

Frequently Asked Questions

Indianapolis Regional Transportation Improvement Program

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What is the IRTIP?

The federally required Transportation Improvement Program (TIP), called the Indianapolis Regional Transportation Improvement Program (IRTIP), is a comprehensive listing of transportation projects that receive federal funds in the Indianapolis Metropolitan Planning Area (MPA). The Indianapolis Department of Metropolitan Development, as the federally designated Metropolitan Planning Organization (MPO) for the eight county Indianapolis Region, prepares the IRTIP every two years for adoption by the Indianapolis Regional Transportation Council. The IRTIP covers a four year period and must be fiscally constrained. In addition, the IRTIP includes all locally funded projects that are considered regionally significant or that intend to be used as a local match to a future federally funded project. Adoption of the IRTIP must be accompanied by an air quality conformity determination and must include an opportunity for public comment prior to adoption.

Member jurisdictions (in good standing) within the MPA are eligible to submit funding applications for a wide variety of surface transportation related activities. Transit, highway, local roadway, bicycle and pedestrian projects are included in the IRTIP. In addition, all regionally significant projects, regardless of funding source are included in the IRTIP and must be consistent with the current Long Range Transportation Plan.

How are projects selected for the IRTIP?

Projects from a variety of funding sources are incorporated into the IRTIP after going through a project selection process unique to the funding category and the agency. State and most transit projects are included in the IRTIP after these projects are approved for funding by INDOT and IndyGo, or FTA respectively. Urban Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ), Transportation Alternatives Program (TAP), and Highway Safety Improvement Program (HSIP) projects all go through unique project selection processes before being incorporated into the IRTIP.

If local agencies are required to contribute a local match portion of a project from local funds, these funds must be committed by the appropriate agencies before the projects are included in the IRTIP. In addition, all large road widening and other regionally significant projects must be consistent with the current conforming Long Range Transportation Plan.

Who is involved in developing the IRTIP?

Many organizations are involved in the development and adoption of the IRTIP. One such organization, the Indianapolis Regional Transportation Council (IRTC), is an intergovernmental organization consisting of appointed representatives from transportation agencies in the Indianapolis MPA, including all municipalities in the area, the Indianapolis Airport Authority, the Indianapolis Public Transportation Corporation (IndyGo), and the Indiana Department of Transportation (INDOT).

In addition to the Technical and Policy Committees of the IRTC, an Administrative Committee serves as an ad hoc committee to the Policy Committee and is comprised of members selected from the Policy Committee. The Administrative Committee, along with other ad hoc sub-committees, serves as a project selection review committee for the development of the IRTIP.

What is “Fiscal constraint?”

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

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

What is “Air Quality Conformity” and what does it mean to have a “Conforming IRTIP?”

Air quality conformity refers to federal regulations that require MPOs to assess the impact of the projects contained in the TIP on the region’s air quality. Under the standards set forth in the Clean Air Act Amendments in 1990, the 9-county region of Hancock, Hamilton, Hendricks, Johnson, Morgan, Madison, Marion, Boone, and Shelby Counties is currently a maintenance area under the annual National Ambient Air Quality Standard (NAAQS) for the current eight-hour ozone standard of 0.08 parts per million (ppm). The counties of Hamilton, Hendricks, Johnson, Marion, and Morgan are currently a Non-Attainment area for Particulate Matter of 2.5 microns or less in size (PM_{2.5}). As such, an air quality conformity analysis of the TIP must be done to insure that these standards are not negatively impacted.

The EPA website has additional information.

How can the public stay informed of changes to the IRTIP?

The public is given an opportunity to review the draft IRTIP, including the associated Air Quality analysis, during a 30-day comment period. All IRTIP amendments are available for public review and comment for a period of seven days and all administrative amendments and modifications are available on the MPO’s website.

In addition to the MPO’s [Public Participation Plan](#), the Metropolitan Indianapolis Transportation Improvement Program database, known as MiTIP, allows the public to view programmed transportation projects contained in the IRTIP on-line. MiTIP represents the most current version of the IRTIP at any given time. Please click on the Public Access Portal below to be redirected to the public MiTIP website.



How do I submit a project for inclusion in the IRTIP?

Any Local Public Agency (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 when calls for projects are open. This includes transit agencies and county, city, and town governments. In addition, all INDOT federally funded projects must be included in the IRTIP, even though typically, they are not seeking competitive funds.

Private individuals and organizations may recommend projects to a local public agency if the project is sponsored by the LPA in which the project is located. The IRTIP is a reimbursement program and thus only those LPAs which can enter into an agreement with INDOT can apply for federal transportation funds. The project application must be submitted by the sponsoring LPA on the MPO’s MiTIP website. Calls for projects are dependent on the funding program and availability of funds and can occur on an annual or bi-annual basis.