



Indiana Department of Transportation
Technical Planning & Programming Division

Planning Public Involvement Plan (PPIP)



Version dated November 2023



Contents

List of Figures	2
List of Acronyms	4
Public Involvement & Transportation Planning Overview	5
Approaches to Public & Stakeholder Engagement	14
Program Development Process	27
State Transportation Improvement Program (STIP)	37
INDOT Multimodal Plans, Planning Environmental Linkage (PEL), & Long Range Transportation Plan (LRTP)	47
INDOT District Coordination & Interagency Planning for MPOs, RPOs & LPAs	54
Appendix	68
Federal Requirements	69
Summary of Planning & Programming Activities	71
Public Comment Period Feedback & Responses	75
INDOT District Map and Contact Information	91

List of Figures

Figure 1: Justice40 Initiative	6
Figure 2: Public Participation Matrix	7
Figure 3: Public Outreach Procedures Tiers	8
Figure 4: INDOT Public Outreach Procedure	9
Figure 5: INDOT's Public Involvement Principles	10
Figure 6: INDOT Stakeholder Groups.....	11
Figure 7: Planning Development Process – Outreach to the Underserved	15
Figure 8: Four Factor Framework.....	18
Figure 9: Notification to Equity-Focused Communities	20
Figure 10: Notification Document Requirements	21
Figure 11: INDOT Public Engagement Strategies	22
Figure 12: Public Involvement Tools.....	22
Figure 13: Sample Measures of Effectiveness	25
Figure 14: Program Development Process Overview	28
Figure 15: Annual Program Development Process Stages	30
Figure 16: Annual Program Development Process (APDP-S)	31
Figure 17: Organizational Detail for Early Coordination Meetings.....	32
Figure 18: Early Consultation Meeting Items	33
Figure 19: Asset Management Teams for Capital Projects.....	35
Figure 20: Call for Projects Process	36
Figure 21: STIP Threshold Requirements	38
Figure 22: STIP Development Process Overview.....	39
Figure 23: STIP Public Involvement Opportunities	42
Figure 24: LRTP Links	47
Figure 25: Long-Range Transportation Plan Process	48
Figure 26 : State Plans and Programs	49
Figure 27: Planning Document Update Outreach Strategies.....	50
Figure 28: PEL Process Benefits	51
Figure 29: Planning & Environmental Linkage (PEL) Corridor Planning Process	53
Figure 30: District Meeting Organizational Details.....	55
Figure 31: Map of MPO Areas.....	57
Figure 32: Non-MPO Local Official Consultation Process.....	62

Figure 33: RPO County Boundaries 64

Figure 34: Local Federal Aid Project LPA Empowerment 65

Figure 35: LPA Early Coordination Meeting Topics 67

Figure 36: Federal Requirements 70

Figure 37: Planning Documents 72

Figure 38: Planning Activities..... 74

Figure 39: Public Comment Feedback & Response 76

Figure 40: INDOT District Map & Contacts 92





List of Acronyms

- ACS:** American Community Survey
- ADA:** Americans with Disability Act
- APDP:** Annual Program Development Process
- BIL:** Bipartisan Infrastructure Law
- CEJST:** The Climate and Economic Justice Screening Tool
- CFR:** U.S. Code of Federal Regulations
- CN:** Construction
- CO:** Central Office
- DAC:** Equity-Focused Communities
- DOT:** Department of Transportation
- EPA:** U.S. Environmental Protection Agency
- ERC:** Employee in Responsible Charge
- FHWA:** Federal Highway Administration
- FHWA-IN:** Indiana Division of the Federal Highway Administration
- FTA:** Federal Transit Administration
- GIS:** Geographic Information System
- HSIP:** Highway Safety Improvement Program
- HUD:** Department of Housing and Urban Development
- ICG:** Interagency Consultation Group
- IJA:** Infrastructure Investments & Jobs Act
- INDOT:** Indiana Department of Transportation
- ITAP:** INDOT's Technical Applications Pathway
- LEP:** Limited English Proficiency
- LPA:** Local Public Agency
- LRTP:** Long-Range Transportation Plan
- MAP-21:** Moving Ahead for Progress in the 21st Century Act
- MPO:** Metropolitan Planning Organization
- MTP:** Metropolitan Transportation Plan
- NEPA:** National Environmental Policy Act
- OMB:** Office of Management and Budget
- PE:** Preliminary Engineering
- PEL:** Planning & Environmental Linkage
- PIPM:** Public Involvement Procedures Manual
- POP:** Planning Outreach Procedure
- PPIP:** INDOT's Planning Public Involvement Plan
- RPO:** Regional Planning Organization
- RW:** Right of Way
- STEAP:** Statewide Tool for Equity Analysis of Projects
- STIP:** Statewide Transportation Improvement Program
- SURP:** Small Urban and Rural Program
- TAMP:** Transportation Asset Management Plan
- TIP:** Transportation Improvement Program
- TPR:** Transportation Planning Region
- USC:** United States Code



Public Involvement & Transportation Planning Overview

Introduction

Indiana is a socially, culturally, and economically diverse state that is facing exciting and challenging times for transportation. Indiana's multimodal transportation system is key to a vibrant and globalized state economy. Transportation investments create and enhance access to jobs and freight movement, support increased trade and improve Indiana's economic competitiveness. Public and stakeholder participation is a key ingredient in planning for and developing a viable multimodal transportation system today and in the future.

The Indiana Department of Transportation (INDOT) is responsible for conducting several planning activities, ranging from Long-Range Transportation Plans (LRTPs) and State Transportation Improvement Programs (STIPs) to specific modal, freight, and safety plans. INDOT is committed to conducting these activities in an open and transparent manner, providing the public and stakeholders with opportunities to learn about transportation issues and participate in planning processes.

Purpose of the Public Involvement Plan

The purpose of the INDOT Planning Public Involvement Plan (PIP) is to provide information to educate the public and stakeholder groups on participating in the transportation planning and programming processes. Information is provided about INDOT, stakeholders, the transportation planning and programming processes, public involvement tools/techniques, why public involvement is key and how the public can get involved.

INDOT's previous Public Involvement Plan was developed in 2012 and satisfied Federal public involvement and consultation requirements for statewide planning and programming as outlined in the Moving Ahead for Progress in the 21st Century Act (MAP-21). This 2023 update is intended to build upon the previous document and it addresses the "what, why, how, and when" of public involvement activities within the context of INDOT transportation planning as well as Federal requirements established by the Infrastructure Investments & Jobs Act (IIJA), commonly referred to as the Bipartisan Infrastructure Law (BIL). Additionally, this update includes [Executive Order 14008 Section 223, the Justice40 Initiative](#), aimed at specifically addressing underinvestment gaps in infrastructure and public services in disadvantaged or equity-focused communities.

Public Participation Matrix

The Public Participation Matrix demonstrates the types of participation: Inform, Consult, Involve, and Collaborate. Each of the four levels of participation has specific techniques for public participation, as shown in the Matrix on the following page.

As required by federal regulations specific to statewide and nonmetropolitan transportation planning (23 USC 135), states are required to have a statewide and nonmetropolitan transportation planning process that is continuing, cooperative, and

Figure 1: Justice40 Initiative¹



The Justice40 Initiative was created to address the underinvestment in equity-focused communities, by bringing resources to communities most impacted by climate change, pollution, and environmental hazards. For the U.S. Department of Transportation (USDOT), Justice40 (J40) is an opportunity to address gaps in transportation infrastructure and public services by setting a goal of directing at least 40% of the benefits from many of their grants, programs, and initiatives toward equity-focused communities.

While all INDOT plans and planning processes must meet Federal and state requirements for public involvement, the approaches to engaging the public vary depending on the plan's unique objectives and the needs of the target audiences. This PIP provides guidance to obtain public engagement as required by Federal and state regulations, while allowing for the flexibility to adapt public outreach approaches that are most appropriate for each individual plan.

comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed. INDOT uses the input gathered from the public to identify the issues, needs, opportunities and priorities for a better multimodal transportation system. This information is used to make informed decisions on transportation improvements and strategies with limited funding. These collaborative and inclusive discussions during the planning process result in planning and programming that consider all transportation modes, both construction and non-

¹ Courtesy of [Justice40 \(thejustice40.com\)](https://thejustice40.com)



construction solutions, and the needs of all users of the system conducting broader outreach to different

groups including traditionally equity-focused communities.

Figure 2: Public Participation Matrix

Inform	Consult	Involve	Collaborate
<i>Participation Goal:</i>			
To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities, and/or solutions.	To obtain public feedback on analysis, alternatives, and/or decisions.	To work diligently with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision, including the development of alternatives and the identification of the preferred solution
<i>Examples of Techniques to Consider:</i>			
<ul style="list-style-type: none"> • Brochures, fact sheets • Websites • Social media notifications • Press releases • Newsletters • Open houses • Mailing postcards, letters, door hangers, yard signs 	<ul style="list-style-type: none"> • Official request for public comment during specific time periods which are advertised through email and social media notifications and posted on the website. • Surveys • Public meetings 	<ul style="list-style-type: none"> • Workshops • Community event participation • Stakeholder meetings 	<ul style="list-style-type: none"> • Citizen advisory committee/groups • Community working groups • Technical committee/task force

Public Outreach Procedure Tiers

To better guide public involvement and to ensure all plans undergo the appropriate level of outreach, plans within INDOT can be categorized into three tiers. Each tier of plans has two different actions: Development and publishment of a new plan or full update of a plan, or Amendments to a plan. Based on which action is occurring, this will result in different outreach strategies.

If the first action is occurring, a plan is either published for the first time as a new plan or is going through a major update that occurs on a regular schedule (i.e.: annually, every 2 or 4 years, etc.). Developing a new plan or making full updates to a plan requires a high level of public engagement that covers all four levels of the Public Participation Matrix. Efforts are made to reach the public through all forms of public involvement listed in the table on the following page and individuals are encouraged to sign up to continue to receive information via email, text, phone, mail or social media. Information packets are sent to be posted in equity-focused communities, and members of ADA and LEP populations and Indian Tribal Nations Agencies are notified through coordination with INDOT Cultural Resources of how to get involved and stay informed. ADA and LEP

populations will be identified via equity mapping and served via coordination with INDOT Communications, or by request for a certain interpretation/translation service.

By contrast, the second action, a plan amendment, is a more minor change that can be made as needed to keep plans current and accurate. Because there has already been a major public outreach effort for the plan, at the point of an amendment, this action will typically only reach the levels of Informing and Consulting and notifications are sent out via the communications channels built up during initial public outreach (email, text, phone, mail) as well as posted on websites, distributed to planning partners to share with their community contacts, and advertised on social media.

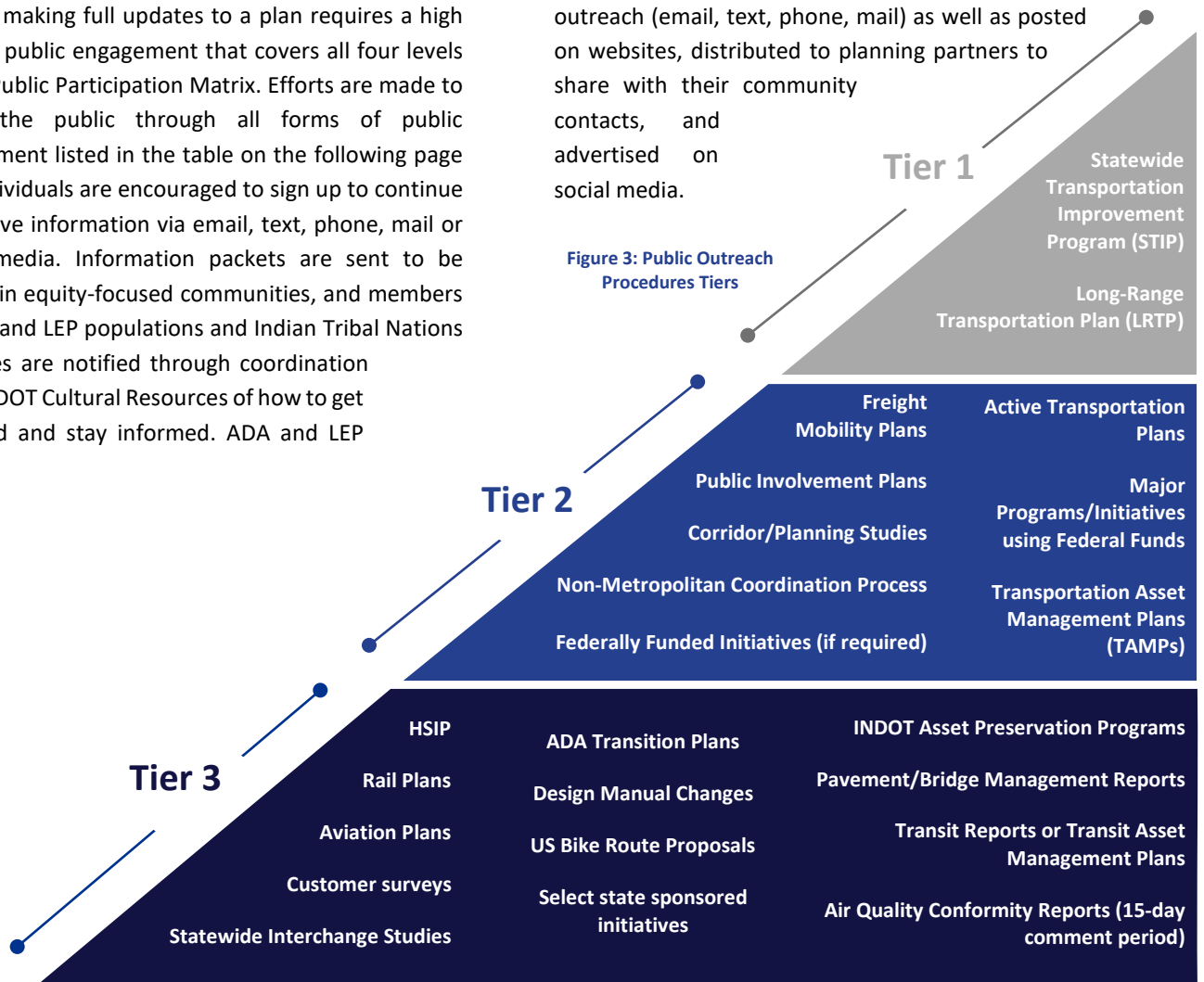




Figure 4: INDOT Public Outreach Procedure

	Tier 1 Plans		Tier 2 Plans		Tier 3 Plans	
	New Plan/Update	Plan Amendment (minor changes)	New Plan/Update	Plan Amendment (minor changes)	New Plan/Update	Plan Amendment (minor changes)
Inform						
Email Notifications to GovDelivery ListServ and Stakeholder/interested public contact list	✓	✓	✓	✓	✓	✓
Press Releases/Media Advertisement	✓					
Public Comment Summary Memo	✓	✓	✓	✓	✓	✓
Fact Sheets/Printed Material Available	✓	✓	✓			
Information on Website	✓	✓	✓	✓	✓	✓
Social Media Notification	✓	✓	✓	✓	✓	✓
Consult						
Internal/Planning Partner/Federal Review	✓		✓		✓	
Legal Public Notice	✓					
Public Comment Period	45 days	3 ² -7 ³ days	30-60 days	7 days	7-30 days	7 days
Public Surveys			<i>optional</i>		<i>optional</i>	
Public Meetings/Open House			<i>optional</i>		<i>optional</i>	
Involve						
Public Events	✓					
Stakeholder Meetings	✓		✓		<i>optional</i>	
Collaborate						
Community Groups	✓					
MPO/RPO Meetings	✓		✓		✓	

It is also important to note that outreach activities in the figure represent the baseline level of outreach that will occur for each Tier of plans. Additional activities may occur outside of those indicated in the

INDOT Public Outreach Procedures figure above. Likewise, public comment periods may be extended beyond the baseline shown, if warranted by the individual planning initiative.

² 3 days for amendments made to MPO projects.

³ 7 days for amendments made to non-MPO projects.

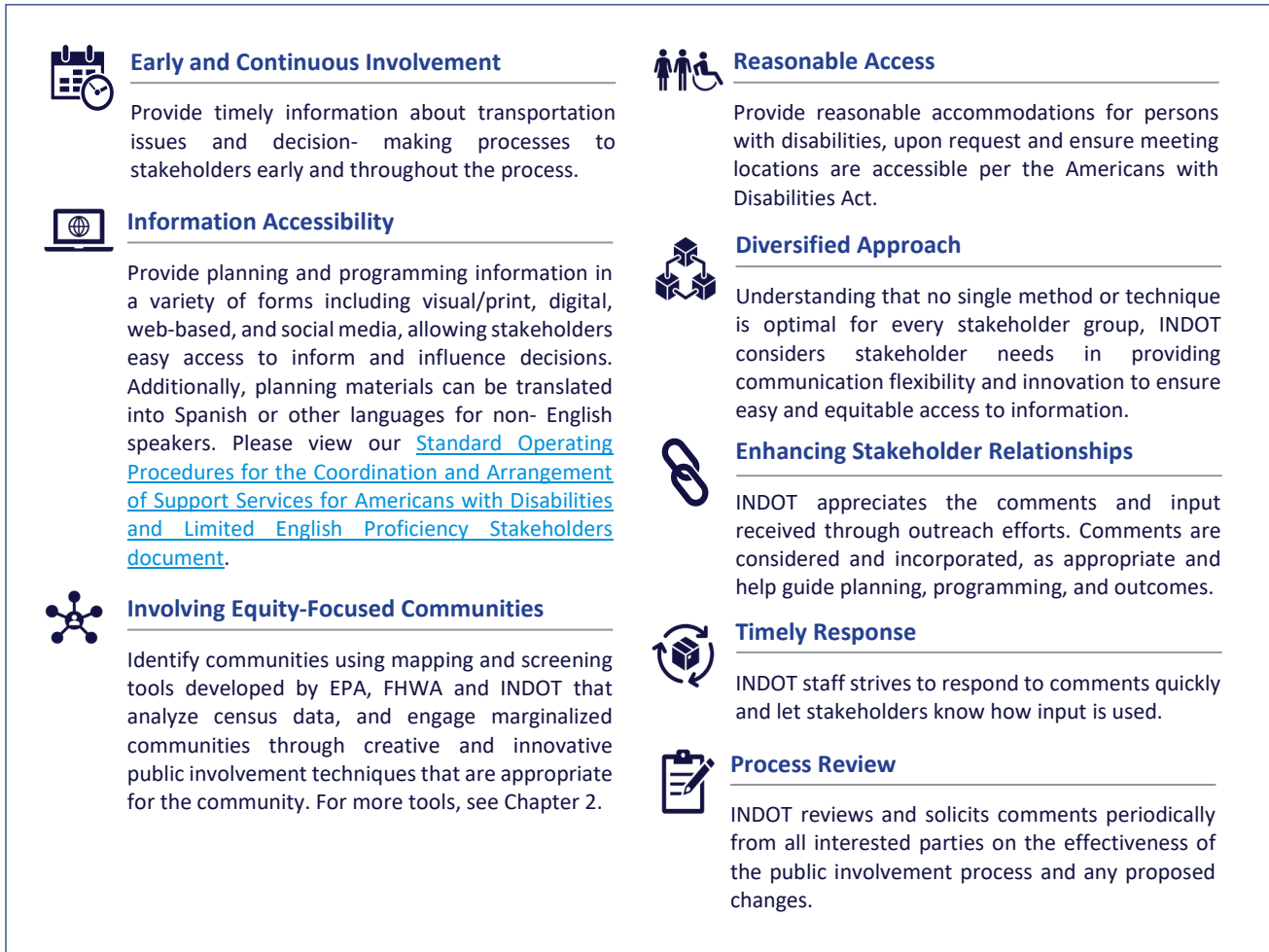


The Benefits of Public Involvement

The two-way communication process between INDOT and the public results in proactive public involvement. Public involvement early on enhances INDOT’s decisions, especially for context-sensitive solutions,

and creates a better final product – a transportation system that meets the transportation needs of Indiana and its visitors. INDOT’s Principles on public involvement are listed below.

Figure 5: INDOT’s Public Involvement Principles

**Early and Continuous Involvement**

Provide timely information about transportation issues and decision-making processes to stakeholders early and throughout the process.

Information Accessibility

Provide planning and programming information in a variety of forms including visual/print, digital, web-based, and social media, allowing stakeholders easy access to inform and influence decisions. Additionally, planning materials can be translated into Spanish or other languages for non-English speakers. Please view our [Standard Operating Procedures for the Coordination and Arrangement of Support Services for Americans with Disabilities and Limited English Proficiency Stakeholders document](#).

Involving Equity-Focused Communities

Identify communities using mapping and screening tools developed by EPA, FHWA and INDOT that analyze census data, and engage marginalized communities through creative and innovative public involvement techniques that are appropriate for the community. For more tools, see Chapter 2.

Reasonable Access

Provide reasonable accommodations for persons with disabilities, upon request and ensure meeting locations are accessible per the Americans with Disabilities Act.

Diversified Approach

Understanding that no single method or technique is optimal for every stakeholder group, INDOT considers stakeholder needs in providing communication flexibility and innovation to ensure easy and equitable access to information.

Enhancing Stakeholder Relationships

INDOT appreciates the comments and input received through outreach efforts. Comments are considered and incorporated, as appropriate and help guide planning, programming, and outcomes.

Timely Response

INDOT staff strives to respond to comments quickly and let stakeholders know how input is used.

Process Review





INDOT reviews and solicits comments periodically from all interested parties on the effectiveness of the public involvement process and any proposed changes.

Partners & Stakeholder Groups




INDOT engages the public and a wide variety of external stakeholder groups to help in its transportation decision-making process. Further, INDOT is required to engage the public when developing transportation plans. Some of these plans include INDOT’s State Transportation Improvement Program (STIP), Long-Range Transportation Plan (LRTP), corridor visioning, and planning for major transportation needs such as new corridors, added travel lanes, new interchanges, and corridor level

improvements. INDOT begins to engage the public and other stakeholder groups at the beginning of its transportation planning and project development process, and INDOT continues to solicit feedback throughout the process. Planning partners and stakeholders are typically defined as individuals and groups who are/may be impacted by a project or have an interest in a project. In some cases, federal regulations specifically define who stakeholders are. The following pages notes the typical stakeholders.

