



INDOT-MPO Federal Requirements Checklist

2026

Regulatory citation (CFR 23)	Development and content of the metropolitan transportation plan Federal Requirements: (23 CFR 450.324) & Participation/Consultation 23 CFR 450.316	Meets Req. Y/N/NA	Comments, including where in plan. Include Page # subject or proof. (If Reasonable, if not in
1	450.316(a)		See Page 18 – Public Perceptions.
2	450.316(b)		See Page 7 – MTP Update Process for general consultation. See Page 13 for consultation with Camp Atterbury – federal agency coordination.
3	450.324(a)		MTP horizon year is 2050.
4	450.324(a), 450.306(b)(1)		See Page 22 – Goal 1. See Roadway Project Prioritization Criteria (Pages 43 and 85).
5	450.324(a), 450.306(b)(2)		See Page 27 – Goal 4. See Chapter 6 for Spot Safety Projects. See Roadway Project Prioritization Criteria (Pages 43 and 85).
6	450.324(a), 450.306(b)(3)		See Page 27 – Goal 4. See Roadway Project Prioritization Criteria (Pages 43 and 85).
7	450.324(a), 450.306(b)(4)		See Page 23 – Goal 2. See Roadway Project Prioritization Criteria (Pages 43 and 85).
8	450.324(a), 450.306(b)(5)		See Page 23 – Goal 2 and Page 25 – Goal 3. See Roadway Project Prioritization Criteria (Pages 43 and 85).
9	450.324(a), 450.306(b)(6)		See Page 25 – Goal 3. See Chapter 7 for Bicycle and Pedestrian Projects. See Roadway Project Prioritization Criteria (Pages 43 and 85).
10	450.324(a), 450.306(b)(7)		See Page 23 – Goal 2 and Page 27 – Goal 4. See Roadway Project Prioritization Criteria (Pages 43 and 85).
11	450.324(a), 450.306(b)(8)		See Page 29 – Goal 5. See Roadway Project Prioritization Criteria (Pages 43 and 85).

12	450.324(a), 450.306(b)(9)	MTP addresses the system resiliency/reliability planning factor: Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.	See Page 29 – Goal 5. See Roadway Project Prioritization Criteria (Pages 43 and 85).
13	450.324(a), 450.306(b)(10)	MTP addresses the travel and tourism planning factor: Enhance travel and tourism.	See Page 22 – Goal 1. See Roadway Project Prioritization Criteria (Pages 43 and 85).
14	450.324(b)	MTP includes both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities).	See Strategies tied to goals throughout chapter 3 – Pages 22-30.
15	450.324(c)	MPO reviewed/updated the MTP at least every four years in air quality nonattainment and maintenance areas or five years in attainment areas.	Past MTP was horizon year 2045, and was adopted by the CAMPO Policy Board November 8, 2021.
16	450.324(c)	MPO approved the transportation plan (and any revisions or updates), contents, and supporting analyses.	MPO approval scheduled for July 13, 2026.
17	450.324(c)	MPO submitted the MTP for information purposes to INDOT.	Scheduled for July 2026. INDOT coordination has been ongoing throughout plan development with Jay Mitchell and Gabrielle Herin.
18	450.324(c)	MPO provided copies of any updated or revised transportation plans to FHWA and FTA.	Scheduled for July 2026.
19	450.324(d)	For ozone and carbon monoxide nonattainment areas only: MPO coordinated the development of the MTP with the process for developing transportation control measures in the State Implementation Plan.	N/A.
20	450.324(e)	MPO, State(s), and the public transportation operator(s) validated data used in preparing other existing modal plans for providing input to the MTP. The update used the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity.	MTP made use of current versions of modal plans available to CAMPO member agencies. Additional land use and growth trends based on companion area studies and comp plans (see Pages 12-14). MTP travel demand model made use of latest available estimates. See Page 49 – Model Scenario Evaluation.
21	450.324(f)(1)	MPO used current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan.	MTP travel demand model made use of latest available estimates. See Page 40 – Existing Roadway Conditions, Page 42 – Existing Freight Conditions, and Page 49 – Model Scenario Evaluation.

