11,438,447 \$	24,040,070 \$	1,898,812 \$		-		*	21,096,208	9 100'01'10		1,220,755,949 \$			The state of the s
	Total	5	8	•	*	•	•	•	74,745,918		5,522,356	\$	303,537,392	8	383,805,666			Total	\$	5	•	<u> </u>		•		•	230000	3,366,330		303,537,392	\$ 300 050 748	4 04/250/205	
2027	Local Match \$	5	5		- 8	\$ -	5	\$ -	14,949,184 \$	5 -	1,104,471 \$	\$	36,479,218 \$	. 5	\$ 52,532,873 \$		2027	Local Match \$	\$		s -	5	\$	\$ -		,	2 1704 471	1,104,471,1		36,479,218	37 583 689	21,100,000	
1	Federal \$ 1	5	5	- 8	- 8	\$ -		\$	59,796,734	5	4,417,885 \$	- 8	5 267,058,174 \$		\$ 331,272,793 \$			Federal \$	- 8	- 8	5	3	5	5		,	4417005	4,417,000		267,058,174	2 271 476 059		
	Total	-		1	-		-	-	\$ 74,745,918 \$	\$ 3,358,000	\$ 14,583,354 \$	\$ 6,092,300	\$ 478,776,034 \$	\$ 21,389,510 \$	\$ 598,945,116 \$			Total	- 4		-		-			5 58,498,404 \$	3,358,000	14,000,04	6,092,300	4/8///6,034 \$	73 043 543 \$ 582 697 602 \$ 271 476 059	200,150,200	
5026	Local Match \$	3		1	-	1	*	-	14,949,184	335,800	2,717,586	1,216,860 \$	52,243,138	5,730,478	\$ 64,193,046		2026	Local Match \$	-	(	)	3	3	,		189,669,11	335,800	2000 11 1700	1,216,860	52,243,138	\$ 73 043 543		
	Federal \$				-				59,796,734	3,022,200	11,865,768	4,875,440	426,532,896	15,659,032	521,752,070			Federal \$			•					46,798,723	3,022,200	007,000,11	4,875,440	426,532,896	_	_	
200.00.00000	Total				-				73,289,365	1,640,000	9,896,511	2,237,500 \$	194,656,013	5 21,314,832	\$ 303,034,221			Total								66,507,454	0.006511	110,000,0	2,237,500	194,656,013	53 700 083 \$ 206 252 310 \$ 508 754 050	20,25,210	
2025	Local Match \$			,	-				14,657,873 \$	328,000	1,979,302	447,200 \$	32,027,548	5,715,542	55,155,465		2025	Local Match \$						,		15,301,491	328,000	200,010,	447,200	52,027,548	\$ 53 700 NB3		
ľ	Federal \$	5		,	5			- 8	58,631,492	1,312,000 \$	7,917,209	1,790,300 \$	162,628,465	15,599,290	247,878,756			Federal \$	5	-	5	5	<b>S</b>	,		596,502,56	7 017 300	502,116,1	005,007,T	162,628,465			
	Total	50,772,123	8,501,817	14,315,716	6,670,681	5,820,300	2,150,874	10,882,003	-	51,253,760 \$	16,937,500	9,081,352	469,565,750	22,595,494	668,547,370			Total	47,419,876	12,709,885	31,749,124	2,373,515	9	1	1	1 000000	16.027.500	000,100,00	9,081,352	22 505,750	663 686 256	003,000,230	
2024	Local Match \$	12,444,842 \$	1,271,438 \$	7,709,054 \$	1,334,136 \$	1,164,060 \$	430,175 \$	2,176,401 \$	-	34,491,752 \$	3,363,000 \$	1,840,430 \$	105,029,336 \$	6,390,336 \$	177,644,960 \$		2024	Local Match \$	12,444,842 \$	1,271,438 \$	7,709,054 \$	474,703 \$				2 202 207	34,491,752 \$	000,000,0	1,840,430 \$	105,029,336	173 014 891		
The second second	_	38,327,281 \$	7,230,379 \$	6,606,662 \$	5,336,545 \$	4,656,240 \$	1,720,699 \$	8,705,602 \$	-	16,762,008 \$	13,574,500 \$	7,240,922 \$	364,536,414 \$	16,205,158 \$	490,902,410 \$	URES		Federal \$ Lo	34,975,034 \$	11,438,447 \$	24,040,070 \$	1,898,812 \$			,	2 0000000	12 524 500 \$	000011000	1,240,922 \$	364,536,414 \$	400 671 365 \$ 173 014 891	במינו ומימפר	
6		\$	₩	s	<b>⇔</b>	<b>⇔</b>	₩.	₩	<b>⇔</b>	₩	<b>⇔</b>	\$	<b>↔</b>	\$	\$	PENDITI			ş	4	₩	₩.	₩.	<b>6</b>	•	A 4	A +	9 4	•	<b>~</b> ↔	· •	,	
Revenue per Funding	Source	STBG	HSIP	CMAQ	TA	Carbon Reduction	Protect	CRRSAA	Federal Exchange	STBG Group III	STBG Group IV	Local Bridge	INDOT	FTA	Total Revenues	PROGRAMMED EXPENDITURES	-	* Programmed per Funding Source	STBG	HSIP	CMAQ	TA	Carbon Reduction	Protect	CRRSAA	rederal exchange	STBC Group III	AT dinoin pais	Local Bridge	INDOI	TOTAL Programmed	Funds	