Figure 6: INDOT Stakeholder Groups

	<p>Pedestrian and Bicyclist Interest Groups: Community leaders, non-profit organizations, and advocates for bike and pedestrian initiatives, policies, safety, enforcement, public health, quality of life, and environmental considerations.</p>
	<p>Federal Agencies (Highway, Transit, & Aviation): Oversees federal regulatory requirements, programs, funds/grants, aviation and transit operations/facilities, actions, and ensuring the use of federal funds or required actions meet federal requirements, safety, environmental standards.</p>
	<p>Freight Advisory Council (Truck, Rail, Marine, Aviation): Serves as a forum for agency transportation decisions, future planning, policies, permitting and identifying issues/concerns affecting Indiana freight mobility, safety, and livability. The council includes a cross- section of public and private sector freight representatives for ports, rail carriers, shippers, carriers, parcel delivery, pipeline carriers, third-party freight logistics providers, freight industry workforce, university researchers, advocates, economic development representatives, and others).</p>
	<p>Indiana Economic Development Corporation: An Indiana quasi-public body that focuses on encouraging business to launch, expand, and locate their existing operations within the state with performance-based tax credits, workforce training grants, innovation/ entrepreneurship resources, public infrastructure assistance, talent attraction/ retention, and other incentives authorized by the state.</p>

	<p>INDOT Districts: Serves as the frontline coordination and outreach with elected officials, stakeholders, and partners in tandem with the Central Office divisions in Indianapolis, Indiana to serve Indiana’s transportation needs. INDOT Districts are directly responsible for state facility (interstates, US highways, and state routes) infrastructure asset management, maintenance, and construction activities. See page 67 of the Appendix for a map of the six INDOT Districts.</p>
	<p>Local Government & Elected/Appointed Officials: Continuous and cooperative coordination with local elected officials is a crucial aspect of effective transportation planning. Coordination occurs at district level and Central Office Communication via the Intergovernmental and Legislative affairs team.</p>
	<p>Metropolitan Planning Organizations (MPOs): Federally required bodies that serve the transportation planning and outreach needs of urbanized areas with populations of 50,000 or greater. MPOs are comprised of elected and appointed officials and technical staff. MPOs develop a number of federally required planning documents; manage both local and state projects in their respective areas; and perform various support related to transportation planning activities. Together with INDOT Central Office Planning Staff and District Offices, MPOs serve as a primary source for local and public input as fundamental cooperating partners in the mode-specific planning and program implementation process.</p>
	<p>Regional Planning Organizations (RPOs): RPOs serve the transportation planning and outreach needs of small urban and rural areas of the state. RPOs perform planning activities to provide planning support to local communities.</p>
	<p>Non-MPO/RPO Areas: These include small towns and cities not included in an MPO or RPO area. In non-metropolitan areas, INDOT district offices coordinate transportation planning activities and develop lists of projects to be included in the STIP. INDOT consults with the Regional Planning Organizations, rural area local elected officials, local government agency representatives, special interest groups, and other key transportation stakeholders.</p>
	<p>Resource Agencies: Government agencies with regulatory authority over an environmental resource and have some sort of stake in transportation related improvements. It is critical to get the resource agencies involved for transportation decision-making early to ensure potential issues are resolved and documented. Resources agencies include the following: Indiana Department of Agriculture, Energy Management, Health, and Natural Resources; State Historic Preservation Officer; U.S. Army Corps of Engineers, Census Bureau, Coast Guard, and Environmental Protection Agency; National Park Services, Natural Resources Conservation Services.</p>

	<p>Public Transit & Passenger Rail Advisory Committee: Serves as a forum for discussing and identifying public transportation issues and solutions and providing advice to the INDOT Office of Transit on policy, system performance targets, asset management, and funding areas that impact public transit users and providers.</p>
	<p>Transportation Special Interest and Advocacy Groups (Urban & Rural): Community and business leaders, non- profit organizations, and advocates for various aspects of transportation decision-making, investments, equity, environmental justice, safety, enforcement, policy, corridor beautification, clean air/water, economic development, public health, quality of life, and environmental considerations.</p>
	<p>Tribal Governments: As the State of Indiana is the ancestral homeland of federally recognized tribal nations, INDOT must consult Indian tribes if planned work impacts locations with religious or cultural significance to the tribal nation(s).⁴</p>

Federal Regulation that Guide Public Involvement

Federal Requirements are the foundation of public involvement activities and provide guidance to state departments of transportation. See the Appendix 1 for

a list of Federal Regulations regarding public involvement in transportation planning.

⁴ More details can be found in the *Memorandum of Understanding Among the Federal Highway Administration, Indiana State Historic Preservation Officer, Indiana Department of Transportation, and Federally Recognized Tribes Interested in Indiana Lands Regarding Tribal Consultation Requirements for the Indiana Federal Transportation Program*, or the “Tribal MOU.” Source: [P2-Chapter-2-FHWA,INDOT-Section-106-Consultation-Process-Overview UpdatedOct2021.pdf](#)



Approaches to Public & Stakeholder Engagement

Outreach to Equity-Focused Communities

Title VI of the federal [Civil Rights Act of 1964 \(Title VI\)](#), the president's [Environmental Justice Executive Order 12898](#), and the [Justice40 Initiative of Executive Order 14008](#) are a few of the many non-discrimination laws and presidential orders that apply to transportation planning. Title VI and environmental justice requirements include a careful analysis of impacts and possible mitigation factors that help avoid disproportionate impacts caused by transportation projects and services, while [Justice40](#) aims to address underinvestment in equity-focused communities by addressing gaps in transportation infrastructure and public services.

Impacts to communities should be recognized early and monitored continually throughout the transportation decision-making process. Enhanced public outreach and participation methods at all points of the statewide transportation planning process ensures meaningful participation by citizens, including traditionally equity-focused communities. The integration of environmental justice principles into the transportation planning process is consistent across all areas of INDOT. On the following page are the steps INDOT takes for outreach to the equity-focused communities during the planning level documents, programs, and initiatives development process.



Figure 7: Planning Development Process – Outreach to the Underserved

Step 1: Identification of Populations

At the start or during the development or full update of planning level documents, programs, and initiatives

Step 2: Notification to Underserved

Within 2 days of publishing a draft for public comment and 15 days prior to an event (public meeting, workshop, or other)

Step 3: Public Outreach Strategies

Collaboration Activities: At the start and mid points of document/program development (e.g., TAMP, LRTP, STIP, CRP) and may involve up to two meetings with MPOs, RPO, Districts Staff, Federal Staff/Resource Agencies, Tribes, internal central office staff, community groups, and special interest groups to discuss goals, needs, objectives, and other items.

Consult Activities: At the start or prior to finalizing draft documents (FHWA/FTA, MPO Chairs, Legal)

Involve Activities: Mid-point or at draft finalization stages (stakeholder, public comment periods, input sessions)

Inform Activities: Simple release of program information and how to get involved or make comments within 1-2 days prior to a comment period.



Step 1: Identification of Populations

INDOT must identify equity-focused communities at the start of any new planning initiative or update to an existing plan, such as the STIP and LRTP. Once equity-focused communities have been identified, INDOT will be able to target outreach to those areas and in ways that meet their needs, such as through translation. The strategies discussed later in Step 3 will be tailored to fit to the communities as well, for example, printed information and in-person meetings to educate and using tablets at kiosks to collect survey data may be more effective in communities with limited internet access.

Identification of equity-focused communities is accomplished through the following:

- Following Title VI, EJ, EO 12898 & 14008, and Justice40, requirements
- Using available online tools
- Following Executive Order 13166, Title VI, and INDOT LEP Plan
- Developing a report of the findings

Addressing Environmental Justice Concerns

Through the Public Involvement Process, Executive Order 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, directs federal agencies to identify and address disproportionately high and adverse human health or environmental effects of their actions on minority and low-income populations, to the greatest extent practicable and permitted by law. Through the Justice40 Initiative, various tools

have been developed to help locate equity-focused communities (referred to by INDOT as DACs), which allows public agencies to determine appropriate location-based outreach strategies to ensure participation in the planning process. The definition of DACs was set forth in guidance published by the Office of Management and Budget (OMB) and, consistent with OMB's Interim Guidance for the Justice40 Initiative, the U.S. DOT's definition of DACs includes (a) certain qualifying census tracts, (b) any Tribal land, or (c) any territory or possession of the United States.⁵

INDOT will use the following tools to identify equity-focused communities, to ensure that they are properly informed on planning public involvement opportunities and actively included in the planning process.

- Federal Highway Administration's [Planning and Equity Tool](#), where users can view boundaries for states, Counties, Metropolitan Planning Organization (MPOs), and Census Urbanized Areas, and can apply American Community Survey (ACS) datasets from the Census Bureau, such as: ACS Race and Hispanic Origin and ACS Poverty Status (loaded by default) and additional



⁵ [Transportation Disadvantaged Census Tracts \(Historically Disadvantaged Communities\) Interim Definition Methodology | U.S. Department of Transportation](#)



ACS datasets that may be added by clicking on the Add Data tool.

- The [Screening Tool for Equity Analysis of Projects \(STEAP\)](#), a GIS project-level screening tool, where States and MPOs can assess data layers that include race, color, and national origin using data from the U.S. Census Bureau’s American Community Survey. This tool provides project sponsors with the capability to screen their projects for potential Title VI covered populations (environmental justice communities) prior to the start of the NEPA process, inform project sponsors of affected populations in their study area, and determine early ways to avoid or mitigate potential impacts to those populations.
- [USDOT Transportation Disadvantaged Census Tracts Map](#)
- The White House Council of Environmental Quality Climate and Economic Justice Screening Tool: [https://screeningtool.geoplatform.gov/EP_AEJScreen Tool](https://screeningtool.geoplatform.gov/EP_AEJScreenTool)

Also available are the following datasets:

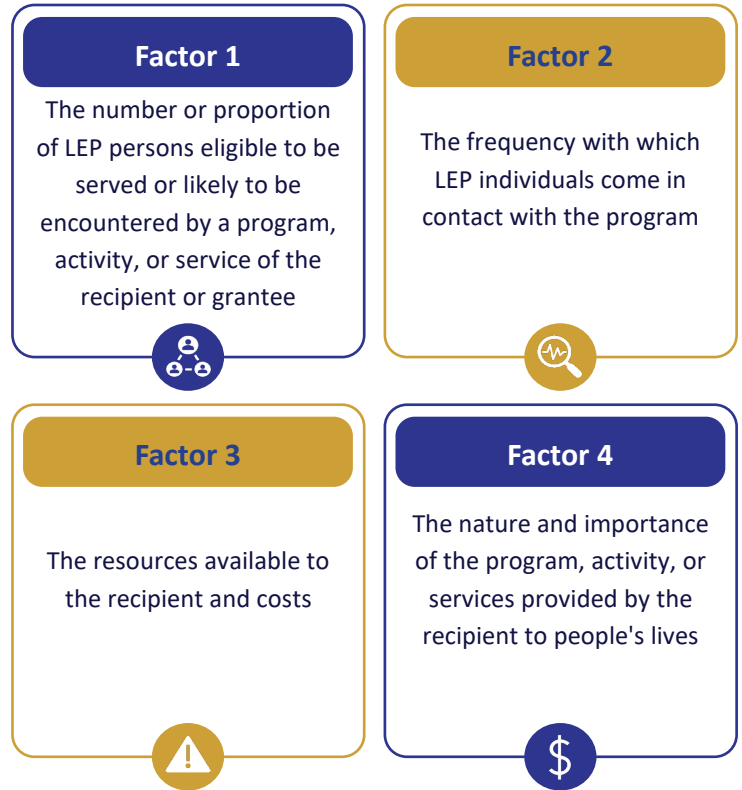
- [USDOT Transportation Disadvantaged Communities](#) dataset, which contains the underlying data and disadvantage theme indicators for the Justice40 Dashboard at the Census tract level. Six themes are included (Transportation, Health, Economy, Equity, Resilience, Environmental)
- [CEJST Disadvantaged Areas](#) dataset, which identifies disadvantaged communities that are marginalized, underserved, and overburdened by pollution. It was created by the White House Council on Environmental Quality (CEQ) to support their Climate and Economic Justice Screening Tool (CEJST)
- [DOE Disadvantaged Communities](#) dataset, which is used to define the U.S. DOE working definition of disadvantaged communities as pertaining to EO 14008, or the Justice40 Initiative. The dataset provides the 36 inputs to the index at the census tract level as well as the classification of each census tract as disadvantaged or not disadvantaged.

Limited English Proficiency

On Aug. 11, 2000, Executive Order 13166, “Improving Access to Services for Persons with Limited English Proficiency (LEP)” was signed into law. The Executive Order requires federal agencies to examine the services they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide those services so LEP persons can have meaningful access to them. It is expected that agency plans will provide for such meaningful access consistent with, and without unduly burdening, the fundamental mission of the agency. The Executive Order also requires that the federal agencies work to ensure that recipients of federal financial assistance provide meaningful access to their LEP applicants and beneficiaries.

Pursuant to Executive Order 13166, INDOT must take reasonable steps to ensure meaningful access to its services to persons that may be entitled to language assistance. In accordance with the Executive Order, the U.S. Department of Transportation issued [Policy Guidance Concerning Recipient’s Responsibilities to Limited English Proficient \(LEP\) Persons](#). DOT guidance outlines a four factor framework that 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. INDOT based its four-factor analysis on the U.S. Census Bureau American Community Survey (ACS) data, see Figure 8, Four Factor Framework. Through this analysis a LEP plan was developed. See the Nondiscrimination at INDOT webpage for guidance in serving persons with LEP, access to the INDOT LEP Plan, and ensuring access to program and project decision-making.

Figure 8: Four Factor Framework



For further guidance see the Federal Transit Administration’s [Limited English Proficiency Guidance](#) Webpage.

LEP Tools at INDOT

Limited English Proficiency reports are one tool that assists INDOT in documenting instances where enhanced language services are needed. INDOT values each individual's civil rights and strives to provide equal opportunity and equitable service for the citizens of this state. As a recipient of federal funds, INDOT is required to conform 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 U.S. Department of Transportation on the grounds of race, color or national origin.

A voluntary public involvement survey 23 CFR 200.9(b)(4) assists INDOT in gathering data to ensure its programs and activities comply with Title VI of the Civil Rights Act of 1964. The voluntary survey is made available via the INDOT website and is available at the Public Involvement page under Accessibility Materials⁶. More about the survey:

- INDOT monitors, tracks, and documents data received as a result of the survey to comply with Title VI of the Civil Rights Act of 1964
- Documentation is submitted to FHWA for evaluation and review.
- INDOT makes changes and modifications to its program and project development activities based upon this information.

INDOT strives to provide an opportunity for public involvement and access to the transportation decision-making process in every stage of the planning and development of transportation projects to everyone, including minority or low-income communities and populations who are not proficient in English. This Public Involvement Plan addresses how all persons can have equal access to programs and how participation opportunities are made available.



⁶ <https://www.in.gov/indot/files/Title-VI-Public-Involvement-Survey-General-2020.pdf>

Step 2: Notification to Equity-Focused Communities

Notification activities should occur within 15 calendar days prior to the public engagement opportunity or no less than 2-days prior to an event (public meeting, workshop, or other).

INDOT will reach out to equity-focused and LEP communities utilizing specific notification methods (listed on the following page) to ensure everyone has

a voice in the future of transportation in Indiana. By working cooperatively with MPO, RPO and LPA partners, it should be possible to distribute notification of upcoming planning and public involvement events and comment periods directly to equity-focused communities, such as minority, low-income, limited English proficiency, aging populations over 64 years old, and rural populations.

Figure 9: Notification to Equity-Focused Communities

Notifications will go to:

 <p>Planning Partners:</p> <p>INDOT Districts, RPOs, MPOs, LTAP, Local Officials, Federal Land Management & Resource Agencies, FTA, FHWA, Economic Development Corporations, Indiana Tribal Nations Agencies, and Transit Operators</p>	 <p>Social Services Providers:</p> <p>Local Indiana Housing & Urban Development Offices, Local Libraries, Senior Citizen Centers, Health Care Providers, & Clinics</p>	 <p>Special Interests Groups:</p> <p>Agency Title VI contacts, Faith-Based/Community Organizations, Rural Community Centers (Farmers & Amish Communities Newsletters), Affected Populations</p>
--	---	--

In the notifications, INDOT will emphasize the importance of spreading the information throughout communities and work to ensure notices are being posted in locations where communities gather and frequent. INDOT will also request that notifications be presented in local news and social media outlets. On the following page, the requirements for notification documentations are described.



All communications with planning partners and media publications will:

Figure 10: Notification Document Requirements

Name the project, plan, or program; describe how to participate in the opportunity at hand; provide the location of events or how and where to submit comments; and provide the beginning and ending times and dates for all public comment opportunities.	
<i>Notifications will include:</i>	
<ul style="list-style-type: none"> Brief description of the notification Links to website Links to surveys 	<ul style="list-style-type: none"> Links to comment forms and comment contact Links to documents, materials, meetings, and other
Describe how to request translators for LEP populations, interpreters, or services for those with a visual/hearing disability. ⁷	
Be distributed at least 15 calendar days prior to the public engagement opportunity or no less than 2-days prior to the public engagement for newspaper notification/ advertisement.	
<i>Notification Sources (non-amendments):</i>	
<ul style="list-style-type: none"> INDOT Main Listservs – customers will be given the option to sign up for specific planning listservs and monthly amendment updates as available Notification Post on Social Media Sites Notifications and/or flyers to: MPOs, RPOs, LTAP, and Local Libraries Notifications to Tribes through INDOT Cultural Service Office and Federal Resource Offices 	<ul style="list-style-type: none"> Notifications and Legal Ads in Local Newspaper and/or Community Newsletters (STIP and LRTP Updates Only) Notification to HUD Offices, Senior Community Centers INDOT ADA & Title VI Contacts (When Available) Direct mail using US Mail databases Stakeholder List

All notifications, comments received, and responses will be recorded in the planning initiative's [Public Outreach Log](#) along with review and coordination points with Federal, State and Local partners during the development process. This log will be published and distributed along with the final plan for which the outreach effort supported. along with review and

coordination points with Federal, State and Local partners during the development process of creating the planning initiative subject to public outreach. This log will be published and distributed along with the final plan for which the outreach effort supported.

⁷ For more information on requesting translators, interpreters, or other services for those with a visual/hearing disability, please reach out directly to INDOT Technical Planning or refer to the Public Involvement Toolbox at [INDOT: Planning and Public Involvement](#).



Step 3: Public Outreach Strategies

Figure 11: INDOT Public Engagement Strategies

INDOT is committed to the continual expansion of its public engagement strategies to help inform and educate the public about transportation planning and provide opportunities for input and feedback.

The following list of public involvement tools and techniques may be used within the appropriate context for maximum effectiveness. INDOT considers the appropriateness and practicality of a wide range of tools and techniques, which include, but are not limited to:

INDOT <i>will</i> :	INDOT <i>may</i> utilize the following:
<p>Publish content online – Internet/websites and on social media.</p> <p>Hold Public Meetings (non-amendment STIP and LRTP Update activities)</p> <p>Set comment Periods and receive comments from social media, online forms, email, and telephone</p>	<p>Videos (recorded sessions)</p> <p>Surveys and interactive voting</p> <p>Digital Presentations</p> <p>Visual aids (maps, infographics, charts, and other)</p> <p>Public Meetings</p> <p>Community Event/Pop up meetings</p> <p>Direct Mail</p>

Figure 12: Public Involvement Tools

World Wide Web/Internet

INDOT, to the maximum effort practicable, makes public information accessible in electronic formats via the Internet and uses innovative techniques to communicate complex information and improve comment solicitation. Through a combination of text, video, audio, and interactive elements, the Internet can be an excellent tool to communicate with the public. Visit the [INDOT Communications](#) website for more info.



Social Media

INDOT embraces the use of podcasts, YouTube, Instagram, X formerly Twitter and Facebook. These tools are ideal for obtaining quick reactions and developing on-going conversations with the public. Staff from the Office of Communications continually monitor INDOT’s social media accounts and post informative segments or valuable information, etc.as well as respond to user comments and questions. Please visit INDOT’s [Social Media](#) webpage to follow and learn more.

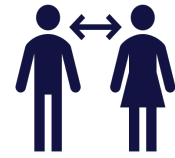
Digital Presentations

INDOT employs PowerPoint and other presentation platforms to help display and communicate information to stakeholder groups, citizens, elected officials and others. These presentation tools can be used to deliver information in-person, remotely, or via the web and allow the public to consume information at their own pace.



Community Events

INDOT may participate at local or state fairs, minority expos and community events to solicit input related to planning, programming, and other programs. These types of events are opportunities to engage the public and receive valuable input.



Telephone Town Halls

A telephone town hall can be used to poll a large number of participants to provide input on transportation policies, projects or improvements. The telephone town hall allows participants to ask questions of INDOT staff over the phone and make participation convenient while reducing the need to travel to a public meeting.

Interactive Electronic Voting

INDOT may use interactive electronic polling devices at public meetings where participants are asked a series of questions on a variety of transportation issues and are able to respond in real time using handheld electronic keypad devices. The electronic keypads register participants' responses and project them graphically on a screen providing the opportunity for discussion and instantaneously capturing public opinions.



Stakeholder Group Meetings

INDOT may conduct focus groups of urban and/or rural stakeholders to collect information on public perceptions of the Indiana transportation system. In addition, INDOT may conduct focus groups/create Community Advisory Committees to identify transportation needs and perceptions of how well transportation services are being delivered to minority and low-income groups in order to improve INDOT's ability to include minority and low-income groups in the transportation planning process and decision-making on future system improvements.