22	450.324(f)(2)	Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, non-motorized transportation facilities (pedestrian walkways and bicycle facilities), and inter modal connectors) identified in MTP function as an integrated metropolitan transportation system, giving emphasis to facilities that serve national and regional transportation functions over the period of the transportation plan.		<i>See Page 45 – Roadway Program and Fiscal Constraint. INDOT projects both on and intersecting NHS are included in MTP and are called out in Table 18 on Page 46. For Bicycle and Pedestrian Existing Conditions and Projects see Chapter 7, For Transit Existing Conditions and Projects see Chapter 8, For Bridge Existing Conditions and Projects see Chapter 9.</i>
23	450.324(f)(3)	MTP describes the performance measures and targets used in assessing the performance of the transportation system in accordance with 450.306(d).		<i>See Pages 31-33 – Performance-Based Planning and Programming.</i>
24	450.324(f)(4)	MTP includes a system performance report that evaluates the condition and performance of the transportation system with respect to the performance targets described in 450.306(d). This includes progress achieved by the MPO in meeting performance targets in comparison with system performance recorded in previous reports, including baseline data; and for MPOs with multiple scenarios: an analysis of how the preferred scenario has improved conditions and performance of the transportation system in addition to cost has been impacted by changes in local policies and investments.		<i>See Pages 31-33 – Performance-Based Planning and Programming. For MPO Safety Data, see Chapter 6 (Pages 58-62), For MPO Road Asset Data, see Chapter 5 (Pages 40-44), For MPO Bridge Asset Data, see Chapter 9 (Page 79).</i>
25	450.324(f)(5)	MTP includes operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.		<i>See Strategies included as part of Goal 4 on Page 28. See Roadway Project Prioritization Criteria (Pages 43 and 85).</i>
26	450.324(f)(6)	For TMAs only: MTP considers the results of the congestion management process that includes the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide.		N/A.
27	450.324(f)(7)	MTP assesses capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters. The MTP may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area’s transportation system.		<i>See Strategies included as part of Goals 3-5 on Pages 25-29. See Chapter 5 for Roadway Projects which include multimodal considerations, Chapter 6 for multimodal Spot Safety projects, Chapter 7 for standalone Bicycle and Pedestrian Projects, and Chapter 8 for Transit Projects.</i>

28	450.324(f)(8)	MTP includes transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a), as appropriate.		<i>See Strategies included as part of Goals 2-3 on Pages 23-26. See Chapter 8 for Transit Projects.</i>
29	450.324(f)(9)	MTP describes all proposed improvements in sufficient detail to develop cost estimates.		<i>Cost estimates are provided within the MTP body for all roadway projects in Chapter 5 and Appendix D. Cost estimates and project details for other project types are incorporated by reference to the component modal plans referenced in this MTP.</i>
30	450.324(f)(9)	For nonattainment and maintenance areas only: MTP includes design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, for conformity determinations.		N/A.
31	450.324(f)(10)	MTP discusses types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the MTP. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO developed the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation.		<i>See Pages 11-17 for environmental considerations and partner agency consultation related to environmental mitigation. See strategies included as part of Goal 5 on Page 29 for relevant policies, programs, and strategies.</i>
32	450.324 (f)(11)(i)	MTP includes cost estimates and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways and public transportation.		<i>See Pages 35-38 – Funding Sources Overview for revenue source estimation. See Pages 45-48 – Roadway Program and Fiscal Constraint and Appendix D for cost estimates.</i>
33	450.324 (f)(11)(ii)	MPO, public transportation operator(s), and State cooperatively developed estimates of funds that will be available to support MTP implementation, as required under § 450.314(a). All necessary financial resources from public and private sources that are expected to be made available to carry out the transportation plan are identified.		<i>See Pages 35-38 – Funding Sources Overview for revenue source estimation. Methods were refined through consultation with ColumBUS and INDOT.</i>
34	450.324 (f)(11)(iii)	MTP included recommendations for additional financing strategies to fund programs and projects.		<i>See “Typical Funding Sources” sections in Chapters 5-9.</i>