# IMPO Transportation Policy Committee Resolution Approving the 2024-2027 TIP on 4/19/2023

## **Metropolitan Transportation Planning (MTP) Process Certification**

#### TRANSPORTATION PLANNING PROCESS CERTIFICATION – Calendar Year 2023

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:

- 23 U.S.C. 134,49 U.S.C. 5303, and 23 CFR part 450.300;
- 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;
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the FAST ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantages business enterprises in DOT funded projects;
- 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 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;
- 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
- 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	Indiana Department of Transportation
Anna Gremling Anna M. Gremling	Roy S. Nunnally
Executive Director Title	Director, INDOT Technical Planning & Programming Title
11/14/22	11/14/2022
Date	Date

## Letter approving 2024-2027 TIP, signed by INDOT Commissioner on behalf of the Governor.

Will be inserted when received

## **Public Notice of Review & Comment Period and Public** Hearing

(Public Notice)

REQUEST FOR PUBLIC REVIEW AND COMMENT

2024-2027 INDIANAPOLIS REGIONAL TRANSPORTATION IMPROVE-MENT PROGRAM

The Indianapolis Metropolitan Planning Organization (MPO) is offering the DRAFT 2024-2027 Indianapolis Regional Transportation Improvement Program (IRTIP) for public review and comment from February 20th through March 27th. The IRTIP, which is prepared binanually and amended quarterly as needed, documents the federally funded transportation improvements proposed for the Indianapolis Metropolitan Planning Area. The 2050 Metropolitan Transportation Plan (MTP) 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 benable to the area are spent on projects that provide the greatest benefit consistent with the Metropolitan Transportation Plan.

The DRAFT IRTIP is available for review now through March 27, 2023 at <a href="https://www.indympo.org">www.indympo.org</a> or by appointment at the MPO's office located at 200 East Washington Street, City-County Building, Suite 2322 in Indianapolis.

For alternative formats, translation services, or accommodation needs for persons with disabilities, or to view documents in person at our offices please contact us at info@indympo.org, 317-327-5136, or visit our offices at 200 East Washington Street, Suite 2322, Indian-apolis, IN 46204.

Public comments may be made by mail to Indianapolis Metropoli-tan Planning Organization 200 East Washington Street, Suite 2322 Indianapolis IN 46204. Comments may also be provided via email to info@indympo.org or by phone at 317-327-8601. All comments should be received by March 27, 2023.