Public Information Materials

Public information materials quickly communicate INDOT's message. They are often visually appealing, and often do not require a great level of detail. Examples of public information materials are:

- Advertisements (displays and legal notices)
- Newsletters and brochures
- Summary of Reports/Dashboards of Performance
- Fact Sheets



LISTSERV

INDOT maintains contact lists to provide public information, meeting notices, and other information to interested parties. Check out the [State of Indiana's GovDelivery](#) page to stay up to date information coming from state government.



Public Comments

INDOT values the comments received through all public involvement efforts. INDOT strives to adhere to the following guidance regarding public comments:

- Documenting and recording all comments
- Providing timely written responses to public comments
- Recognizing that all people are important and can contribute valuable perspectives
- Providing clear, definite responses to substantive comments; differentiating between philosophical and factual differences; and providing an explanation of why one approach or option was selected over others
- Ensuring that all public comment becomes a part of the public record for any transportation planning or programming effort and are available for public viewing

INDOT 4U Customer Service is used to keep & address public comments for the Planning team. At the project level, public comments are managed on a project by project basis. Some projects may use INDOT4U but others use their own software documenting and tracking systems. For planning documents or studies, comments & responses are listed in the appendix.





Measures of Effectiveness

One of the most important questions asked at the end of a planning process is “how effective was the process?” It is important to determine whether goals were met, how information received was used, and

how best to improve the process. The following are sample measures INDOT will use to determine if its approaches and techniques used during the planning process were effective:

Figure 13: Sample Measures of Effectiveness

<i># of visitors to the webpage</i>	<i># of subscribers to the listserv, distribution lists, social media likes, and impressions</i>	<i># of comments received or posted during comment periods</i>	<i># of individuals signed up and/or participated in public meetings/town halls (in-person and virtual)</i>
-------------------------------------	--	--	---

INDOT will also use surveys to engage with planning partners, including MPO, RPO, LPA, stakeholders and the general public and inquire about the effectiveness of the planning processes (STIP, LRTP or other). Surveys can be sent at key times, for example, upon the completion of a new STIP or LRTP. Additionally, INDOT may use surveys and a 60-day comment period to solicit comments strictly from nonmetropolitan local officials. All comments received through this process will be documented and addressed in the

plans, or if not addressed, the reasons for that decision will be provided to the nonmetropolitan local officials or their associations.

Participation in the planning process will be compiled, allowing INDOT to chart trends over a number of years. This information will inform INDOT whether the techniques used to provide outreach to the public are effective, or whether different or additional strategies are needed.

Emergency Public Involvement Procedures



An emergency situation would occur when the Governor and/or President declares a health or other emergency and/or a local government jurisdiction determines that an in-person public hearing and/or in-person inspection of documents should be limited out of concerns for public health and/or safety. As federal, state and local municipalities issue guidance related to any current emergency situations, in-person viewing locations may change from normal operations.

When in-person locations change in availability for use as project document repositories

(i.e., public libraries, municipal offices, community centers), the currently available locations should be listed in public notices. The notice must also list any restrictions, limitations and/or any modified procedure that would apply. INDOT will continue to monitor these situations and related guidance at both the national and local levels. Planning staff should closely monitor local jurisdiction guidance for their assigned areas to determine the status of emergency restrictions and how these restrictions will impact public involvement activities specific to the STIP, LRTP, and other transportation planning documents.

It is important to remember to include a statement in a public notice that offers the public the opportunity to request planning document information be mailed to them upon request. It is also required to offer the public the opportunity to request a public meeting in your notice. It may be that certain emergency situations may restrict how a public meeting will be held, however opportunities to interact with the public virtually may assist in reaching out to those that may not be able to attend in person as a result of the emergency conditions.

Please visit the INDOT website for [more information regarding public involvement during emergency situations](#).



Program Development Process

Overview of the Program Development Process

Transportation planning and programming processes are to consider the desires of communities and include both the natural and human impacts to the environment. Transportation plans help regions and communities reach their goals. Therefore, involvement of local communities, primarily through their elected public officials, is essential to developing INDOT’s long-range plans and Indiana’s STIP. INDOT works through its six district offices and develops the agency’s long range and multimodal transportation plans and various federally required planning documents. INDOT cooperates, coordinates, and consults with the 14 Metropolitan Planning Organizations and 15 Regional Planning Organizations on the development of various planning documents.

INDOT attends MPO Council meetings that are held monthly, which allows for regular coordination on current planning initiatives. RPOs are coordinated with via the Indiana Association of Regional Council board meetings held monthly, and INDOT has initiated one-on-one interviews with each RPO which will be a continuous activity. INDOT intentionally communicates with MPOs and RPOs ahead of any planning documents or processes by providing them an opportunity for review/comment before public involvement activities occur.

A brief overview of different steps in the program development process can be found in Fig 14.

Figure 14: Program Development Process Overview



INDOT Planning Documents



Transportation planning involves examining the long-term and strategic transportation goals of the state and specific areas within the state, studying respective demographic characteristics and travel patterns, assessing existing and possible future transportation assets, looking at how these considerations and factors interrelate, forecasting possible changes over multiple years, estimating resources and funds potentially available to address transportation concerns, and evaluating alternatives for meeting current and future transportation needs to bring the area closer to achieving its vision. In coordination with our planning partners and stakeholders, INDOT identifies current and projected transportation challenges and proposes discussed solutions to those challenges in the Statewide Long-Range Transportation Plan. Transportation planning is a continuous, cooperative, and comprehensive process. It establishes a vision for transportation investments, examining critical trends, issues, and future-year needs to provide Hoosiers the highest level of safety and mobility possible to meet the needs of economic development and quality of life.

INDOT planning documents must meet Federal and State requirements for public involvement, but

otherwise the approaches to engaging the public vary depending on the plan's unique objectives and the particular needs of the target audiences. This PPIP provides the guidance to obtain sufficient public engagement as required by Federal and state regulations, while allowing for the flexibility to adapt public outreach approaches that are most appropriate for each individual plan.

Annual Program Development Process

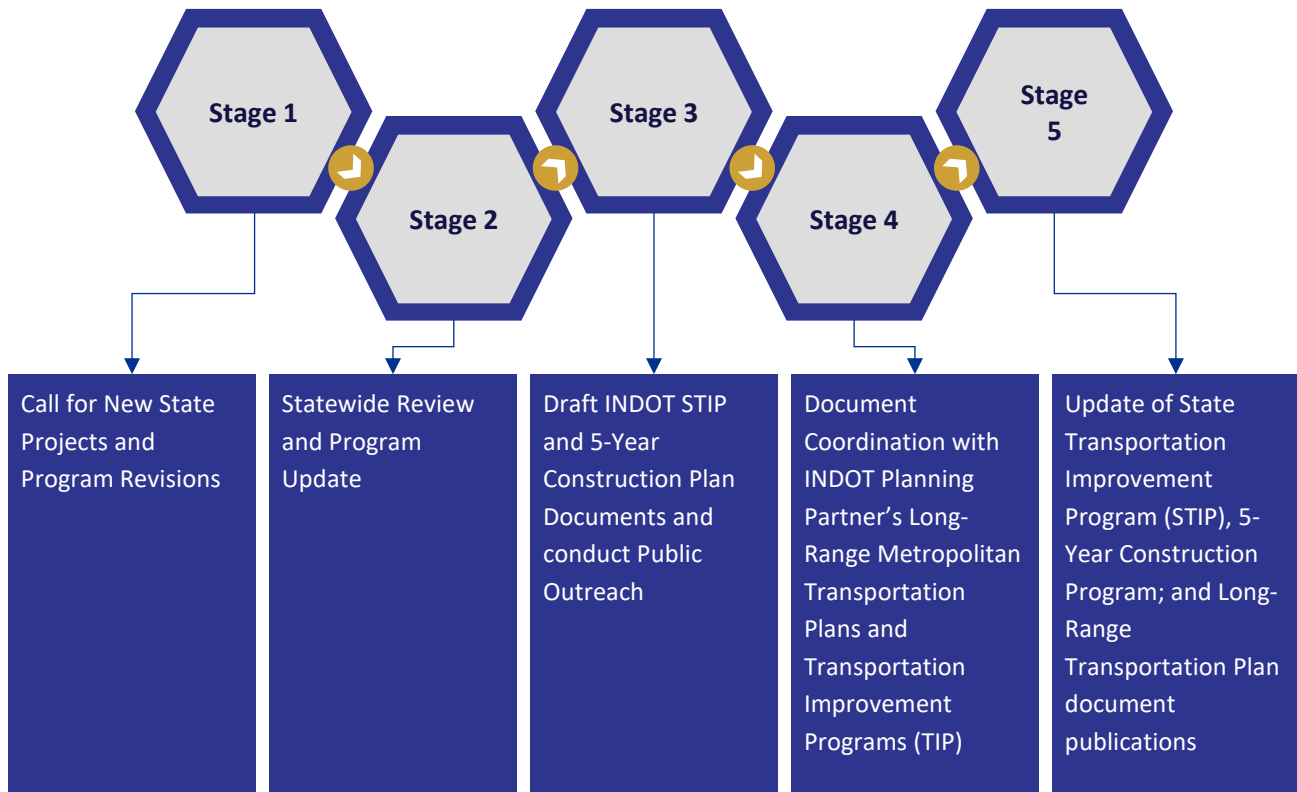
The Annual Program Development Process for State Projects (APDP-S) generally describes INDOT's project selection and programming mechanism for the near-term program and Indiana's STIP. The APDP-S also provides support and potential input to INDOT's long-range planning operations. Most projects require approximately three to five years (or more) to be planned, programmed, developed and delivered, with each of its development phases (e.g., environmental analysis, design, right-of-way acquisition, and construction) programmed in Indiana's STIP when federal funds are used.



The APDP-S process provides the mechanism for identifying transportation needs and programming of major capacity corridors considered for inclusion in the INDOT Long Range Transportation Plan, INDOT 5-year Construction Program, and the INDOT State

Transportation Improvement Program (STIP). The APDP-S consists of five stages described as follows. Each of these stages are discussed in more detail in the [APDP-S document](#).

Figure 15: Annual Program Development Process Stages



The APDP-S transportation decision-making approach provides a seamless process from planning through construction and encourages open communication for making informed decisions during all stages of project development. By involving all disciplines at the earliest stages of the process, issues affecting project type, scope, preliminary engineering, design, and cost are identified in advance. Resolving these issues in the early stages minimizes project development delays, while allowing the development and review of more context appropriate alternative improvements.

Public and stakeholder involvement is a key federally required component in the APDP-S process, especially for major projects (new corridors, added travel lanes,

new interchanges, and connected corridor level operational improvements). Public and stakeholder involvement needs to be an early and continuing part of the transportation and project development process. INDOT has established a proactive public involvement process in the planning and development of transportation projects. This process provides complete information, timely public notice, and full public access to key decisions, and supports early and continuing involvement of the public in developing plans and transportation programs. Below is a flowchart of the Annual Program Development Process (APDP-S). These processes often overlap, and date ranges may be subject to change.

Figure 16: Annual Program Development Process (APDP-S)⁸



* Stakeholder and public input is critical throughout the entirety of the process.

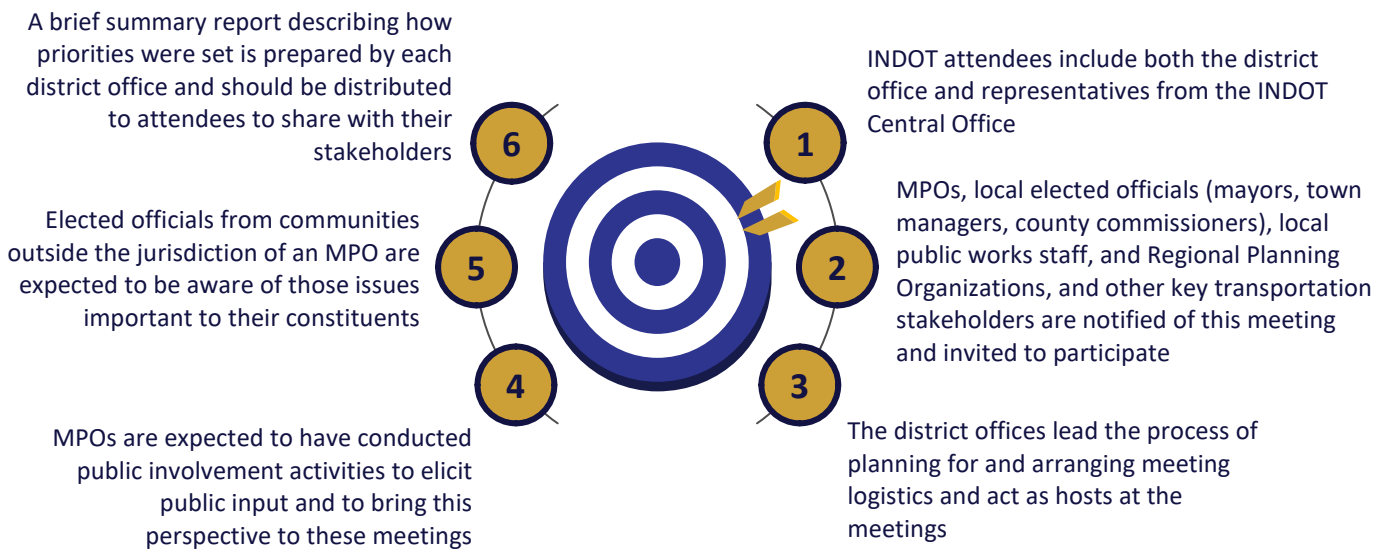
⁸ Specific to stages 3-5, the STIP is updated every 2 years.

Early Consultation Meetings

INDOT Technical Planning, in coordination with the INDOT Districts, may arrange and host meetings in each district in the spring and early summer to discuss proposed projects, needs, the INDOT Long-Range Transportation Plan, STIP and other transportation-related issues. Although a district may hold any number of meetings throughout the year, there will generally be one meeting in each district focusing on consultation with local elected officials, stakeholders, regional planning organizations (RPOs), MPO

representatives, and representatives from other INDOT divisions, as warranted. The goal of these meetings is to produce a list of identified transportation deficiencies and proposed future strategies for inclusion into the annual Call for State Projects including those in MPO and RPO planning areas. It is important to note that the elected officials within an MPO area are typically represented by the MPO. Organizational details for these meetings are listed below:

Figure 17: Organizational Detail for Early Coordination Meetings





For communities outside an MPO, input from elected officials is sought. This can be a mayor, town manager, or county commissioner. The purpose of the meeting

or meetings is to reach agreement between all parties, through consultation, coordination, and cooperation, on the following:

Figure 18: Early Consultation Meeting Items

	Proposed New State Projects <i>(If any)</i>
	Changes to the Existing Program of State & Local Projects <i>(If any)</i>
	Transportation Needs Prioritization Discussion
	Discussion Regarding Existing & Potential Local Policies & Programs <i>(i.e., transit expansion, bike and pedestrian plans, ADA Transition needs, economic development, parking restrictions, etc.)</i>
	Land-use Development Patterns & Zoning Permits
	Short- & Long-range Transportation System Development Goals & Needs
	MPO and RPO Public Involvement Input <i>(Relative to INDOT facilities and transportation needs)</i>
	Community Audit Results for Select Areas & Projects <i>(As completed)</i>

These meetings will be documented, discussion points will be summarized, and posted online for general public comment opportunities.

Project Recommendations

Following the outcomes from consultation meetings, discussion and evaluation, each district will then submit its prioritized list of proposed district area projects to the INDOT Asset Management Teams. This list will include projects proposed by INDOT Planning Partners and for which agreement has been reached. Minutes of the consultation meeting or meetings will

also be submitted by each district and Technical Planning Liaison to the asset management team along with a brief report explaining how priorities were set. The programming of projects entails prioritization, scheduling, and budgeting for anticipated projects in the near-term timeframe. This process is generally described in the APDP-S.



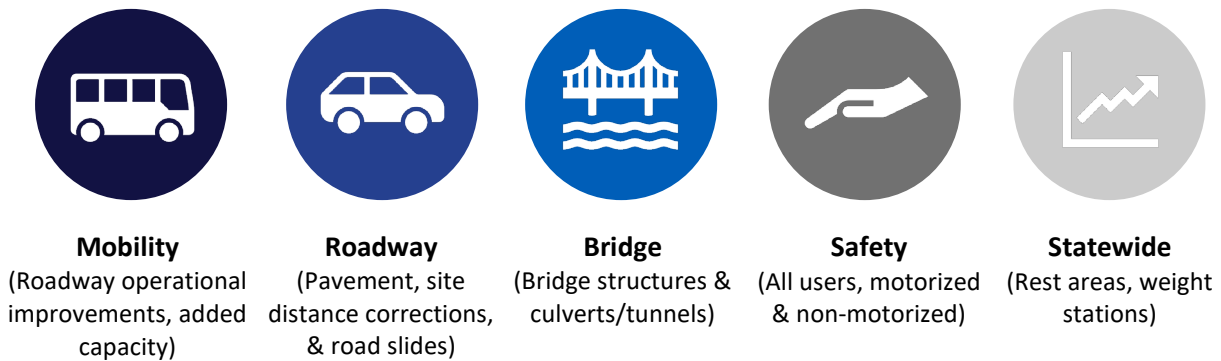
INDOT Annual Call for State Projects

A Call for Projects is the beginning of a process by which proposals for new projects can be presented, reviewed, and prioritized. If approved, these projects are programmed or accepted into a production schedule. Although changes to existing projects can occur at any time, proposals for new projects can be submitted only in response to a Call for New Projects. Separate Call for Projects processes are held for local projects and multiple calls may be issued each year.

The purpose of the call is to give the opportunity for submittal of identified transportation needs, which

can originate from cities, towns, Regional Planning Organizations (RPOs) and Metropolitan Planning Organizations (MPOs). Those needs are then reviewed and prioritized and may be pre-scoped as potential projects at the District level and passed onto the state level for final refinement and project selection. The state level groups who evaluate the projects are referred to as Asset Management Teams, and each has a different area of focus. The Asset Management Teams are:

Figure 19: Asset Management Teams for Capital Projects

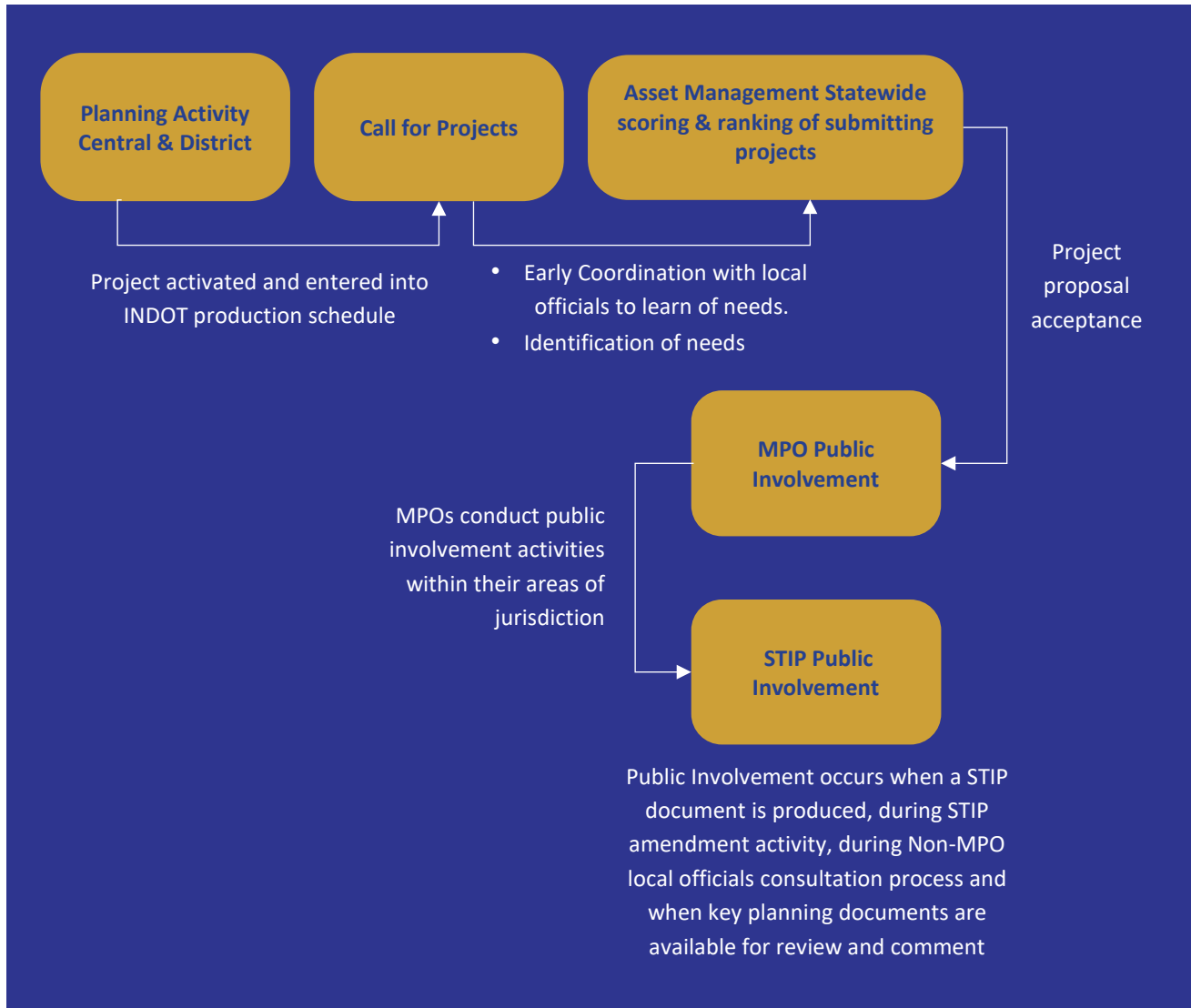




When projects make it through the selection process and receive final approval, they are programmed into the STIP by project phase (preliminary engineering,

right-of-way, and/or construction), for the year in which the work is intended to be done. Below is a diagram showing a brief overview of the Call for Projects process.