35	450.324 (f)(11)(iii)	For MTPs that identify new sources of funding: MTP identified strategies for ensuring the availability of new funding sources.		<i>N/A. Funding and revenue estimation used same funding sources and priors from 2045 MTP update.</i>
36	450.324 (f)(11)(iv)	In developing financial plan, MPO considered all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation.		<i>See Pages 35-38 – Funding Sources Overview for revenue source estimation and current TIP information in Appendix B.</i>
37	450.324 (f)(11)(iv)	MTP used an inflation rate(s) for revenue and cost estimates to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).		<i>See Pages 35-38 for revenue estimate inflation assumptions. See Page 45 for cost estimate inflation assumptions. Both approaches were developed in coordination with ColumBUS and INDOT.</i>
38	450.324 (f)(11)(v)	For the outer years of the MTP (i.e. beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.		<i>See Tables 15 and 16 on Page 46 for cost band assumptions for fiscally constrained projects.</i>
39	450.324 (f)(11)(vi)	For nonattainment and maintenance areas only: MTP addresses specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.		<i>N/A.</i>
40	450.324 (f)(11)(vii)	The financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available (i.e., illustrative list).		<i>See Table 17 on Page 46 for illustrative roadway projects. See Chapters 6-9 for illustrative projects for other modes.</i>
41	450.324 (f)(12)	MTP included pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g).		<i>See Chapter 7 – Bicycle and Pedestrian Projects.</i>
42	450.324(g)	MPO consulted, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan.		<i>See Pages 11-17 for consultation and data gathered regarding natural resources and historic preservation. See Page 2 for technical staff, local agencies, and community partners consulted throughout the process.</i>
43	450.324(g)(1)	As part of the consultation process, MPO compared transportation plans with State conservation plans or maps, if available.		<i>MPO referenced in data from Indiana Map to ensure use of current datasets of relevance regarding state conservation plans.</i>
44	450.324(g)(2)	As part of the consultation process, MPO compared transportation plans to inventories of natural or historic resources, if available.		<i>MPO referenced in data from Indiana Map to ensure use of current datasets of relevance regarding state natural and historic resource inventories.</i>
45	450.324(h)	MTP should integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP,		<i>See Chapter 6 – Spot Safety Projects. See Roadway Project Prioritization Criteria (Pages 43 and 85).</i>

		including the SHSP required under 23 U.S.C. 148, the Public Transportation Agency Safety Plan required under 49 U.S.C. 5329(d), or an Interim Agency Safety Plan in accordance with 49 CFR part 659, as in effect until completion of the Public Transportation Agency Safety Plan, and may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate, to safeguard the personal security of all motorized and non-motorized users.		
46	450.324(i)	For MPOs that development multiple scenarios: MPO encouraged to consider: potential regional investment strategies for the plan horizon; assumed distribution of population and employment; a scenario that maintains baseline performance conditions; a scenario that improves baseline for performance conditions; revenue constrained scenarios; and estimated costs and potential revenue for each scenario.		<i>N/A. MPO developed a single preferred scenario.</i>
47	450.324(j)	MPO provided individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, shuttle program, or telework program), 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 a reasonable opportunity to comment on the transportation plan using the participation plan developed under 450.316(a).		<i>See Page 18 – Public Perceptions. Also see Page 2 for technical staff, local agencies, and community partners consulted throughout the process. For Local Human Service Transportation Providers see Table 25 on page 76.</i>
48	450.324(k)	MPO published or otherwise make readily available the MTP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.		<i>See Page 18 – Public Perceptions. MTP public review occurred June-July 2026, including via the CAMPO web site.</i>
49	450.324(m)	For nonattainment and maintenance areas for transportation-related pollutants: MPO, as well as the FHWA and the FTA, made a conformity determination on any updated or amended transportation plan.		<i>N/A.</i>