INI - 2/20/2023 - 0005596216

hspaxlp

(Public Notice)

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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).

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Draft 24-27 Transportation Improvement Program (TIP) Available for Review and Comment

PUBLIC NOTICES | Thursday, February 16 | 11:47AM

The Indianapolis Metropolitan Planning Organization (MPO) is offering the Draft 2024-2027 Indianapolis Regional Transportation Improvement Program (IRTIP) for public review and comment through March 27th. The IRTIP, which is prepared bi-annually and amend...

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## **Significant Comments Received on the Draft TIP**

#### Comment 1

RE: Mobility options for Ivy Tech Central Indiana students:

While studying landscape architecture at Ball State a few years ago I did a graduate project under Professor Jim Sipes that investigated mobility options for students attending courses at five Ivy Tech campuses of the Central Indiana Ivy Tech network.

The project taught me about the limitations of the central Indiana public transportation system in terms of offering speedy, affordable, and accessible options for community college students needing to travel to Ivy Tech campuses in Marion County and adjacent counties. The current ITCC system, with the exception of the Fall Creek and Lawrence campuses, is not connected to the bus rapid transit system, and offers only parking lots as mobility infrastructure. First-mile/last-mile public transit within central Indiana is an additional mobility issue that is not solved by existing county-run van systems. The over-reliance on parking lots (i.e. car ownership) wastes a lot of land that could otherwise be used for campus facilities, mixed-use projects and green space. Finally, the assumption that ITCC students take courses at only one campus location should be challenged.

While I did not have access to student demographic data, I was able to use national and Indianapolis area GIS data from SAVI.org to show that Ivy Tech students are very likely to lack dependable personal access to private vehicles throughout the day. National community college data also indicates that community college students typically work while attending school and have young children; thus, they have complex daily schedules and mobility needs on top of financial challenges. And yet officials have located ITCC satellite campuses in communities such as Franklin, Mooresville, Avon, Greencastle, and Shelbyville far from town centers and public transportation hubs. In addition, they have not adequately addressed student micro-mobility needs within Marion and Hamilton County urban areas. Research using real-time transit apps shows that bus trips around the greater Indianapolis area require unfeasible trip times.

At the same time, I found media reports about the ITCC system that indicated that the graduation rate is low. In recent years IT leaders have responded by reducing some student costs and by supporting the construction of more ITCC campuses and adding support staff. Unfortunately, they have not addressed the issues of student mobility and childcare needs which are interrelated.

My research indicated that a robust multi-modal mobility plan is needed for better student outcomes at ITCC that would involve better connectivity between BRT lines, campuses, and daycare facilities for a start. A combination of AT shuttles and more micro-mobility options could help address the first- and last-mile mobility challenges many ITCC students face as they navigate employment, career-building, and parenthood. More charging stations for electric shuttles and family-friendly shuttle stops could be incorporated into campus infrastructure with daycare facilities integrated into campus mobility and spatial planning.

I hope such considerations are addressed in the TIP program

#### **Response to Comment 1**

Thank you for your thoughtful comments submitted on February 24th. All of your points are well taken, but are not directly pertinent to the draft TIP that is being proposed for approval. While your points are relevant in the context of larger planning discussions, the draft TIP itself reflects the best-scoring projects from the various local agency's infrastructure priority lists. I would encourage you to communicate your thoughts with Ivy Tech, IndyGo and the local communities you mention and continue to stay connected with all that is happening at the IMPO.

## **Acknowledgments**

The IMPO thanks and acknowledges the following people and organizations for their assistance in the development and maintenance of the region's Transportation Improvement Program.

Town of Avon - Ryan Cannon, Steve Moore, Gerald Glover

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**INDOT** - Brandon Burgoa, Clark Packer, Scott Bailey

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