Figure 20: Call for Projects Process





State Transportation Improvement Program (STIP)

STIP Overview

The Statewide Transportation Improvement Program (STIP) is a federally mandated planning and construction document that includes all state and local transportation projects funded with federal highway and/or federal transit funding along with 100% state-funded transportation projects such as highway, pedestrian, rail, freight, bicycle, pedestrian, and public transit, and projects in the national parks deemed Regionally Significant in Indiana. The STIP is a programming document that is prepared in cooperation with local government entities throughout Indiana, including MPOs, Tribal Governments, Non-Metropolitan Local Governments, and RPOs, and engages the public during development.

The STIP document is intended to provide the public with information on how INDOT plans to spend federal and state funds on upcoming transportation

projects annually over the next four-year period. Projects listed within the STIP typically originate from local and/or state-approved plans.



Figure 21: STIP Threshold Requirements



The STIP is developed on a two-year cycle and coincides with the Indiana General Assembly two-year state budget cycle. Following opportunities for public review and comment, the Indiana STIP is forwarded to

FHWA and FTA for federal approval. The table on the following page describes INDOT’s general process when developing the STIP.



Figure 22: STIP Development Process Overview

- 01 FHWA/FTA and INDOT meet to review the STIP development schedule and STIP evaluation checklist of basic elements required for inclusion in the STIP, and to establish recurring coordination meetings.**
 - FHWA/FTA revises the STIP evaluation checklist based on agreed-upon negotiations with INDOT, as needed.
- 02 INDOT's STIP Administration Office publishes the STIP development process and timeline to the INDOT website and creates the initial STIP template.**
- 03 FHWA/FTA develops funding targets for the STIP and provides to INDOT, to include both state and federal funding.**
 - The Finance Division of FHWA/FTA reviews the levels and basis for the funding targets.
- 04 INDOT's Finance Department provides revenue projections for the STIP, and the STIP Administration Office generates a draft STIP project listing for fiscal constraints.**
 - It is the responsibility of INDOT Finance to ensure that the STIP and TIPs demonstrate fiscal constraint.
- 05 Early coordination meetings occur to review projects for fiscal constraint.**
 - Meetings will include MPOs, RPOs, and INDOT Central Office.
- 06 The MPOs and RPOs review the draft STIP project lists with INDOT and begin to add the draft project list to the MPO TIPs.**
 - As projects are identified that are in nonattainment or maintenance areas, MPOs submit requests for informal consultation with the ICG for air quality conformity.
 - The ICG reviews projects during the informal consultation process and provides feedback, as needed.
- 07 The finalized lists of STIP projects are confirmed.**
 - MPOs and RPOs coordinate with INDOT's STIP Administration Office, Districts, and Asset Management Teams to confirm the finalized lists of STIP projects.
- 08 INDOT's Office of Technical Planning conducts a review of the TIPs for air quality conformity.**
- 09 The STIP Administration Office submits a first draft STIP to FHWA/FTA for an early review.**
 - FHWA/FTA review the STIP initial draft and provide feedback, as needed.
 - INDOT & MPOs incorporate any feedback provided by FHWA/FTA.



10 The TIPs & STIP are posted for public review and comment.

- The MPOs post the TIPs for public review and comment within the Districts, and the INDOT STIP Administration Office posts the STIP for public review and comment.

11 Public Involvement meetings are conducted.

- The draft STIP and TIPs are presented at District public meetings and a 45-day review and comment period is held.
- Comments are addressed and/or incorporated into the STIP and TIPs.

12 After the public involvement period is complete, the draft TIPs are sent to INDOT for review.

- The STIP Administration Office, Office of Technical Planning, and Finance Division review the draft TIPs and STIP collectively, as the parties responsible for overseeing the MPOs and responsible for reviewing each MPO's TIP to ensure compliance with the requirements outlined 23 CFR 450.326.

13 INDOT's STIP Administration Office sends the draft STIP to FHWA/FTA for a second-level review and comment.

- If any feedback from FHWA/FTA is provided, the INDOT STIP Administration Office, Office of Technical Planning, and Finance Department compile the comments and send them back to MPOs to address and incorporate.
- MPOs incorporate any final comments into the TIPs.

14 MPOs present the TIPs at the MPOs' Policy Boards for approval.

15 After securing Policy Board approval, the MPOs submit a request to FHWA to initiate the formal consultation process with the ICG for air quality conformity.

- While the ICG review process is occurring, MPOs send the final draft TIPs to INDOT.
- The INDOT STIP Administration Office then incorporates the changes into a final draft version of the STIP.

16 FHWA coordinates with the ICG to conduct the formal consultation process.

- The FHWA formal consultation review period with the ICG includes a 30 calendar day period when a conformity emissions analysis is required and 15 calendar day period in 1997 ozone-only conformity areas where no emissions analysis is required.
- After the 30-day and/or 15-day period is completed for projects requiring a conformity emissions analysis and/or projects where no emissions analysis is required, FHWA reaches out to the other ICG agencies requesting concurrence on whether a conformity determination be made. ICG agencies have another 30 calendar days to reply (or 15 calendar days in 1997 ozone-only conformity areas).



17 After the ICG concurs, FHWA issues a conformity determination letter.

- Issuing a conformity determination letter demonstrates approval that the TIP complies with conformity requirements. The Final Draft of the STIP cannot be submitted to FHWA/FTA for review and approval until after all Conformity Determination Letters have been administered (by June 30).

18 INDOT conducts a final review of the STIP and TIP to ensure compliance with the federal regulations.

- INDOT's STIP Administration Office reviews the STIP and TIPs to ensure the project listings match, and to ensure the accuracy of the project elements.
- INDOT's Finance Department reviews the TIPs and STIP to ensure both meet fiscal constraint requirements.
- INDOT's Office of Technical Planning reviews the TIPs to ensure the TIPs are a subset of the MPOs' MTPs, ensure projects match within the STIP/TIP, projects listed in the TIP show estimated total cost, air quality conformity and that Conformity Determination Letters have been provided, demonstration of how projects impact performance measurements, ensure TIPs have Policy Board Approvals, and that self-certifications have been provided.

19 The INDOT STIP Administration Office recommends approval of the MPOs' TIPs and secures the Governor's Approval Letter for the TIPs.

- The INDOT Commissioner signs the approval letter on behalf of the Governor.

20 The INDOT STIP Administration Office sends a consolidated package of the final draft STIP document to FHWA/FTA for final review/approval.

- The final draft STIP document includes the STIP narrative, financial documents, project lists, TIPs, and Governor's Approval Letter.
- The INDOT STIP Administration Office notifies the MPOs that the final draft STIP was submitted to FHWA/FTA for review and approval and which version of the MPOs' TIPs were used in the final draft document.

21 FHWA/FTA collectively review and approve the final STIP document.

- After approval, FHWA/FTA issue an approval letter to the INDOT Commissioner.
- After the FHWA/FTA approval letter has been secured for the STIP, the INDOT STIP Administration Office notifies the MPOs that the STIP has been approved.

22 The MPOs publish the TIPs to their websites, and the INDOT STIP Administration Office publishes the final STIP document and associated documents to the INDOT website.

- As amendments/modifications are made to the STIP, these are also updated on the STIP website on a continuous basis.

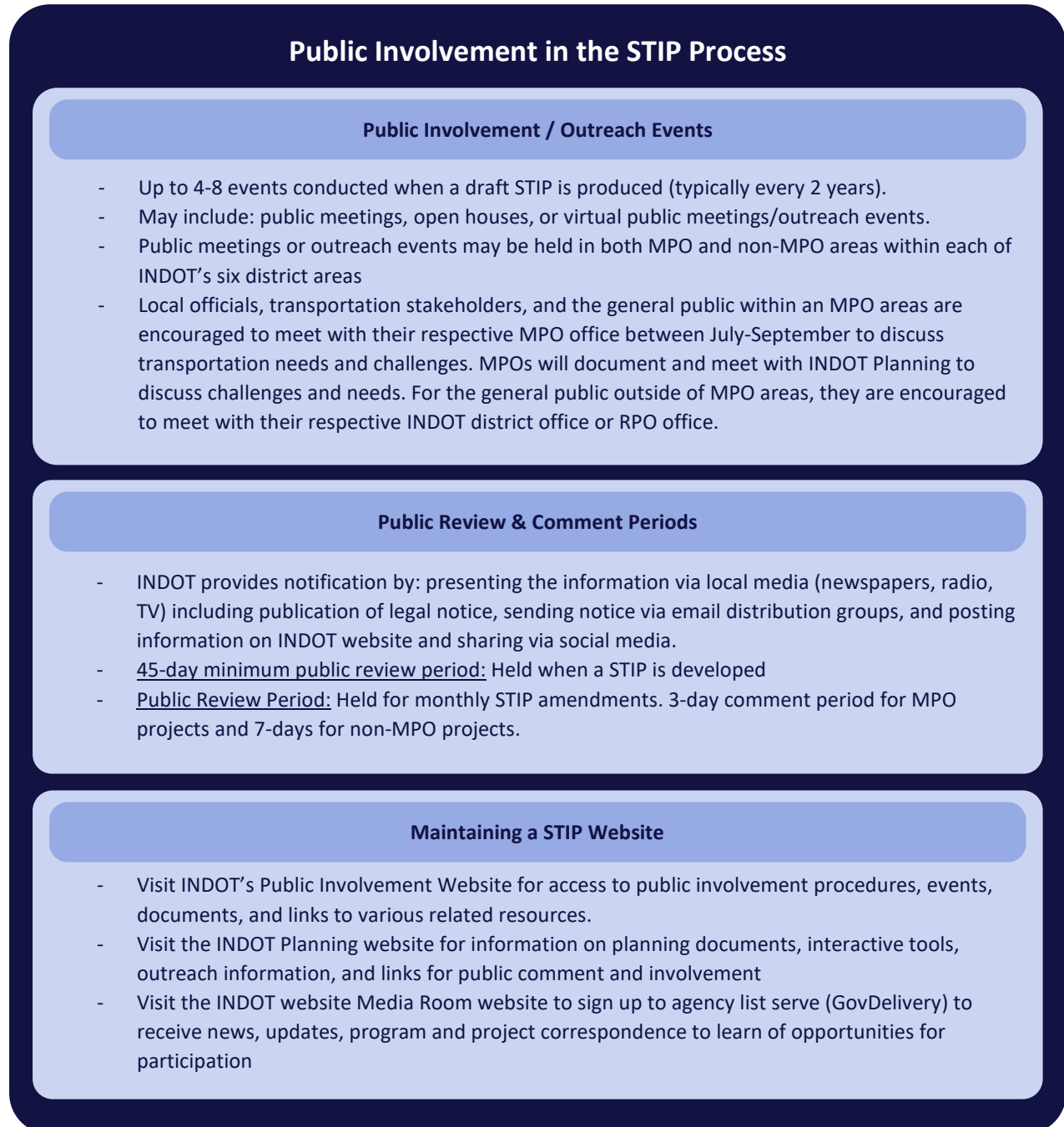


Public Involvement in the STIP

Proactive public involvement is a key component of the state’s transportation planning processes. There are a variety of opportunities for the public and stakeholders to have a voice in the STIP process. The

most effective way to be involved is to participate in the project discussion early and frequently. The figure below demonstrates the key public involvement opportunities during the STIP process.

Figure 23: STIP Public Involvement Opportunities





The INDOT customer service hotline, 1-855-INDOT4U, and website INDOT4u.com, can be used to request information regarding construction projects or general INDOT activities. Our customer service hotline and website can be used to submit comments or concerns related to any INDOT activity. For more information regarding how the INDOT Districts are involved in the development of Indiana's STIP as well as more opportunities to get involved with the STIP development process, please refer to the, *INDOT District Coordination & Interagency Planning for MPOs, RPOs & LPAs*, chapter.

STIP Public Comment Period

INDOT publishes the STIP for a 45-day public comment period during the development of the STIP and 3-day comment period for amendments made to MPO projects and 7-days for amendments made to non-MPO projects for the STIP. Public comments may be

submitted by mail, email, [public comment form](#), or the [INDOT4U](#) link. Comments and responses are documented and coordinated through the agency's Communications Division.

MPO Board Meetings

Another way for the public to get involved is to attend MPO policy and Technical Advisory Committee (TAC) meetings. INDOT Planners, Engineers, and Project Managers often meet with MPO Board Members and Technical Advisory Members to discuss project concepts and answer questions related to new projects or changes to existing projects. Depending on the MPO, these opportunities may occur every 2-4 months.





INDOT Public Comment Period for Air Quality

Regionally Significant (air quality non-exempt) Transportation projects located in isolated rural non-attainment or maintenance areas that are not a part of a metropolitan area must undergo an air quality conformity determination before they can be added into the INDOT STIP. Regionally Significant, non-exempt projects are projects that add capacity to a roadway system, such as an added travel lanes or a new roadway project. The air quality conformity finding process requires INDOT to prepare the project's air quality conformity report and make the report available to public for review and comment.

INDOT's public involvement process for the regionally significant projects located in isolated rural air quality

non-attainment or maintenance areas is to provide a two-week/14-day opportunity for the public to review and submit comments on the report. The comment period is, at minimum, advertised on the INDOT website, via social media, and through strategies targeted to the local area of the project, including any equity-focused populations affected by the project. INDOT may utilize any of the public outreach strategies mentioned in the, *Approaches to Public & Stakeholder Engagement*, chapter to make the public aware of a project undergoing an Air Quality Conformity Review through strategies targeted to the local area of the project, including any equity-focused populations affected by the project.



Changes to the STIP (Amendments vs. Administrative Modifications)

Periodically, changes are made to projects, such as a project's scope, cost, or year of proposed construction. When these changes occur, we determine if the change requires an amendment or an administrative modification to the STIP. INDOT has developed specific guidelines to define requirements for STIP amendments and modifications. It is important to note that while amendments to the STIP require FHWA and FTA approval, administrative modifications do not.

Major Changes (Amendments)

An amendment means a revision to a long-range statewide or MTP, TIP, or STIP that involves a major change to a included project. Amendments include, but are not limited to, changes to phases of work, major project scope changes, project work type, or significant change in cost. An amendment is a revision that requires public review & comment, demonstration of fiscal constraint. Amendments require a formal process and must be approved by FHWA and FTA and the MPO's Policy Board for amendments to the TIP.

Examples of major changes to the STIP that require an amendment:

- Adding a new project
- Adding a new phase of a project (preliminary engineering, right-of-way acquisition, construction) to the current STIP
- A significant increase or decrease in project cost
- A change in project scope in the current STIP
- Changes to Regionally Significant projects regardless of funding source
- Changes to projects impacting fiscal constraint

Minor Changes (Administrative Modification)

Minor changes to a long-range statewide or MTP, TIP, or STIP require an administration modification. Modifications typically consist of minor revisions or changes. These changes do not require approval from FHWA, FTA, or the MPO Policy Board. Examples of modifications may include, but are not limited to, project advancements or deferment without changes to the project scope or cost, splitting a project, typographical corrections, non-significant changes in cost, etc.

Examples of minor changes to the STIP that require an administration modification:

- Change of years for a project within the current STIP
- Change in years of a Regionally Significant project within a current STIP
- Non-Significant funding changes

Differences in what defines an amendment and administrative modification vary by MPO; however, the MPOs are required to meet the regulatory definitions at a minimum. For more information regarding the STIP document, please visit [INDOT's STIP Website](#).



Public Outreach for STIP Amendments

INDOT welcomes public input regarding draft amendments to the STIP. Draft STIP amendments are posted to the INDOT STIP Public Comment Webpage for a period of 3-days for amendments made to MPO projects and 7-days for amendments made to non-MPO projects. Draft amendments are posted monthly, typically during the third week of each month. Announcements are also posted onto the website public involvement calendar. Additional outreach for STIP amendments takes place in accordance with Tier 1 plan amendments described in detail in the, *Approaches to Public & Stakeholder Engagement*, chapter.



INDOT Multimodal Plans, Planning Environmental Linkage (PEL), & Long Range Transportation Plan (LRTP)

Introduction

The [INDOT Long-Range Transportation Plan \(LRTP\)](#) was developed and is maintained under 23 CFR 450.216, which requires states to develop and periodically update statewide transportation plans with a minimum of a 20-year planning horizon. The purpose of the LRTP is to assure that the

transportation infrastructure network will adequately serve future needs.

The plan links to various multimodal and asset management planning documents and programs including:

Figure 24: LRTP Links

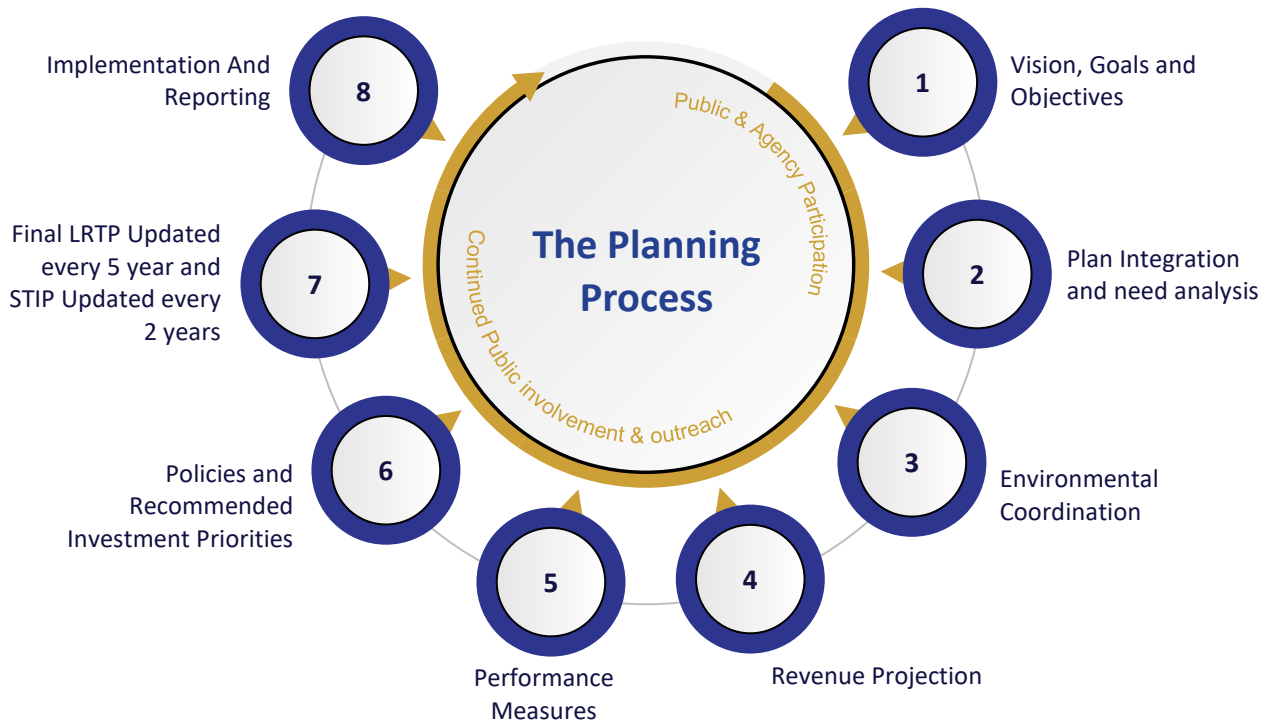
Indiana’s \$30 billion Next Level Roads Construction Program	INDOT’s 10-Year Transportation Asset Management Plan	Indiana’s Bike & Pedestrian/Active Transportation Programs
INDOT Multimodal Documents	Indiana’s State Transportation Improvement Program	State Highway Safety Plan

INDOT has adopted a non-project specific, broad-based policy document that is used to guide the development of Indiana’s transportation system⁹. The document identifies emerging challenges, trends, future transportation needs, establishes long term goals and performance measures and describes overarching strategies and opportunities to

accomplish future results. This approach will provide a flexible and opportunistic framework for addressing transportation issues and needs for the next 20-25 years.

The below figure is INDOT’s Long-Range Transportation Plan Process.

Figure 25: Long-Range Transportation Plan Process



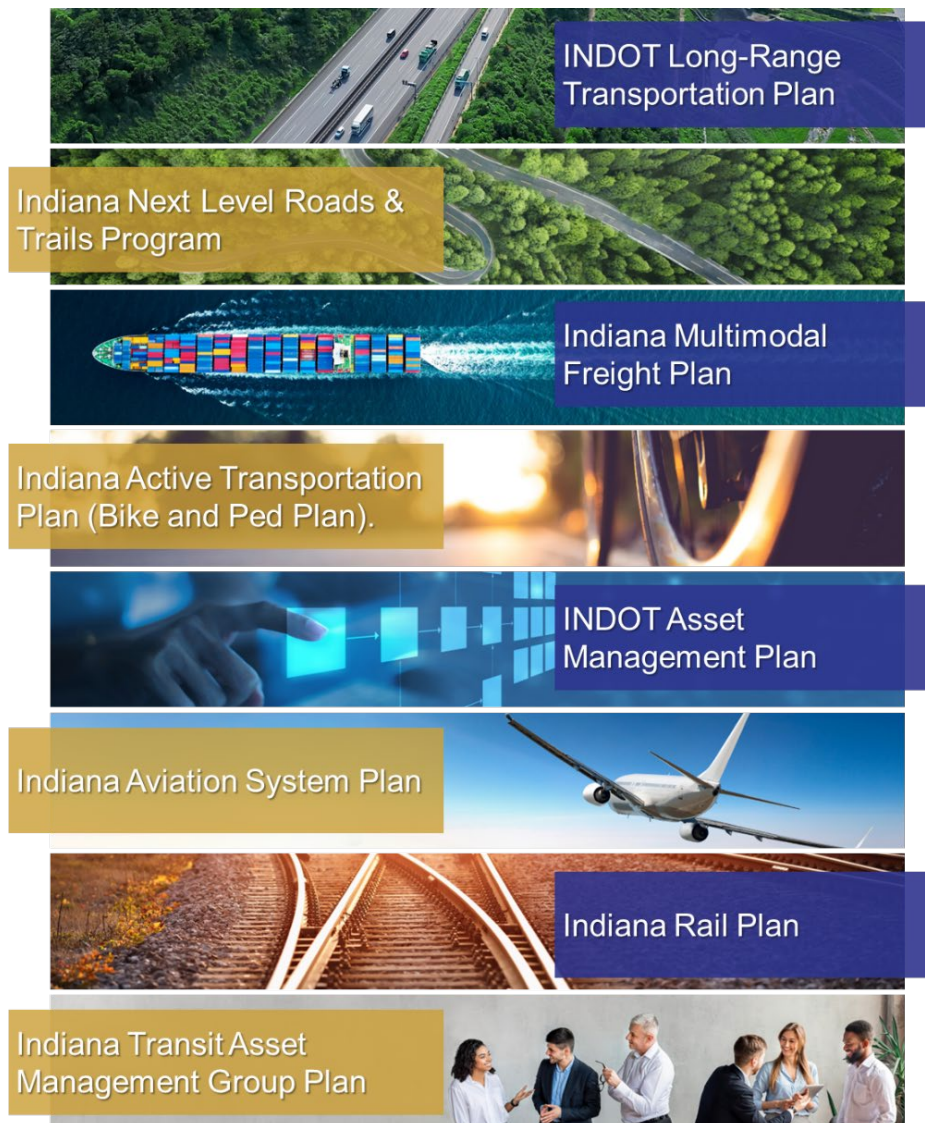
⁹ Before improvements in the state transportation system can be made, projects must be identified, and project funding allocated in Indiana’s Statewide Transportation Improvement Program (STIP).

Public and Stakeholder Involvement for Multimodal Plans

Stakeholder and public outreach is critical in the development of INDOT’s suite of Multimodal Transportation Plans. These plans are often associated with policies and strategic actions and are updated every 3-5 years based on need and/or federal requirements. The graphic below lists INDOT’s State multimodal transportation plans and programs. Hyperlinks to the applicable plans are listed here:

- ✓ [2045 INDOT Long-Range Transportation Plan](#)
- ✓ [INDOT: Next Level Indiana](#)
- ✓ [INDOT: Freight](#)
- ✓ [Transportation Asset Management Plan](#)
- ✓ [INDOT: 2022 Indiana State Aviation System Plan & Airport Economic Impact Study](#)
- ✓ [INDOT: Railroad](#)
- ✓ [Transit Asset Management Group Plan](#)

Figure 26 : State Plans and Programs





Get Involved in the INDOT Planning Process

INDOT holds Annual Regional Planning Coordination meetings with districts, MPOs, RPOs, economic development representatives, appointed local officials, business leaders and other key stakeholders. While not open to the public, meeting minutes can be

recorded and shared, along with survey tools, in order to inform and gather input from the public.

INDOT utilizes several outreach strategies in the development and major updates of these planning documents including:

Figure 27: Planning Document Update Outreach Strategies



Planning and Environmental Linkage Study (PEL)

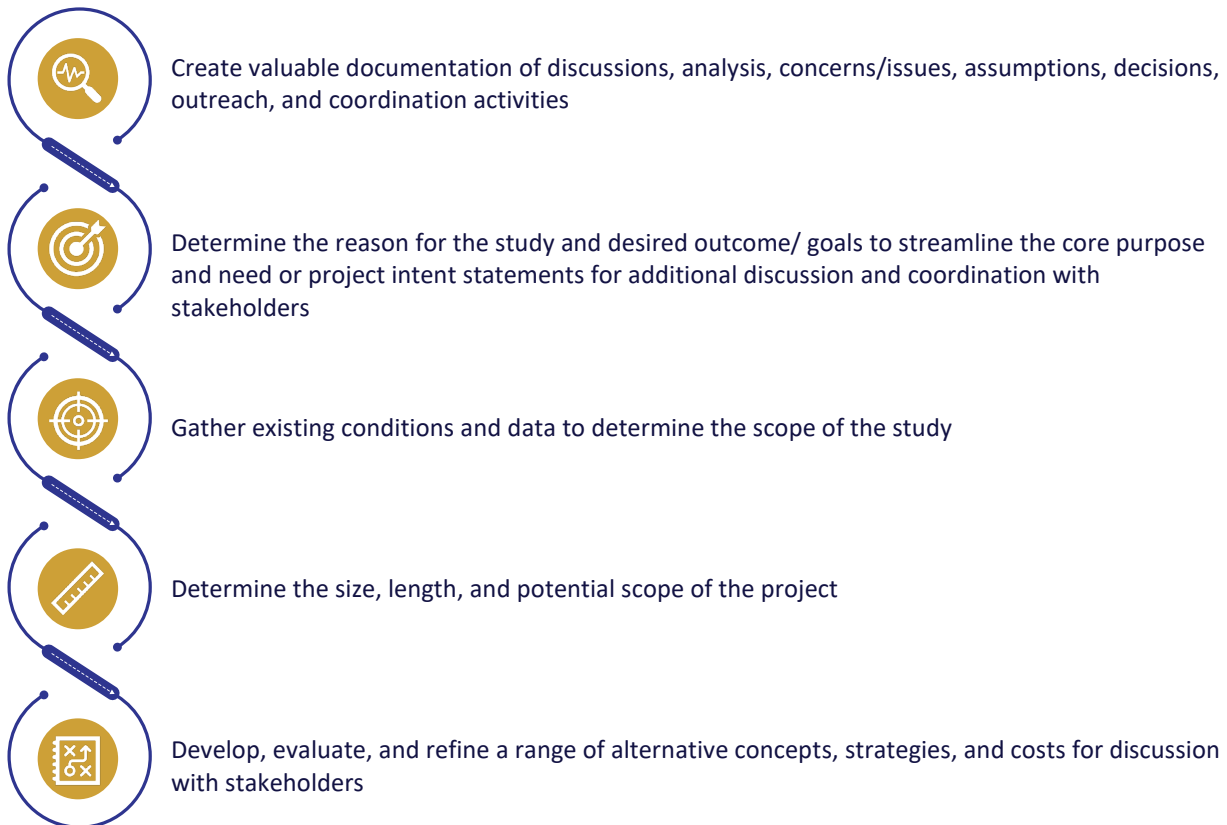
Planning and Environmental Linkages (PEL) is a federally recognized pro-active study process approach that can be used to identify transportation issues, priorities, and environmental concerns in a corridor or a specific location. It is generally conducted before any project construction phasing is identified, and before specific problems and solutions are known.

PEL is a coordinated, systematic approach that weaves together environmental review elements into transportation planning process. The overarching goals of PEL include creating a seamless decision-making process for needed transportation improvements and programs in a manner that minimizes duplication of effort, builds public and stakeholder support, reduces costly unexpected

project delivery delays, and considers the impact to the environment. The PEL approach is intended to establish coordination early, starting with transportation problem identification in planning and continuing through the rest of the project delivery process in such a way that environmental, community, and economic issues and concerns are appropriately considered and addressed.

The PEL process can be applied to make planning decisions and perform planning level analysis that can be used to:

Figure 28: PEL Process Benefits



PEL lays the foundation for a broad consensus on goals and priorities when developing solutions for the complex issues surrounding the management and construction of the transportation system. The PEL process can be useful to discover needs and desires when a corridor crosses multiple jurisdictions and can be used as a prioritization tool. For example, a PEL study for a corridor could result in identification of multiple potential projects (i.e., capacity improvements for a portion of a corridor, and intersection improvements). Those can then be prioritized for implementation. PEL studies should be able to link planning to environmental issues and result in useful information that can be carried forward into the National Environmental Policy Act (NEPA) process. The adoption and use of a PEL study in the NEPA process is subject to determination by the Federal Highway Administration (FHWA).



Public and Stakeholder Input in PEL

Planners should meet with project development teams early in project scoping to fully explain the nature and sensitivity of public and other stakeholder concerns. Project managers should consult any planning reports that have been produced to better understand what issues were identified and explored, as well as any complexities associated with those issues. Transportation planners should provide opportunities for the public to help define transportation problems that needs resolution, help identify possible alternatives, and to understand why possible alternatives may not be viable.

Public involvement plans for PEL efforts should consider the life of the project/s during both the planning effort as well as the NEPA effort. Be considerate of the NEPA process which will follow. Involve the public strategically, and work to avoid stakeholder burnout by holding meetings at key decision points.

Outcomes

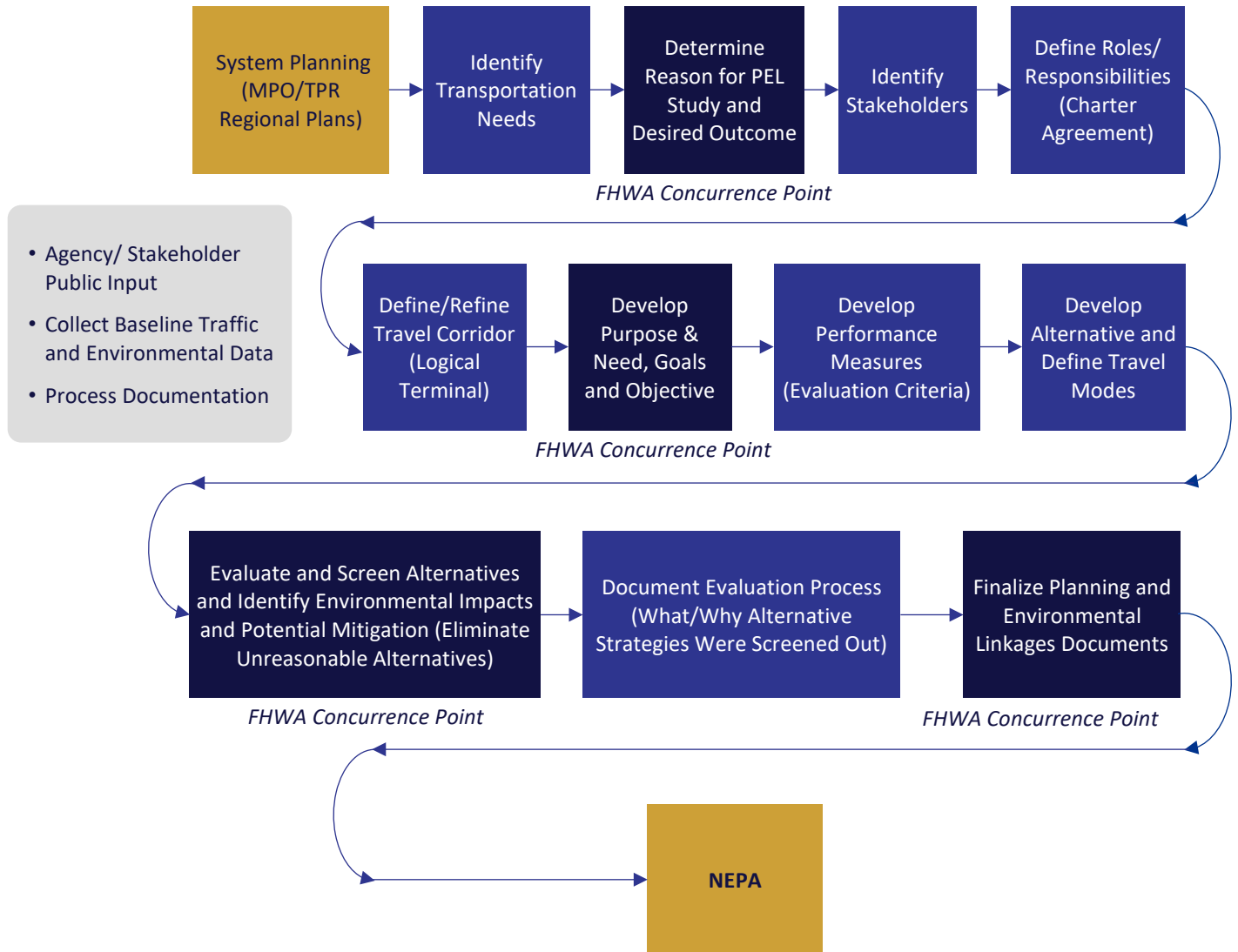
PEL studies must be able to link planning to environmental issues and result in useful information that can be carried forward into the National Environmental Policy Act (NEPA) process. These studies must address some aspects of NEPA to be valid for incorporation into a future NEPA analysis (although the PEL study should cost less and take less time than a NEPA process).

A PEL Study that is carried out in a manner consistent with FHWA or FTA PEL Guidance will result in:

- A comprehensive list of specific project goals
- A detailed corridor description that identifies issues and constraints
- Stakeholder involvement, including public and agency outreach.

Find more information on INDOT’s [PEL Website](#). Below is a flowchart displaying the PEL process and showing the four FHWA concurrence points that are required.

Figure 29: Planning & Environmental Linkage (PEL) Corridor Planning Process¹⁰



¹⁰ Sourced from the Colorado Department of Transportation



INDOT District Coordination & Interagency Planning for MPOs, RPOs & LPAs

District Coordination for STIP Public Involvement

Public meetings can be useful tools to effectively engage the public at various stages of project and/or program development. INDOT hosts district public or virtual meetings at the planning and project selection phases, enabling the public to comment on related activities and also the Statewide Transportation Improvement Program. These meetings are held by each INDOT district office, in coordination with Central Office team members, to discuss with the public the planning, selection, and programming of current and future transportation projects.






The INDOT Technical Planning Team will conduct at least 1-in-person or virtual meetings per district or 4-statewide virtual district meetings to coordinate and

document input from the various communities within the respective district area. These meetings solicit overall public and stakeholder input on transportation needs for both the update of the INDOT Long-Range Transportation Plan, the draft Indiana STIP, and the effectiveness of the APDP consultation procedures, typically held every two years when a draft new STIP is developed.

Participants can discuss projects in the STIP or local problems that still need to be addressed with new projects. The meetings are developed and conducted under the leadership of INDOT Planning (district and Central Office). Organizational details for these meetings are listed on the following page.



Figure 30: District Meeting Organizational Details

Public Outreach 	INDOT conducts an extensive public outreach effort, to inform the public of District meetings
Notification 	The INDOT Central Communications Office sends notification of these meetings to local agencies, jurisdictions, organizations, and individuals on its general mailing list
Press Releases 	The INDOT Central Office Communications Office sends out press releases to notify the public of these district meetings. These press releases may include information about particular projects in each district to elicit interest.
INDOT Website 	The INDOT Long-Range Transportation Plan and the draft STIP are posted on the INDOT website . Information on the schedule for district public meetings and other planning public involvement events can be found on our Public Involvement webpage
Comment Form 	Public comments may be submitted online via the INDOT Public Comment Form or by visiting the INDOT website

District meeting formats may include a combination of:

An open house session where the public can view displays and talk with INDOT representatives about specific issues and projects

A more formal presentation session of the INDOT Statewide Long-Range Transportation Plan, the STIP, and the APDP, followed by a comment and question and answer period

An opportunity to submit written questions, comments, and requests on comment sheets

If deemed appropriate, holding two sessions during the day.

Comments from the public and local elected officials are reviewed and addressed by INDOT. In addition, comments are solicited from MPOs regarding any significant changes resulting from these reviews. Any program comments received at these meetings are summarized in the final STIP document, which also includes a response to these comments.

Members of the public who do not attend these meetings can request to review the STIP and provide written public comment. The INDOT Planning team will coordinate with INDOT district offices to publish a

record of the district public meetings, including copies of the letters of invitation, the mailing lists, a listing of those in attendance at each district meeting, copies of the presentations, and the written comments submitted by the general public and community stakeholders. Each district office documents the results of the district public meeting, including outreach methods, comments received, and follow-up.

Coordination with MPO Planning Partners

Metropolitan Planning Organizations (MPO) are policy boards of organizations created and designated to carry out metropolitan transportation planning processes. Indiana has a total of 14 MPOs. MPOs develop several federal planning documents; assist with the oversight for local projects; assist with the development and analysis of state jurisdictional projects in their respective areas; and perform various support related to transportation planning activities.

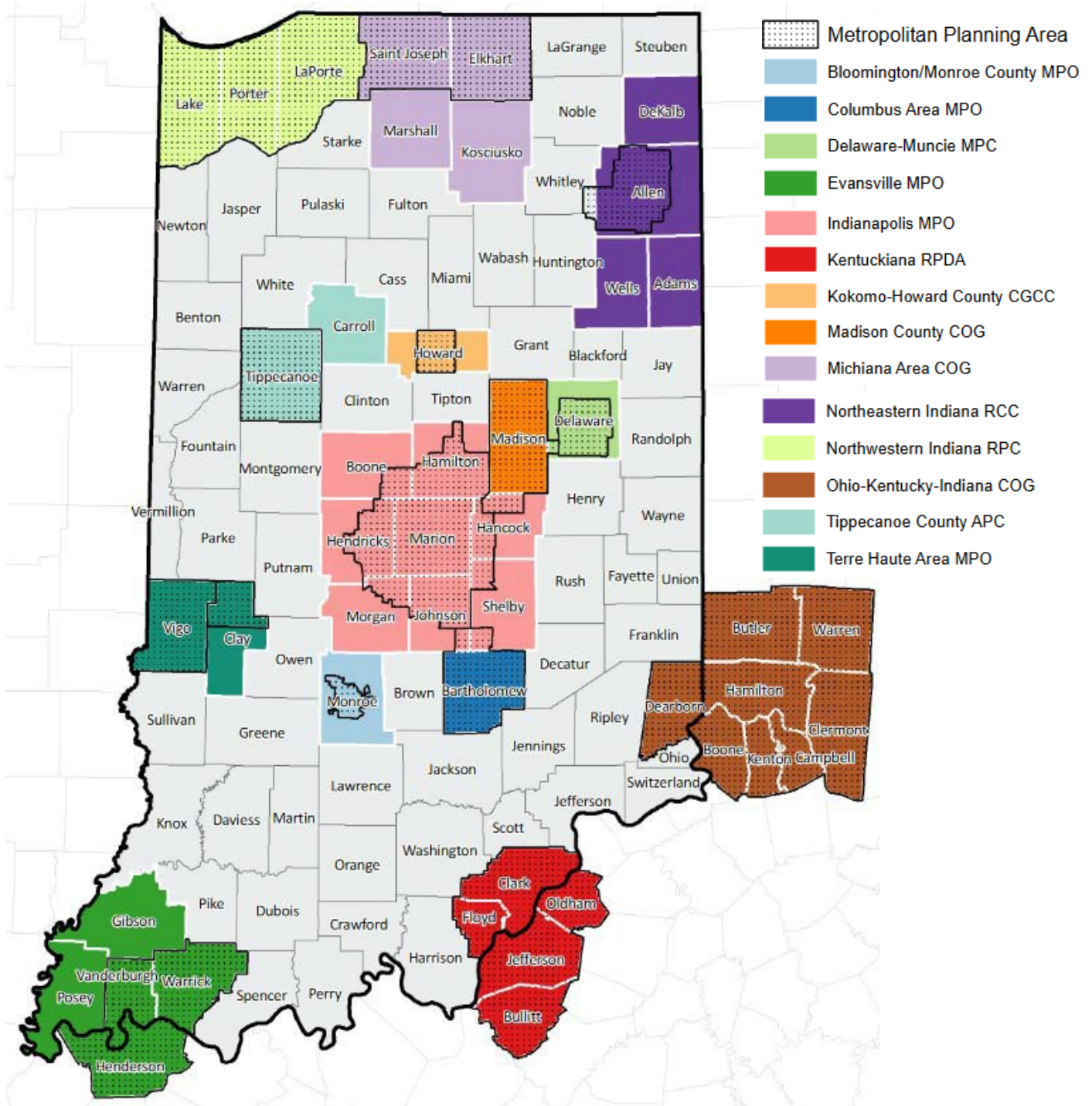


They play a vital role in the planning and development of transportation projects and services throughout the urbanized areas of the state. Together with the INDOT District Offices, they serve as primary sources of local input and as fundamental cooperating partners in the multi-modal transportation planning and program

implementation process. The development process of INDOT's planning documents considers detailed local knowledge and insight of Indiana's MPOs.

MPOs serve as a forum for local governments to provide short- and long-term plans to address transportation-related concerns in the area. 23 CFR 450 states that each MPO must prepare and regularly update a metropolitan transportation plan (MTP) that has a planning horizon of no less than 20 years from its formal approval date which establishes the long-term transportation investment, service, and policy agenda for the region. MPOs are also to routinely develop a Transportation Improvement Program (TIP) which is a listing of all transportation projects planned and funded for a minimum of four years. The TIP is the document that translates the policies, strategies, and directions of the MTP into specific decisions on project and investments during the short-term TIP time horizon. INDOT coordinates and cooperates with the MPOs in the development of the INDOT Long-Range Plan and the STIP. The MPO TIPs are incorporated by reference into the INDOT STIP. In urban areas with over 50,000 residents, INDOT coordinates with [Indiana's MPOs](#) to accomplish its public involvement responsibilities. MPOs are [mapped](#) in Figure 31.

Figure 31: Map of MPO Areas



INDOT's projects are included in the MPOs' Metropolitan Transportation Plans and TIPS and are subject to public involvement through the MPOs' public involvement process. MPOs are responsible for conducting a proactive and inclusive public

involvement process that will bring the views of the public into MPO planning and programming decisions. INDOT encourages Indiana's MPOs to post their public involvement procedures on their websites.



The regulations regarding MPO responsibilities for public involvement are found at 23 CFR 450. In particular, 23 CFR 450.316(a) states the following:

The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected 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. Provide 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, via the internet*
 - V. Holding any public meeting 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 of 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 process.*
 - 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 transportation plan or TIP, a summary, analysis, and report on the disposition of comments shall be made part of the final 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 posted via the internet, to the maximum extent possible.*

Each MPO develops, implements, and periodically updates its public involvement process, which is reviewed and approved by INDOT, to solicit public input and comments on a comprehensive transportation plan and transportation projects within the given MPO area. The MPOs employ numerous proactive public involvement strategies, including newsletters, website information, and public meetings.

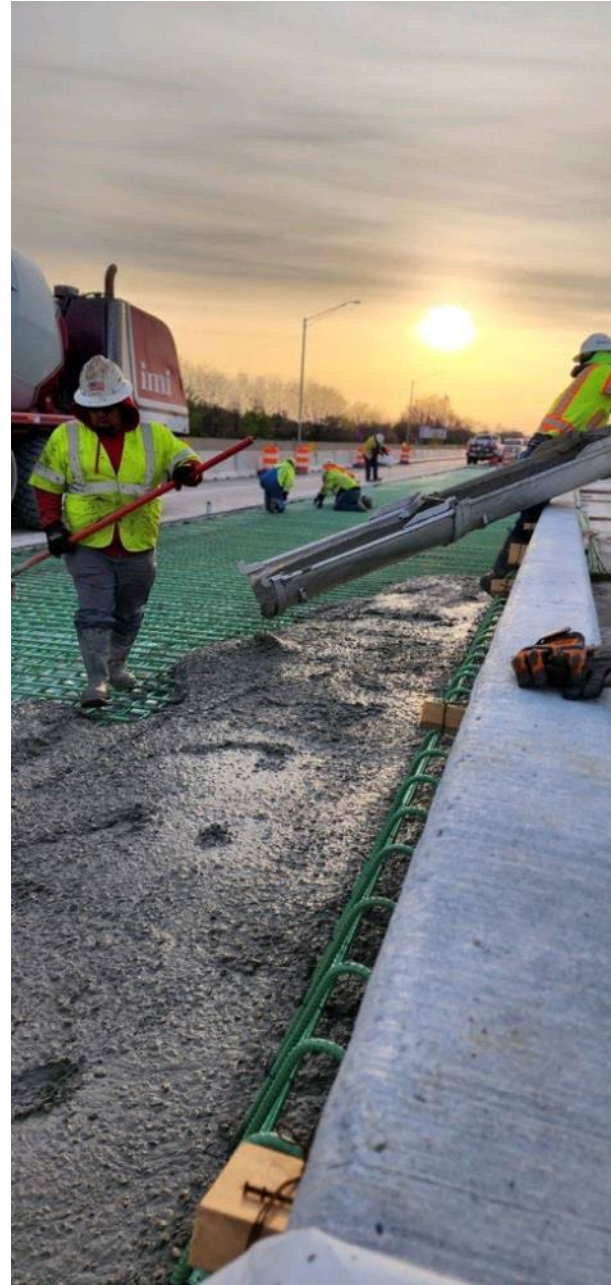
In addition, INDOT relies on the MPOs' public involvement activities to fulfill the requirements of the Clean Air Act and the Transportation Conformity Rule. The Clean Air Act requires that transportation plans and programs conform to air quality standards established by the U.S. Environmental Protection Agency (EPA) in air quality non-attainment and maintenance areas.

The Transportation Conformity Rule 40 CFR Part 93.105 (e) Public Consultation Procedures states:

Affected agencies making conformity determinations on transportation plans, programs, and projects shall establish a proactive public involvement process which provides opportunity for public review and comment by, at a minimum, providing reasonable public access to technical and policy information considered by the agency at the beginning of the public comment period and prior to taking formal action on a conformity determination for all transportation plans and MPO TIPs, consistent with these requirements and those of 23 CFR 450.316(a).

Any charges imposed for public inspection and copying should be consistent with the fee schedule contained in 49 CFR 7.43. In addition, these agencies must specifically address, in writing, all public comments for a regionally significant project paid for with non-Federal transportation funding.

ICG concurrence must be reflected in the emissions analysis supporting a proposed conformity finding for a transportation plan or TIP. These agencies shall also provide opportunity for public involvement in conformity determinations for projects where otherwise required by law.





INDOT Requirements

As stated previously, in urban areas with more than 50,000 residents, INDOT relies on the MPOs to conduct public involvement programs on the MPO transportation plans and TIPs, including INDOT projects. INDOT is responsible for public involvement in the remaining areas of the state. Citizens who wish to provide input on transportation projects in non-metropolitan areas are encouraged to do so through their local elected officials who participate in

consultation with INDOT and through activities and methods set forth in this Public Involvement Plan.

During planning and programming, INDOT is required to provide reasonable public access to technical and policy information and opportunity for public review and comment on plans and programs. Federal law sets forth expectations for public involvement for initial development and major revisions of the long-range plan and the statewide transportation improvement program (23 CFR 450.210):

In carrying out the statewide transportation planning process, including the development of the long-range transportation plan and the STIP, the State shall develop and use a documented public involvement process that provides opportunities for public review and comment at key decision points.

The state's public involvement process at a minimum shall:

- I. Establish early and continuous public involvement opportunities that provide timely information about transportation issues and decision-making processes to citizens, affected public agencies, representatives of public transportation employees, freight shippers, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, providers of freight transportation services and other interested parties;*
- II. Provide reasonable public access to technical and policy information used in the development of the long-ranges statewide transportation plan and STIP*
- III. Provide adequate public notice of public involvement 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 statewide transportation plan and the STIP*
- IV. To the maximum extent practicable, ensure that public meetings are held at convenient and accessible locations and times*
- V. To the maximum extent practicable, use visualization techniques to describe the proposed long-range statewide transportation plan and supporting studies*
- VI. To the maximum extent practicable, make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information*



- VII. *Demonstrate explicit consideration and response to public input received during the development of the long-range statewide transportation plan and the STIP*
- VIII. *Include a process for 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*
- IX. *Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate.*

The planning regulations 23 CFR 450.210(a)(2) further state that the state shall provide for public comment on the existing and proposed processes for public involvement in the development of the statewide long-range transportation plan and the STIP. At a

minimum, the state shall allow 45 calendar days for public review and written comment before the procedures and any major revisions to existing procedures are adopted.

Non-MPO Local Official Consultation Process

23 CFR 450.210(b) states:

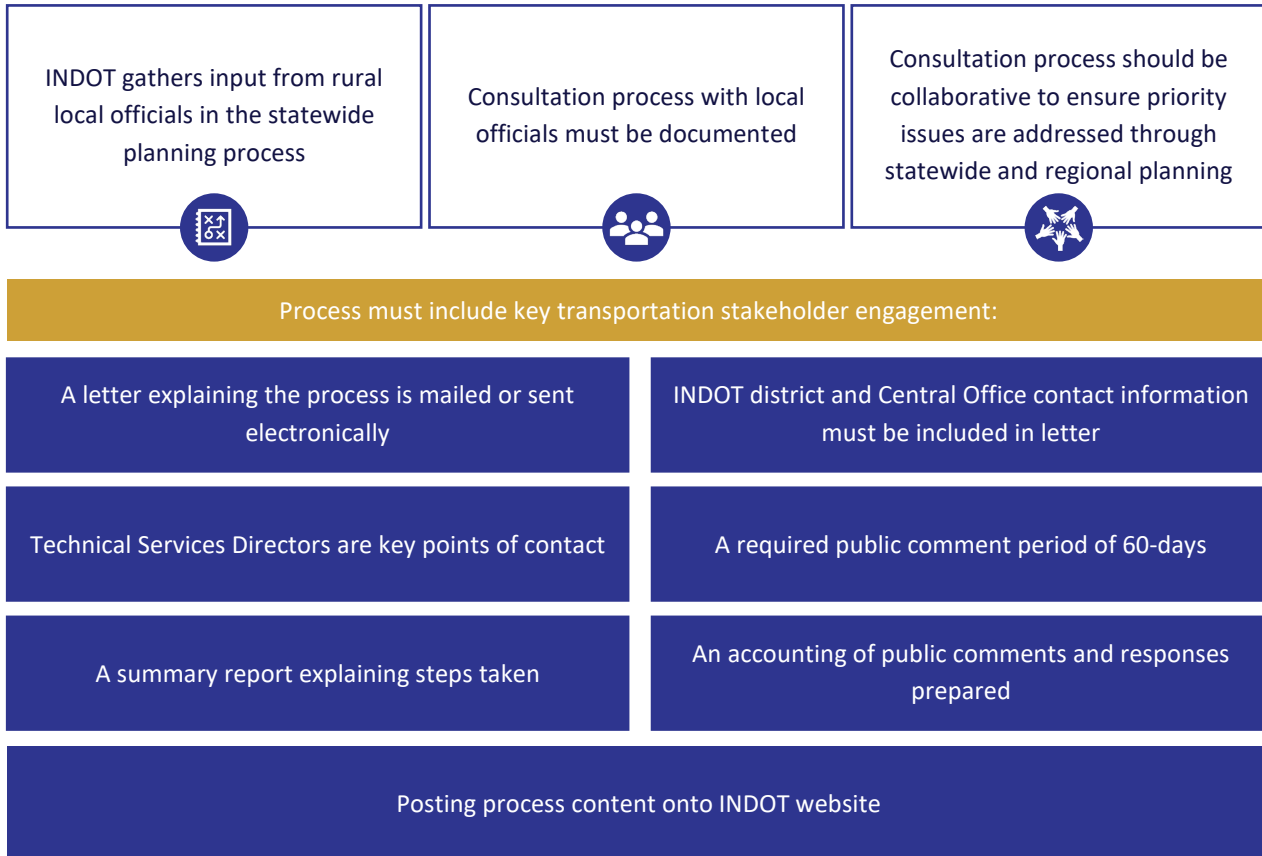
“The State shall provide for non-metropolitan local official participation in the development of the long-range statewide transportation plan and the STIP. The State shall have a documented process(es) for consulting with non-metropolitan local officials representing units of general purpose local government and/or local officials with responsibility for transportation that is separate and discrete from the public involvement process and provides an opportunity for their participation in the development of the long-range statewide transportation plan and the STIP. Although the FHWA and the FTA shall not review or approve this consultation process(es), copies of the process documents(s) shall be provided to the FHWA and the FTA for informational purposes.”

Starting February 24, 2016, every 5-years INDOT formally solicits comments on the current non-metropolitan official consultation procedures related to the statewide planning process to ensure non-metropolitan local officials are included in an

established consultation process. This gives Non-MPO local officials the opportunity to comment on and participate in the development of the long-range statewide transportation plan and the STIP.



Figure 32: Non-MPO Local Official Consultation Process



Regional Planning Organization Consultation Process

Also known as Rural Planning Organizations, RPOs serve the transportation planning needs of small urban and rural areas of the state. RPOs perform eligible planning activities in order to provide planning support to local communities. The planning activities of RPOs are aimed at supporting INDOT Central and district office planning staff with public outreach, technical assistance to local officials and the collection of transportation-related data.

RPOs are also responsible for transportation planning funds in the form of a matching grant to regional planning commissions. Non-MPO areas include small towns and cities not included in an MPO area. In non-metropolitan areas, INDOT district offices conduct

transportation planning and develop partial lists of specific projects to be advanced in the STIP. INDOT consults with RPOs, rural area local elected officials, local government agency/representatives, special interest groups, and other key transportation stakeholders.

INDOT cultivates relationships with its transportation planning partners by working cooperatively to identify solutions to transportation challenges statewide. The activities performed by planning partners such as RPOs enable INDOT to acquire the data and information necessary to make well-informed transportation infrastructure investment decisions.



public is factored into the updating of plans and programs which are then brought forward for the next review and revision. Whereas INDOT relies on the MPO public involvement process in metropolitan areas, INDOT district offices take the lead in conducting outreach and public involvement in non-metropolitan areas.

The district offices play an important role in planning and programming activities, including coordination with the MPOs in their districts, consultation with local officials in rural areas of Indiana that are not within a metropolitan planning area, and conducting public involvement activities for the district as a whole. INDOT's Central Office Planning team is the generator of the Statewide Future Transportation Needs Report and performs statewide programming activities.

The Small Urban and Rural Program

This planning assistance program (SURP) seeks to enhance the capabilities of Regional Planning Organizations (RPOs) by providing expanded resources to RPOs as they perform transportation planning activities in non-metropolitan areas. Visit INDOT's website for more information on [Small Urban and Rural Transportation Planning Assistance Program](#). The Association of Regional Councils (IARC) has an [online jurisdiction map](#) to help Indiana residents find out if they are in an RPO planning area. See page 43 for IARC's map of Indiana RPOs.

Implementation of Planning & Programming Public Involvement Requirements

Public involvement in the planning and programming process is carried out through a combination of MPO, INDOT district office, and INDOT statewide efforts. Decision-making is an iterative process, as input from MPOs, non-metropolitan elected officials, and the

In non-metropolitan areas, INDOT district offices conduct transportation planning and develop partial lists of specific projects to be advanced in the STIP. INDOT consults with the Regional Planning Organizations, rural area local elected officials, local government agency representatives, special interest groups, and other key transportation stakeholders. The map in Figure 33 showcases the county boundaries for each RPO in the State of Indiana.

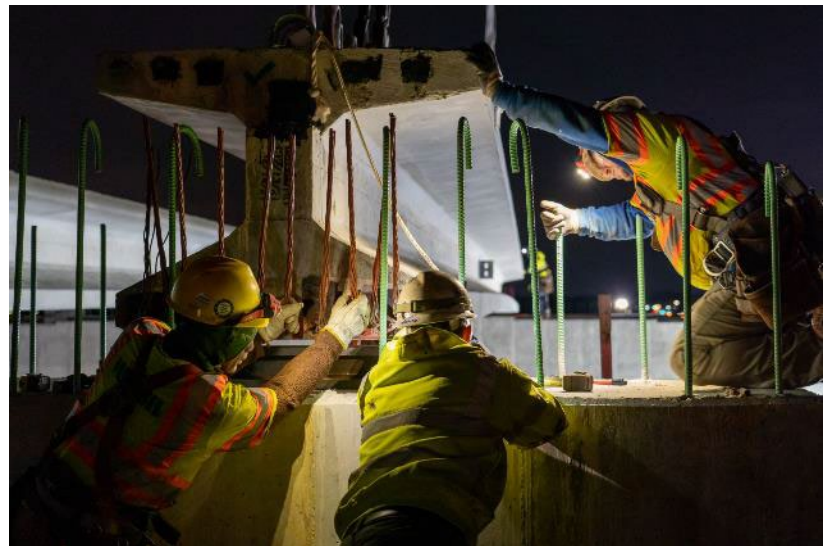




Figure 33: RPO County Boundaries

Legend

Regional/Rural Planning Organization

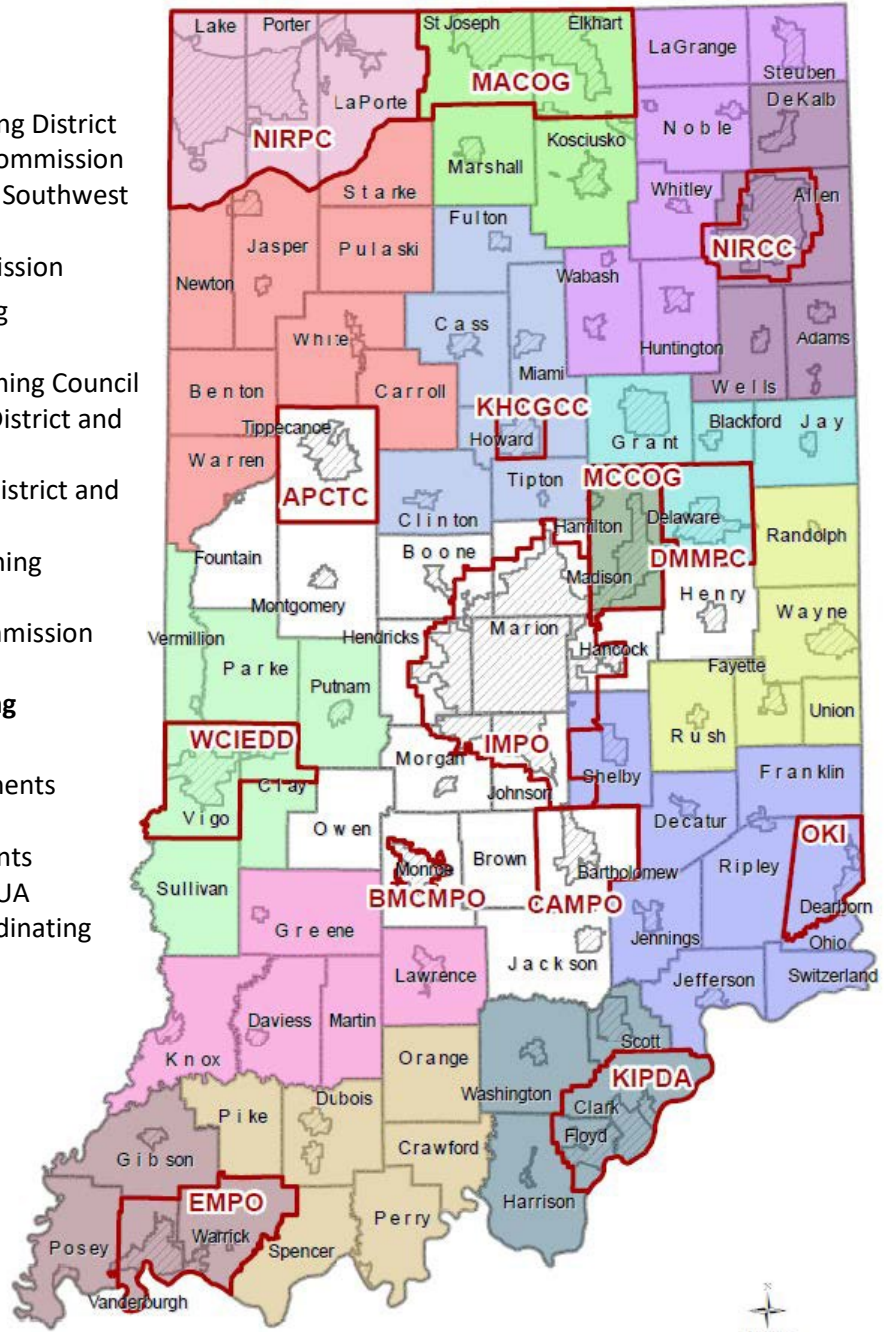
- East Central Indiana Regional Planning District
- Eastern Indiana Regional Planning Commission
- Economic Development Coalition of Southwest Indiana
- Indiana 15 Regional Planning Commission
- Kankakee-Iroquois Regional Planning Commission
- North Central Indiana Regional Planning Council
- Region 3A Economic Development District and Regional Planning Commission
- River Hills Economic Development District and Regional Planning Commission
- Southeastern Indiana Regional Planning Commission
- Southern Indiana Development Commission

Combined Rural and Metropolitan Planning Organizations

- Madison County Council of Governments (MCCOG) – Anderson UA
- Michiana Area Council of Governments (MACOG) – South Bend and Elkhart UA
- Northeastern Indiana Regional Coordinating Council (NIRCC) – Fort Wayne UA
- Northwestern Indiana Regional Planning Commission (NIRPC) – Chicago UA, Michigan City/LaPorte UA
- West Central Indiana Economic Development District (WCIEDD) – Terre Haute UA
- Urban Area (UA) Boundary
- County Boundary

Metropolitan Planning Organizations

- Area Plan Commission of Tippecanoe County (APCTC) – Lafayette UA
- Kokomo Howard County Governmental Coordination Council (KHCGCC) – Kokomo UA
- Delaware – Muncie Metropolitan Planning Commission (DMMPC) - Muncie UA
- Indianapolis Metropolitan Planning Organization (IMPO) – Indianapolis UA
- Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) – Bloomington UA
- Columbus Area Metropolitan Planning Organization (CAMPO) – Columbus UA





Local Public Agency Project Development Process for Local Federal-Aid Projects

The Indiana Department of Transportation (INDOT) provides assistance to Local Public Agencies (LPAs) by providing financial resources in constructing, preserving and improving transportation on all of Indiana’s roads. INDOT is held accountable in ensuring the highway projects approved for federal funding are consistent with all applicable laws, regulations and policies. The mission of the INDOT LPA Program is to provide stewardship and technical assistance to Local Public Agencies through excellent education and collaborative relationships to ensure safety; plan, build, and maintain a superior transportation system that promotes economic growth, and comply with all local, state, and federal regulations.

INDOT develops and maintains the [LPA Project Development Process Guidance Document](#) For Local Federal-Aid Projects. The primary objective of this document is to empower the LPA’s in managing and developing a local federal-aid project, as described in Figure 34.

The ERC serves as the liaison for the LPA and local boards or administrative body regarding financial and managerial decisions that affect the project. The ERC is responsible for early coordination, public involvement activities, and completing INDOT district and/or MPO quarterly tracking reports, while ensuring the project meets all state and federal laws.

Figure 34: Local Federal Aid Project LPA Empowerment



Empowering the LPAs through Stewardship and Technical Assistance to have legitimate authority over their projects. A Stewardship-Oversight Agreement, requires each LPA to have at least two full-time LPA employees assigned as an Employee in Responsible Charge (ERC) with outlined roles and responsibilities of the ERC. The Stewardship- Oversight Agreement also describes INDOT’s approval and responsibilities regarding locally administered federal- aid projects.



Providing the necessary knowledge and resources toward the management of transportation projects leading to the active involvement of the LPA ERC throughout the life of the project. INDOT ensures that local projects utilizing federal funds made available by INDOT are appropriately utilized in a timely manner and in compliance with all federal and state regulations.



Identifying the important and the required legal, primary and process elements.

LPA Call for Projects

In order to apply for federal-aid funds, the Local Public Agency's Employee in Responsible Charge (LPA ERC) must be enrolled in [INDOT's Technical Applications Pathway \(ITAP\)](#). If assistance is needed in obtaining a user account, please contact the District Local Program Director. The LPA ERC will receive a user identification number to log in to request the necessary applications.

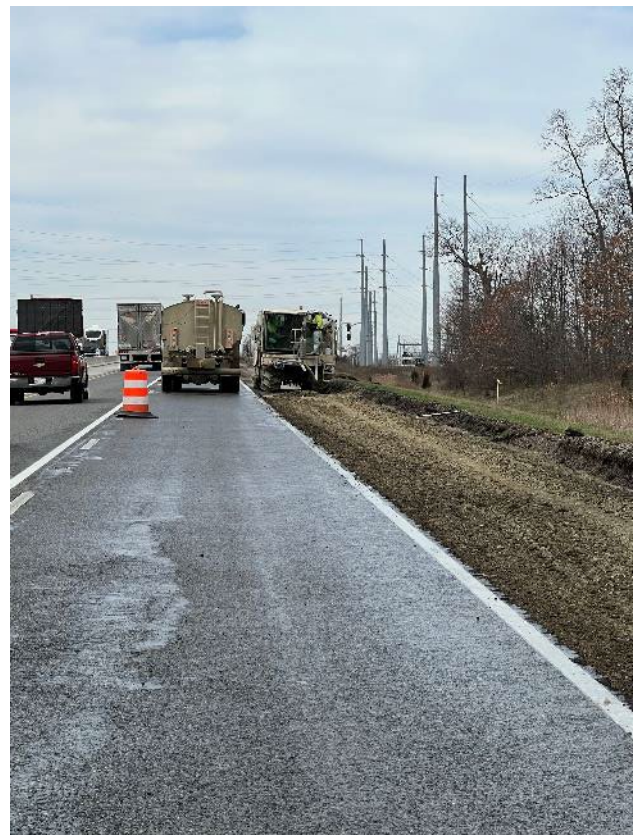
The LPA ERC must certify to INDOT during the project application process that they are compliant with the Americans with Disabilities Act (ADA) and Title VI before they can receive federal-aid funds. Completion of the ADA Self-Assurance Survey is required every year and is accessed through ITAP. The time period for completion of the ADA survey is normally July 1st through September 1st of each year. The ERC must also request access to the Local Quarterly Report in order to meet reporting requirements.

LPA and the Indiana Statewide Transportation Improvement Program (STIP)

After the LPA project has been awarded, it must be included in the STIP with each phase and estimate listed for the year in which funds are expected to be obligated prior to requesting federal funds authorization. Projects listed in the STIP are broken down into three phases. These phases are Preliminary Engineering (PE), Right-of-Way (R/W) and Construction (CN).

Projects located within an MPO's Planning Area (MPA) must first be included in that MPO's Transportation Improvement Program (TIP) prior to being included in the [STIP](#). The process for including projects in the STIP/TIP is completed by INDOT in cooperation with the MPO as applicable. The LPA shall request inclusion in the TIP before INDOT will issue a contract. The project is then automatically processed by the MPO and INDOT for inclusion in the STIP.

When funding changes occur during the life of the project, it is the responsibility of the LPA to notify the MPO to have the TIP amended. Each project phase intended to use federal funding must be amended into the STIP. Under federal regulations, the MTP, TIP, and STIP must be fiscally constrained (estimated year of expenditure costs cannot exceed reasonably expected revenues from all sources by year and include a financial plan to implement programmed projects. Further, prior to STIP approval, INDOT will seek public comment from interested parties and citizens following procedures contained in the INDOT Public Involvement Plan.





LPA Early Coordination Meeting

The “Early Coordination Meeting” is a requirement for any LPA selected for a new federally funded project. The ERC must request the early coordination meeting with the District Local Program Director within 30 days of receiving the award notification. Failure of the LPA

to request the Early Coordination Meeting within 30 days from award may result in the loss of funding. The purpose of the Early Coordination Meeting is to discuss and review:

Figure 35: LPA Early Coordination Meeting Topics

Early Coordination Meeting Topics
✓ Project requirements
✓ Consultant selection procedures and the Request for Proposals (RFP) process
✓ INDOT-LPA Contract
✓ Other relevant topics such as planning and programming, scope, schedule and budget, right-of-way and utilities, and project development

This meeting is invaluable to the ERC as it is designed to help him or her better understand all requirements of their specific project and to identify key resource people. One of the most important aspects of this meeting is the discussion of the INDOT – LPA Contract in preparation for signing. While it is a requirement of the ERC to request the early coordination meeting, it is the role of the District Local Program Director to coordinate with the LPA to schedule the meeting and to invite relevant INDOT staff. For projects within an

MPO Planning Area, the ERC should also extend an invitation or provide meeting information to the MPO.

The meeting agenda is an Early Coordination Meeting Checklist. This agenda is a topical list that is signed by both the LPA’s ERC and the District Local Program Director at the close of the meeting to verify all topics were discussed. For more information on LPA program and procedures, please visit [INDOT’s LPA website](#). Additionally, INDOT’s website provides information on [LPA training, tools, and resources](#).



Appendix

INDIANA DOT □ PLANNING PUBLIC INVOLVEMENT PLAN (PIIP)



1

Federal Requirements

Federal Requirements are the foundation for public involvement activities and provide guidance to state

departments of transportation. Find legal citations and Federal requirements in Appendix 1.



Figure 36: Federal Requirements

Legal Citation	Federal Requirements
23 CFR 450.210 (a)(1)(i)	<ul style="list-style-type: none"> “Establish early and continuous public involvement opportunities that provide timely information about transportation issues and decision-making processes to stakeholders.”
23 CFR 450.210 (a)(1)(ii)	<ul style="list-style-type: none"> “Provide reasonable public access to technical and policy information used in development of the long-range statewide plan and the Statewide Transportation Improvement Program.”
23 CFR 450.210 (a)(1)(iii)	<ul style="list-style-type: none"> “Provide adequate public notice of public involvement 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 long-range statewide transportation plan and Statewide Transportation Improvement Program.”
23 CFR 450.210 (a)(1)(iv)	<ul style="list-style-type: none"> “To the maximum extent practicable, ensure that public meetings are held at convenient and accessible locations and times.”
23 CFR 450.210 (a)(1)(vi)	<ul style="list-style-type: none"> “To the maximum extent practicable, make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information.”
23 CFR 450.210 (a)(1)(vii)	<ul style="list-style-type: none"> “Demonstrate explicit consideration and response to public input during the development of the long-range statewide transportation plan and Statewide Transportation Improvement Programs.”
23 CFR 450.210 (a)(1)(viii)	<ul style="list-style-type: none"> “Include a process for 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.”
23 CFR 450.210 (a)(1)(ix)	<ul style="list-style-type: none"> “Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate.”
23 CFR 450.210 (a)(2)	<ul style="list-style-type: none"> “At a minimum, the State shall allow 45 calendar days for public review and written comment before the procedures and any major revisions to existing procedures are adopted. The State shall provide copies of the approved public involvement process documents(s) to the Federal Highway Administration and the Federal Transit Administration for information purposes.”
23 CFR 450.210 (a)(1)(v) 40 CFR 93.105 (e)	<ul style="list-style-type: none"> “To the maximum extent practicable, use visualization techniques to describe the proposed long-range statewide transportation plan and supporting studies.” “Establish a proactive public involvement process which provides opportunity for public review and comment by, at a minimum, providing reasonable public access to technical and policy information considered by the agency at the beginning of the public comment period and prior to taking formal action”



2

Summary of Planning & Programming Activities

The following tables on pages 71-73 contain a list of different planning documents, their contents, public

involvement criteria, as well as the primary organization that prepares the document.



Figure 37: Planning Documents

Document Type	Prepared By	Contents and Public Involvement
Metropolitan Transportation Plans	Metropolitan Planning Organizations http://www.indianampo.com	<ul style="list-style-type: none"> A minimum of 20-years of projects or identified needs as part of local land-use plans. Plans are typically updated every 2-4 years or as needed. Typically requires 30-day public comment period
State Long-Range Transportation Plans	INDOT Transportation Planning Division https://www.in.gov/indot/3714.htm	<ul style="list-style-type: none"> Minimum of 20-years of identified needs or high priority corridors. Plans are typically updated every 2-4 years or as needed. Requires public involvement activities; a 30-day comment period once draft is made available for public review
Statewide Transportation Improvement Program	INDOT Transportation Planning Division https://www.in.gov/indot/2348.htm	<ul style="list-style-type: none"> Federally mandated and required at least once every 4 years; INDOT produces an updated STIP every 2 years INDOT requires a 45-day public comment period and public involvement activities (including public meetings) to solicit input on STIP
Environmental Policy and Air Quality	INDOT Planning and Environmental Services INDOT: Engineering: Environmental Policy	<ul style="list-style-type: none"> Transportation Conformity Reports prepared during Planning Process; Air Quality also evaluated during NEPA (when applicable) Requires 15-day public comment period
Statewide Bike and Pedestrian Reports/ Documents	INDOT Planning Department MPOs, RPOs, State Department of Health, Natural Resources, and Tourism as well as special interest groups http://www.in.gov/indot/2828.htm	<ul style="list-style-type: none"> Links to regional and local bike and pedestrian plans/reports, state trails, recommendations, goals, and objectives specific to non-motorized forms of travel.
Americans with Disabilities Act Program and Initiatives	INDOT ADA Office in coordination with local cities and counties https://www.in.gov/indot/3583.htm	<ul style="list-style-type: none"> Identifies improvements and schedules for addressing pedestrian accommodation issues and obstacles that limits the accessibility of individuals with disabilities.
New or updated Public Involvement Procedures	INDOT Transportation Planning Division https://www.in.gov/indot/2366.htm	<ul style="list-style-type: none"> Minimum 45-day public comment period; Written responses to public comments must be issued and documented prior to PIP approval.



Document Type	Prepared By	Contents and Public Involvement
Roadway /Bridge Management System	INDOT Roadway Asset Management Group https://www.in.gov/indot/about-indot/central-office/asset-data-collection/roadway-assets/ INDOT Bridge Asset Management Group https://www.in.gov/indot/about-indot/central-office/asset-data-collection/bridge-asset-management-office/	<ul style="list-style-type: none"> Condition/performance reports, maps, and location of deficient roadway segments, infrastructures, identification major road construction and resurfacing projects.
Congestion Management Programs Transportation Asset Management Plan	Mobility Asset Management Group and Traffic Management Center http://www.in.gov/indot/3231.htm	<ul style="list-style-type: none"> Condition/performance reports, maps, and location of deficient large in small infrastructures and recommended strategies including operational improvements and intelligent transportation system implementation
State Initiatives and Programs	INDOT Planning Division and Project Sponsors	<ul style="list-style-type: none"> Specifically funded projects that vary.
Freight Mobility Report/ Plan	INDOT Multimodal Division http://www.in.gov/indot/3198.htm	<ul style="list-style-type: none"> Various recommended improvement strategies on roadways, rail lines, and marine ports to address freight bottlenecks. Plans are typically updated every 2-4 years or as needed.



INDOT Planning Activities and Public Involvement

Figure 38: Planning Activities

INDOT Planning Activities	Public Involvement
<p>Update of INDOT Long-Range Transportation Plan (LRTP) LRTP requires a minimum 30-day public comment period</p>	<ul style="list-style-type: none"> • The MPOs’ public involvement processes support INDOT’s outreach efforts for the MPO TIP. TIP projects are coordinated with the INDOT Long-Range Transportation Plan (LRTP) • District-wide Early Coordination Meetings • District public meetings • Publication, distribution, and website posting of INDOT Long-Range Transportation Plan • Website and online comment mechanisms
<p>STIP and amendments to the STIP INDOT STIP produced every 2 years, includes an amendments process; each requires public involvement A minimum 45-day public comment period is required for the STIP Update of Non-MPO Local Officials Consultation Process (every 5 years)</p>	<ul style="list-style-type: none"> • Public participation through appropriate MPO (District or RPO in non-MPO areas) • The MPOs’ public involvement processes support INDOT’s outreach efforts for the MPO TIP. TIP projects are coordinated with the STIP. • District-wide Early Coordination Meetings with affected non-metropolitan local officials with transportation responsibilities. • District public meetings – presentation of draft STIP for public review and comment • Publication of draft STIP and ultimately final STIP • Availability of STIP and amendments thereto on INDOT’s Website • Additional proactive outreach as needed • Minimum of 60-day public comment period on effectiveness of existing consultation process and proposed modifications

3

Public Comment Period Feedback & Responses

The 2023 INDOT Planning Public Involvement Plan (PPIP) provided a 45-day public comment period from November 2, 2020 to December 24, 2020 per 23 CFR 450.210 (a)(2). The INDOT PPIP was available on the INDOT Public Involvement website at <https://www.in.gov/indot/4103.htm>. Comments could be sent by email or through standard mail.

Notification of the availability of the INDOT PPIP was provided weekly/bi-weekly to the Public Meetings & Hearings listserv and Environmental Services listserv

which has over 15,000 subscribers. Additionally, social media was utilized to notify the public through INDOT Facebook pages.

Below is a summary of the comments received during the 45-day public comment period and INDOT's response to the comment. Comments that were not related to the INDOT PPIP were sent to INDOT Transportation Services Call Center for resolution by INDOT customer service representatives.



Figure 39: Public Comment Feedback & Response

Public Comment Received	INDOT Response
<p>Please connect Profile Parkway north of Gates Drive to West Industrial Park Drive!</p>	<p>CS0367072-Thank you for contacting the Indiana Department of Transportation. The Indiana Department of Transportation is responsible for designing, constructing and maintaining State Roads, US Routes, and Interstates across Indiana. The road you are referring to is maintained by the City of Bloomington, you can contact them at 812-349-3448.</p>
<p>This initiative is long overdue. The public should have more sway over project planning.</p>	<p>CS0368644-Thank you for contacting the Indiana Department of Transportation with your Planning Public Involvement (PPIP) comment. This comment has been documented for public record. We appreciate your feedback.</p>
<p>We really appreciate the CC Funds that enabled our little community to repair our streets. Now our big need is to repair our sidewalks. We have a handicapped lad who goes around in a motorized wheel chair IN THE STREETS because the sidewalks are in such disrepair and our budget does not provide enough funds to spend on sidewalks. If the rules could be changed to permit sidewalks it would help our smaller communities tremendously.</p>	<p>CS0368647-Kathy Eaton-McKalip will be talking to customer</p>
<p>Please keep up-to-date on freshly striping our roads</p>	<p>CS0368663- Thank you for contacting the Indiana Department of Transportation. We appreciate receiving your feedback on how we can better maintain roadways. (This customer has no contact information)</p>
<p>There is a small retaining wall along Highway 50 on the east side of the road just past High Street that is crumbling and very unsightly. I imaging it has been in place since the highways was built in the early 1900s. Please consider replacing this wall in your future plans.</p>	<p>CS0368670- Case created for investigation of maintenance</p>
<p>We drive through your state often, i65 is a death trap, needs more lanes and semis and cars need to be closer in speed differential. One of the most dangerous freeways in the country. Also build the illi anna by pass in the nw corner. It also is a death trap !!! Move i80 traffic south a bit on a bypass, please stop killing innocent people !!!!</p>	<p>CS0369973- I called the customer and left them a voicemail explaining that there are projects planned for I-65 to address safety concerns.</p>



Public Comment Received	INDOT Response
<p>The plan looks good to me! Indiana libraries are happy to partner with INDOT. Please let our office know if we can help disseminating information to the public libraries.</p>	<p>CS0368672-Thank you for taking the time to review and comment on INDOT’s draft Planning Public Involvement Plan. We greatly appreciate the offer to partner with you to share information to the public libraries. I will continue to be in touch as we strive to do our best to reach the public and give everyone a voice in our transportation planning process.</p>
<p>When it comes to Indiana Infrastructure, there is no place where Stake or shareholders have any say whatsoever. This is our Monies and it is solely up to the People of Indiana.</p>	<p>CS0369976-No customer contact information for response. Comment has been recorded. Resolution for case recorded: Thank you for contacting the Indiana Department of Transportation. Indiana's infrastructure funding is outlined by state law, which is established by our elected lawmakers. Constituents are encouraged to reach out to their state and federal elected officials on the use and distribution of their tax dollars.</p>
<p>8155435XXXX</p>	<p>CS0369977- Comment recorded as blank.</p>
<p>Internet access is incredibly slow here south of Scottsburg but very important</p>	<p>CS0369981-Thank you for contacting the Indiana Department of Transportation. INDOT has launched a broadband corridors program in order to accelerate the deployment of broadband infrastructure across the state. This program removes barriers preventing broadband providers from accessing right-of-way along Indiana interstates and limited access highways. Broadband infrastructure refers to the building of cable, internet, and other telecommunications infrastructure in order for these services to be readily available to all Hoosiers. The most recent and up to date version of the INDOT broadband corridor map can be found on the INDOT public website at https://indot.maps.arcgis.com/apps/View/index.html?appid=1212df60f0b04e02b54521ad0212db2f You may search your local area and see where designated broadband corridors exist (shown in green).</p>



Public Comment Received	INDOT Response
<p>1) Under chapter 2 regarding public input and communication. There are many ways listed to communicate messages and solicit feedback from constituents, but a modern digital marketing strategy is not included. Posting things to social media, website, etc. have become fairly static ways to communicate and current methodologies of follow-up ads and effective use of cookies, targeted by zip code could produce a much high rate of engagement and a more localized message. 2) Several years ago INDOT transferred ownership of certain roadways to the counties in Indiana with capital to help support maintenance of the roads, with the expectation that the counties and municipalities would be wise stewards of these funds. Unfortunately, time has proven that the funds were not invested properly to create an endowment for capital improvements to transportation infrastructure and now that the infrastructure is in need of repairs, they money isn't there and INDOT has wiped their hands of it. How is this plan addressing these needs and issues other than just pointing fingers?</p>	<p>CS0369983- Response for #1) INDOT has hired a Planning Public Outreach Manager who is working with INDOT Office of Communications to create a more robust digital marketing strategy that includes targeting areas by zip code and providing more localized messages. #2) We appreciate receiving your feedback. Local public agencies are still receiving funds for these roadways as they are included in their formula funding distributions, both state and federal. INDOT, however is not in charge of LPA asset management.</p>
<p>When was public hearing Highway 46/ Smith Rd intersection Bloomington?</p>	<p>CS0369986-Thank you for contacting the Indiana Department of Transportation. There was no Public Hearing for SR 46 and Smith Rd intersection in Bloomington.</p>
<p>Why was IN 46 from 446 to College Mall changed from 4 lanes to 2 lanes? Since the change I have only seen bikes in bike lane less than 5 times. Wouldn't a Share the Road sign work better? With all the new apartment construction 900+ apartments soon to be finished why not just repaint lines and go back to a much better traffic flow.</p>	<p>CS0369990- The intent of the most recent construction on SR 46 (3rd St) was to extend the life of the pavement by providing an HMA Overlay. No additional property acquisition was intended with this project. While reviewing the corridor for additional improvements, it was decided that two-way left turn lanes would provide additional safety for the traveling public as there was a pattern of rear end crashes and excessive speeds. This decision was made through coordination and input from the City of Bloomington, as well as traffic modeling completed by a consultant hired by the City. The existing road was not wide enough for 5 lanes. Therefore, two through lanes and a left turn lane was preferred over the existing 4 through lanes and no left turn lanes. The bike lanes were incorporated due to the additional pavement left over from the modifications. It was also in Bloomington's long range plan to have bike lanes along this route. We monitored the crashes along the corridor and after a 3 year crash review (comparing crashes before and after the construction), total</p>



Public Comment Received	INDOT Response
	<p>annual crashes were down 34% and injuries were down 50%. These lane reconfiguration changes also did not cost any additional taxpayer dollars because the corridor was already scheduled to be resurfaced. There is an additional project in development to construct left turn lanes along Smith Rd to relieve congestion at that traffic signal and the corridor. This project is currently scheduled for spring of 2023.</p>
<p>How can INDOT support communities for broadband expansion that effects rural areas and county roads?</p>	<p>CS0369994-Thank you for contacting the Indiana Department of Transportation. INDOT has launched a broadband corridors program in order to accelerate the deployment of broadband infrastructure across the state. This program removes barriers preventing broadband providers from accessing right- of-way along Indiana interstates and limited access highways. Broadband infrastructure refers to the building of cable, internet, and other telecommunications infrastructure in order for these services to be readily available to all Hoosiers. The most recent and up to date version of the INDOT broadband corridor map can be found on the INDOT public website at https://indot.maps.arcgis.com/apps/View/index.html?appid=1212df60f0b04e02b54521ad0212db2f. You may search your local area and see where designated broadband corridors exist (shown in green).</p>
<p>Discussions with the public should begin MUCH EARLIER in the process. INDOT has already designed the project and are well into the implementation phase before the public has any knowledge there is a project to talk about.</p>	<p>CS0370001- Thank you for contacting the Indiana Department of Transportation. The goal of this PPIP is to ensure that public involvement happens at all stages of project development, especially early planning stages, and that the agency is reaching all citizens with its outreach efforts.</p>
<p>There are not enough buses that run in Fort Wayne, people have a hard time getting around because of it</p>	<p>CS0370002-Thank you for contacting the Indiana Department of Transportation. The Fort Wayne bus system is not maintained by INDOT, you will need to contact your local municipality for better assistance.</p>
<p>We have several potholes on Hwy. # 37 thru Harlan, IN.</p>	<p>CS0370006-Case was sent to district for repairs. Thank you for contacting the Indiana Department of Transportation regarding your concern on SR 37. The potholes at this location have been filled. If you should have any further questions or concerns, please feel free to contact us at 855-INDOT4U or visit us at www.INDOT4U.com</p>



Public Comment Received	INDOT Response
<p>I went through the plan thinking I might see some sort of future architecture or plan about things like you want another 1000 miles of bike routes but I didn't see that level of detail. I've done Transportation and IT Strategic Planning and I was looking for your As IS Architecture, Your To Be Architecture and the Roadmap to get there.</p>	<p>CS0370007- Thank you for contacting the Indiana Department of Transportation. The goal of this PPIP is to increase the level of and guide public involvement during the planning phase of projects and for other planning initiatives. You may be interested to review INDOT's 2045 Long Range Transportation Plan, https://www.in.gov/indot/resources/planning-studies/technical-planning/2045-indot-long-range-transportation-plan</p>
<p>State Road 14 East road surface condition between Rochester and Akron. First off, I used to work for INDOT years ago and I understand the political red tape. This stretch of roadway is in need of resurfacing with state code hot mix. It is almost like driving across a cornfield in most areas.</p>	<p>CS0370008-Case was sent to district for investigation and repairs to roadway. Response: "Thank you for reaching out to the Indiana Department of Transportation regarding the condition of State Road 14 between Rochester and Akron. Hopefully you'll be pleased to hear that we'll be doing some work on that stretch of SR 14 later this year. Typically, a road like SR 14 with comparatively low traffic volumes would have a resurface done approximately every 20 years. This stretch of SR 14 was last resurfaced in 2009, which would put it on track for resurfacing somewhere around 2029. During that time, we'd perform various maintenance activities on the road (such as crack sealing, etc.) in order to get that longer life out of the pavement. What was scheduled for this year was a chip seal treatment, which is effective at preserving the surface of the road, helping us achieve that longer lifespan. However, due to the condition of the corridor, we're going to be doing some additional patching before the chip seal treatment to shore up some of the structural issues that are causing the rough ride you and others have pointed out to us. That work will take place this upcoming spring/summer, so we anticipate a smoother ride ahead! Hopefully you find this information useful. If you have any further questions or concerns, please feel free to contact the INDOT Transportation Services Call Center at 855-463-6848 or online at www.indot4u.com</p>
<p>Tolls on the Ohio River bridges are applied too heavily on local residents. Discount program is not functioning as promised.</p>	<p>CS0370053-Good Morning Mr. Storz, We have reached out to the Director of Tolling for the Ohio River Bridges and he has provided the following information regarding your account. Customer Account Customer has 3 active vehicles on the account, two of which occur the majority of the tolls. One of the vehicles does have some vTolls, which could indicate odd placement of the transponder, or potential issues with the lane where they are crossing. However, those vTolls do not appear to have caused any issues on the account. Escalation The complaint is:</p>



Public Comment Received	INDOT Response
	<p>“Tolls on the Ohio River bridges are applied too heavily on local residents. Discount program is not functioning as promised”</p> <p>Ultimately, on this account, the discount program is functioning as I would expect. It’s possible the customer is expecting the COMBINED tolls on both vehicles on the account to count towards the 40 limit – but the program is designed to be ‘per vehicle’. This account has hit the 40 transaction threshold 3 times (March 2022, April 2022, and May 2022) and the discounts were properly applied in all 3 months. The vTolls have never had an impact on the application of the frequent user discount, as the transactions COMBINED for that vehicle are still < 40 txn for the month. Screenshot below of customer’s toll transactions by month, by vehicle. The below indicates the months that FUD was met (and applied). The orange yellow indicate the vehicle that has some transactions split between transponder and Toll transactions - - but you can see they never total more than 40 for any month</p>
<p>Step 1) ensure racial conscience inclusion Step 2) utilize social media and publicize in Black owned media and radio 3) partner with local active not for profits and businesses such as those within the Alliance and add several local organizations onto working group</p>	<p>CS0370054- Thank you for contacting the Indiana Department of Transportation. The three steps you suggest are objectives the agency is striving to accomplish through the PPIP. Cat Seely, Planning Program Outreach Manager, will be following up with you to talk about building partnerships for future public involvement efforts.</p>
<p>We will send a document to the Cat Seely at indot@indot.in.gov</p>	<p>CS0370055- Responses to document submitted by Rethink Coalition are in the letter following this table.</p>
<p>it would be nice if more train routes were put in to connect everyone to Indy . trains started America and will keep traffic off highway</p>	<p>CS0370056- Thank you for contacting the Indiana Department of Transportation. In early 2019 Amtrak posted an official notice that the Hoosier State service would be canceled on June 30, 2019 if the Indiana General Assembly did not include funding in the biennium budget. Money was not found within the budget and the service was subsequently ended. While there are no official funding plans to have the Hoosier State Train return, Indiana legislators in partnership with Amtrak have and will continue to review this possibility.</p>



Public Comment Received	INDOT Response
<p>We must demand a large shift to public projects and public transportation. Local and statewide projects are important to connect us efficiently, environmentally, and economically. We need trains, buses, and trams. No more highway expansion!</p>	<p>CS0370060- Thank you for contacting the Indiana Department of Transportation. In early 2019 Amtrak posted an official notice that the Hoosier State service would be canceled on June 30, 2019 if the Indiana General Assembly did not include funding in the biennium budget. Money was not found within the budget and the service was subsequently ended. While there are no official funding plans to have the Hoosier State Train return, Indiana legislators in partnership with Amtrak have and will continue to review this possibility. As far as buses, those would be specific to your local area and would be something that would be handled through them.</p>
<p>Please resurface Masters Road. It's never been done in the 16 years I've lived on it. Only pothole filling. The road odd in very poor shape.</p>	<p>CS0370061- Thank you for contacting the Indiana Department of Transportation. The Indiana Department of Transportation is responsible for designing, constructing and maintaining State Roads, US Routes, and Interstates across Indiana. The road you are referring to is maintained by the City of Indianapolis. You can contact the Mayor's Action Center at (317) 327-4622 to report the issue. Thank you!</p>
<p>While coordinating with the MPOs to reach underserved populations is a good/recommended practice, INDOT should also be sure to engage the underserved populations in areas of the state that are not covered by MPOs.</p>	<p>Engaging the underserved populations outside of MPO areas is a goal of this Plan and means to do so have been included in the document.</p>
<p>What format can the public participate in STIP involvement during the Call for Projects? Please describe.</p>	<p>This is a work in progress. The agency is looking at how public can be better informed at this stage and will implement changes to the current process.</p>
<p>Various edits to formatting of the document.</p>	<p>All completed.</p>
<p>When we say "INDOT" could we or should we be more specific as to who at INDOT we are referring to.</p>	<p>Document was reviewed to make changes to this language where appropriate.</p>



COMMENTS TO INDOT PLANNING PUBLIC INVOLVEMENT PLAN (“PPIP”)

OVERALL IMPRESSIONS, CONCERNS, RECOMMENDATIONS

- a. **INTENDED AUDIENCE:** We assume the PPIP is a primarily a guide for INDOT staff and partnering/implementing agencies. It also seems to be written for the public regarding how and when to interface with INDOT on program and project development. It’s confusing to have one document serving both purposes if that’s the intent.

Recommendations: If agency guidance is primary, clearly state or differentiate terms like shall rather than encouraged to. 23 CFR 450.10 guidance is clearer about the distinction. Also, pull forward subsections into the narrative in a consistent and prominent format [boxed exhibit for each major/relevant section] rather than leaving them in the appendix in excerpted form. For example:

23 CFR 450.210 Interested parties, public involvement, and [consultation](#).

In carrying out the statewide transportation planning process, including [development](#) of the [long-range statewide transportation plan](#) and the STIP, the [State shall](#) develop and use a documented public involvement process that provides opportunities for public review and comment at key decision points.

Each subsection of the PPIP should directly follow the sequenced CFR subsections/paragraphs and reference them in the same format, i.e.:

23 CFR 450.210 The [State's](#) public involvement process at a minimum **shall**:
[paragraphs relevant to section]

- b. **THE PUBLIC AUDIENCE:** Currently, PPIP’s opportunities and responsibilities for public involvement are commingled with agency and partner processes. Public involvement can be better served by adopting one of the following recommendations to improve the Plan’s clarity as an educational tool and build trust and engagement with various constituencies:

Recommendation 1: Create a companion document with clear guidance on (1) how and when people can interface with INDOT at each stage of program and project development; (2) how to access applicable resources including a program or plan’s statement of purpose and need, graphic representation of location and scope, and technical documents to the degree developed; and (3) contact information for ERC or project-specific PIO and local CAC representative[s].

Recommendation 2: Keep the content in Recommendation 1 as part of the PPIP but improve the Public Outreach Matrix/Tiers table and consolidate the content in marked subsets of each category.

Recommendation 3: The best option would be to do Recommendation 1 (create the standalone public engagement document) and Recommendation 2 (integrate public guidance into the primary agency-oriented primary document as demarked subsets to each section or typology).



- c. **GLOSSARY:** The Plan uses multiple technical terms and acronyms. Sometimes they are described in the narrative but often not.

**January 14, 2023 – Individual Page Comments on PPIP
Rethink 65/70 Coalition | p.2**

Recommendation: Create a linked glossary of terms based on FHWA descriptions.

- d. **TRANSPARENCY:** The Plan needs to be more transparent about the obligation to make public information (technical and policy information, etc.) available early in the planning and project development process. That information is essential to an informed consideration of alternatives and planning too often advances to Stage 1 completion without the information being made available.

Project Intent Reports and Stage 1 plans are public information but obtaining them has often required going through burdensome Public Information Requests. Concealment of plans is a transparency issue that can raise questions of Major Project segmentation, a serious issue with FHWA and the NEPA.

Recommendation: Require making relevant technical plans available early in the public involvement process with “early” meaning before key decisions such as ranking of alternatives have occurred. This is an important distinction and a purpose of the overall process.

- e. **ANTECEDENT PLANS:** Many of the feedback concerns cited regarding the 2021 INDOT Project Development Public Involvement Procedures Manual [PIPM] cited on page 51 [appendix], have not been addressed in this Plan. Of particular concern is the claim that Technical Planning has no jurisdiction to mandate policy on District level public involvement procedures. That contravenes federal guidance.

Recommendation: Clarify the applicability of the Plan to all INDOT jurisdictions.

- f. **READABILITY/ACCESSIBILITY:** The document is difficult to read. Issues include header-body text contrast [color values, grayed text], reading order, and use of infographics derived from other documents that are inconsistent with the format and style of this document [different fonts, font sizes, lower resolution]. These are both ADA compliance and general readability issues that reduce the document’s overall utility.

Recommendations: Perform an accessibility check for readability and eliminate the blocks and text that are unreadable by many.

- g. **GRAPHIC CONTENT:** The document is populated with graphics that vary in quality, readability, and relevance and appear to be taken from not always relevant sources [see pages 5, 11, 19, 20, 24, 29, 31, 37/42 and appendix 47-50].

Recommendation: Create a document-specific series of infographics that are consistent in format and relate to, but don’t duplicate, the narrative discussions.

COMMENTS RECEIVED FROM RETHINK PARTNERING NEIGHBORHOOD GROUPS

The following is a summary of comments we have received from Rethink partnering neighborhood groups.

1. An over-reliance on web information, subscriber lists, social media, and online notifications will continue to miss core constituents who do not have internet access or are not literate in those technologies. Those constituents are often the underrepresented who are most impacted by transportation decisions. Using alternative lists, such as BMV lists, and conventional approaches, such as door hangers and yard signs, can be effective.



**January 14, 2023 – Individual Page Comments on PPIP
Rethink 65/70 Coalition | p.3**

2. There is a lack of performance measures to determine the effectiveness of public outreach efforts. Most of the document is written so that district offices, MPO's, and local jurisdictions can implement their own procedures without accountability. It doesn't appear there are requirements by INDOT to meet certain thresholds of effectiveness. Social media hits do not equate to participation.
3. Understand and more clearly emphasize the primary goal of the PPIP is public education regarding project purpose and need along with informing INDOT of legitimate public needs and preferences.
4. Another stated goal should be to increase social and economic opportunity for equity-focused communities with development of a transportation cost burden measure. See attached one-page USDOT document titled "Expanding Access", available at this link:
<https://www.transportation.gov/priorities/equity/equity-action-plan/expanding-access>
5. The INDOT central office should develop performance standards to measure the effectiveness of the public input processes at the state, MPO and local jurisdictional level. According to the USDOT "Transportation Disadvantaged Census Tracts" website:
[\[https://usdot.maps.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a\]](https://usdot.maps.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a), Indiana has 321 disadvantaged census tracts, many of them in rural areas. One measurement could be measuring how effective INDOT's outreach is to those census tracts. Rethink Coalition is available to partner with INDOT on developing additional performance measures.

COMMENTS AND QUESTIONS TO SPECIFIC PAGES OF THE PPIP

Below are specific comments on noted pages in the Plan. Attached is a PDF of the "Expanding Access" guidelines from USDOT, as reference.

Pg 4, 1st column: "A word to INDOT staff"

- This page states that INDOT staff is encouraged to use the PPIP. Shouldn't they be required to use it?

Pg 5, 1st column: "INDOT's Public Participation Matrix"

- Under the Inform column, add mailing to property owners, neighborhood groups, and associations using US mail databases. Don't rely just on subscriber lists. Utilize postcards or letters.
- Distribute beyond immediate areas "designated as impacted". Impact usually affects beyond the designated area.
- Require a community "push" to get people signed up so they receive the info.
- The Outreach Matrix infographic in relationship to the adjacent Three Tier bulleted list is confusing. The terms are technical and point to the need for a glossary of the PPIP's terminology. In many cases those can be hyperlinked.

Pg 6, bottom of page: INDOT Public Outreach Procedure Tiers

- Please clarify "Plan Amendment - 7 days"
- The INSCOPE portal for documents needs revamping to be more user-friendly and accessible.



- Instead of sending the public and stakeholders to search INSCOPE for documents, INDOT could attach accessible Links online within their project websites and in any electronic communications. These Links could be printed on flyers, letters, and presentation slides, as well. If some of the documents are truly too big to attach, INDOT could link them to a Dropbox, or other file management system, to increase accessibility.

**January 14, 2023 – Individual Page Comments on PPIP
Rethink 65/70 Coalition | p.4**

Pages 7-8 (Benefits of Public Involvement)

- Public engagement calendars need to begin months earlier than the current standard.
- If INDOT is contracting out CRM content to an out-of-state firm for Section 106 reviews, a local subcontractor should be appointed in some capacity. INDOT is missing critical facts by not having a boots-on-the-ground strategy. Ultimately, content is missed or INDOT has to revise materials. This erodes the public trust and wastes the public's tax dollars.
- Shouldn't a benefit be to work toward more innovative traffic solutions to problems and taking a critical look at the pattern of adding highway lanes and their impact on communities and the environment
- There should be an official standard for traffic data. Any project over \$100 million should require citing traffic data from the last 12 months and not rely on outdated/old data.

Pages 10-12

- To address the underinvestment in disadvantaged communities, every INDOT project needs an Environmental Justice and Equity Committee.

Pg 11, 2nd column, last paragraph

- "INDOT strives to provide ... decision-making process in every stage of planning and development" – this should be emphasized with requirements that help ensure early public involvement.

Pg 12, 1st column: "How? Notification Sources"

- Add US Mail databases

Pg 14, 1st column: "Public Meetings"

- Time of day is another important factor. Convenience to stakeholders, not paid staff, should be a priority in scheduling meetings.

Pg 17, 2nd column: "INDOT Planning Documents"

- The second paragraph sounds great, but how does this happen in practical terms?

Pg 18, 2nd column: "Early Consultation Meetings"

- How are key stakeholders determined?

Pages 17, 29-32

- Gaps in infrastructure can be addressed through multimodal transportation planning. How can INDOT better collaborate with organizations already doing multi-modal transportation work?

Page 23

- "(the) STIP website containing all related processes, documents and updates of current and archived STIP information that is available for public review and inspection."



- The availability of this and all such information and documents should be available in simple
- Links that can be clicked on and downloaded.

Page 23-24

- In effecting outreach, connection, and involvement with underserved communities, INDOT should maintain an Environmental Justice and Equity Team to guide how they plan and proceed

January 14, 2023 – Individual Page Comments on PPIP

Rethink 65/70 Coalition | p.5

Page 24-26

- In conducting public informational meetings, “educate” is an excellent value. The public needs better education about how INDOT and the State Government think and operate and about their goals, priorities, and agendas. This will foster better participation and help INDOT learn more about the public’s interests.

Page 29

- The public needs better education about the Long-Range Transportation Plan (LRTP). It needs to be taught, explained, and made more widely known in the state regions, towns, and communities.
- How do changes in technology affect the Long-Range Transportation Plan, which is already in place and covering communities until 2045? How should stakeholders partner with INDOT in the LRTP with, for example, the acceleration of vehicle electrification and predictions about human and auto traffic being unsustainable?

Page 30-32

- The Planning and Environmental Linkages (PEL) program is wonderful. If INDOT embraces the process and works to educate and engage the community and institutional stakeholders on how they can participate, this could be the way to a much better future.

Pg 35 “District-Wide Public Involvement Activities”

- How are the brief summary reports shared and distributed? Can the MPO distribute reports to their stakeholders?

Pg 35 “District Public Meetings, Open Houses, & Virtual Meetings”

- The PPIP doesn’t state how the District Public Meetings, Open Houses and Virtual Meeting participants are reached. What is the method of outreach to under-represented populations? Are the in-person meetings arranged so that they are convenient for underrepresented populations to attend? There needs to be more definition about how INDOT will conduct its extensive public outreach to inform the public of the meetings.

Pg 36

- There should be a central office that develops a performance standard for measuring effective outreach efforts. According to the USDOT “Transportation Disadvantaged Census Tracts website, <https://usdot.maps.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a>, Indiana has 321 disadvantaged census tracts. One measurement could be measuring how effective INDOT’s outreach is to those census tracts. There are probably other measures.

Pg 37



- There seems to be an overreliance on digital interface with the web in making information available. What are the measurements to determine if the information is accessible to underserved populations? INDOT needs to establish performance standards for MPO's.

Pg 40 1st Column, bottom

- There's an incomplete statement.

Pg 47

INDOT should develop performance measures to gauge the effectiveness of compliance with the federal citations listed



Comments to the INDOT Planning Public Involvement Plan “PPIP”

DATE: 2/2/20

TO: Brenda Freije, Charles Richardson and Russell Menyhart with Rethink Coalition

FROM: Cat Seely, INDOT Planning Program Outreach Manager

RE: Comments to the INDOT Planning Public Involvement Plan “PPIP”

Thank you for your time reviewing and commenting on the 2022 Planning Public Involvement Plan (PPIP) Draft. We greatly appreciate the input from the Coalition. Please read further for responses to the ways in which INDOT will implement your suggestions in this and future PPIP updates.

In response to the Overall Impressions, sections a & b, we recognize that using one document to communicate to two audiences may complicate the message, and will address that comment, including the recommendations 1-3 in the next update to the PPIP. We will keep this PPIP update on track without major formatting changes at this time so that we can begin using the document within the agency to emphasize the importance of public outreach in planning and begin to familiarize our internal team with a standard process, as reflected in Chapter 2 and tools such as the POP Checklist and Companion Document, for reaching out to the public and facilitating efficient public involvement in our planning processes. As noted in this section, we have performed a review of the document to identify instances where language such as “are encourage to” could be changed to “shall.”

In response to section c, we will work on creating a glossary that can be added to the PPIP for clarity of terms.

In response to section d, we intend for this PPIP to be a living document and as we work to identify best practices for improving our methods of early information sharing related to planning, the document will evolve. It is important to note that this document is related to planning efforts and the early project development process at INDOT and separate from the NEPA process for specific projects. INDOT Technical Planning will share this comment and subsequent recommendation with INDOT Environmental Services Division who works more directly with the project-level NEPA process.

In response to section e, INDOT Technical Planning will be working with Central Office and all INDOT Districts so that this PPIP is recognized, useful and referred to as the tool to guide all planning public outreach efforts. It will not be a document to simply sit on a shelf.

In response to section f and g, INDOT will perform an accessibility check for readability and is currently working to acquire additional software to assist in providing improved infographics, etc. for use by INDOT Technical Planning.

In response to Comments from Rethink Partnering Neighborhood Groups, comment 1, INDOT strives to reach as many people as possible and will continue to increase outreach via methods that do not require internet access. We currently partner with Indiana libraries to provide hard copies of documents and for posting notices and utilize newspaper advertisements. Direct mail and door hangers/signage has been added to the document as an additional strategy to pursue. Thank you for the suggestion.

Per comments 2, 4 & 5, INDOT continues to work on developing performance measures to better understand the effectiveness of our public involvement efforts. Once adopted, the PPIP will be used to as a guide to align practices



within the agency and with our partnering agencies, and is a step toward better accountability and effectiveness. The links and resources shared are appreciated and we will work to better incorporate those concepts into the next PPIP update. Regarding mapping of disadvantaged census tracts, our GIS team is using census data to create maps that will help guide our public outreach strategies to and within disadvantaged areas.

Comment 3 is in line with the idea of the comments in section a & b above regarding being more specific with intended audiences, goals and messages. INDOT will work to clarify this as well in subsequent PIPP updates.

In response to the Comments and Questions on Specific Pages of the PPIP, those comments have been addressed throughout the document. Some comments have been shared with INDOT Environment Service and Project Management as they can benefit from some suggestions that are also NEPA and project related. Some comments have not yet been reflected in this version of the PPIP as they will require additional thought and refinement to ensure successful implementation within the agency.

Thank you again for the time and effort spent/ to review the draft 2022 PPIP. We will continue to use the thoughtful review you have provided as we begin our next PPIP update and look forward to opportunities to partner in public involvement efforts to come.



4

INDOT District Map and Contact Information



Figure 40: INDOT District Map & Contacts

INDOT LaPorte District
315 E. Boyd Blvd.
LaPorte, IN 46350
INDOT@indot.in.gov

INDOT Fort Wayne District
5333 Hatfield Road
Fort Wayne, IN 46808
INDOT@indot.in.gov

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933
INDOT@indot.in.gov

INDOT Greenfield District
32 South Broadway
Greenfield, IN 46140
INDOT@indot.in.gov

INDOT Vincennes District
3650 South U.S.
Highway 41
Vincennes, IN 47591
INDOT@indot.in.gov

INDOT Seymour District
185 Agrico Lane
Seymour, IN 47274
INDOT@indot.in.gov

INDOT Central Office
100 North Senate
Avenue, Room N758
Indianapolis, Indiana 46204
INDOT@indot.in.gov

