

2026 Budget Presentation

Department of Public Works



Agency Overview

Engineering: Responsible for implementation and oversight of City's \$1B+ capital improvement plan, including construction of streets, stormwater systems, roads, bridges, multi-use paths, and trails. Also responsible for access control, traffic control, and lighting for these assets.

Operations: Responsible for street maintenance and repair, street sweeping, traffic systems, levee and dam upkeep, park grounds, forestry work, storm response, mowing in the public right-of-way, and trail maintenance.

Solid Waste: Manages solid waste collection and disposal. This includes residential and heavy trash, leaf collection, curbside recycling, drop-off recycling, tire disposal, dead animal disposal, downtown litter abatement, and supporting Saturday trash drop-off at the Citizen's Transfer Station.

Fleet Services: Responsible for procuring, maintaining, fueling, monitoring, and repairing all City-owned vehicles and equipment, including public safety vehicles. IFS is funded through chargebacks to other agencies

Policy & Planning: Includes finance and legal functions, the Public Information Office, and technology. Policy and Planning also houses the Office of Sustainability and the Office of Disability Affairs.

Agency Staffing

DPW Operations	Filled	Vacant	New Hire in Process
D1	33	1	6
D2	38	4	0
D3	44	1	3
D4	42	1	1
D5	22	3	0
Downtown Crew	5	1	0
Street Ops Admin	14	0	0
Forestry	15	1	0
Stormwater	54	2	2
Grounds D1	17	2	0
Grounds D2	19	1	0
Grounds D3	22	0	1
Grounds D4	14	0	0
Grounds Admin	4	1	0
Street Sweeping	18	3	1
Traffic	53	4	0
Trails	11	3	0
Operations Totals	425	28	14

Other DPW Divisions	Filled	Vacant	New Hire in Process
Policy & Planning*	54	5	1
Engineering	44	15	1
Fleet	92	13	2
Solid Waste	103	6	7

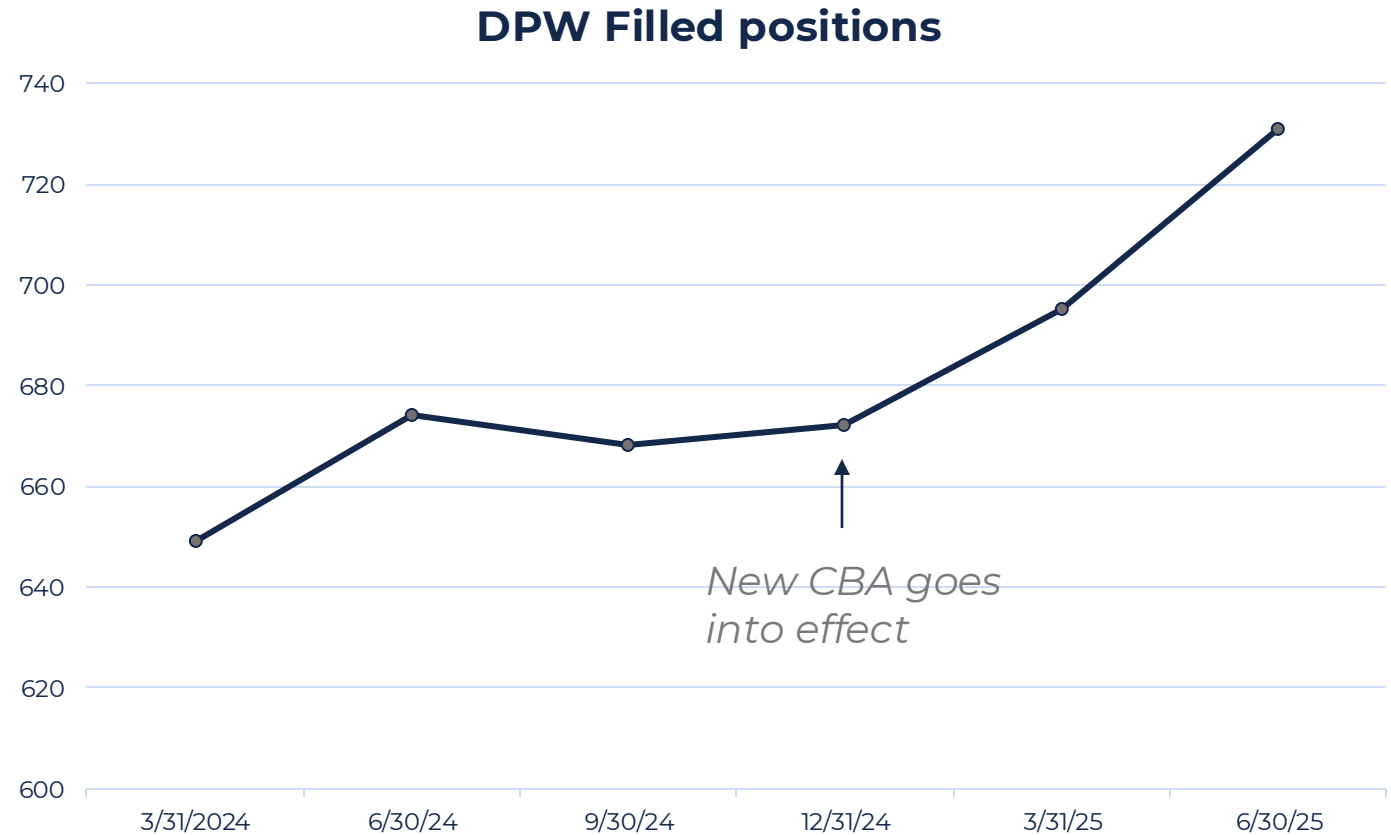
All DPW Divisions	Filled	Vacant	New Hire in Process
810 Positions Total	718	67	25
	88.6%	8.3%	3.1%

Note: Data current as of July 31, 2025

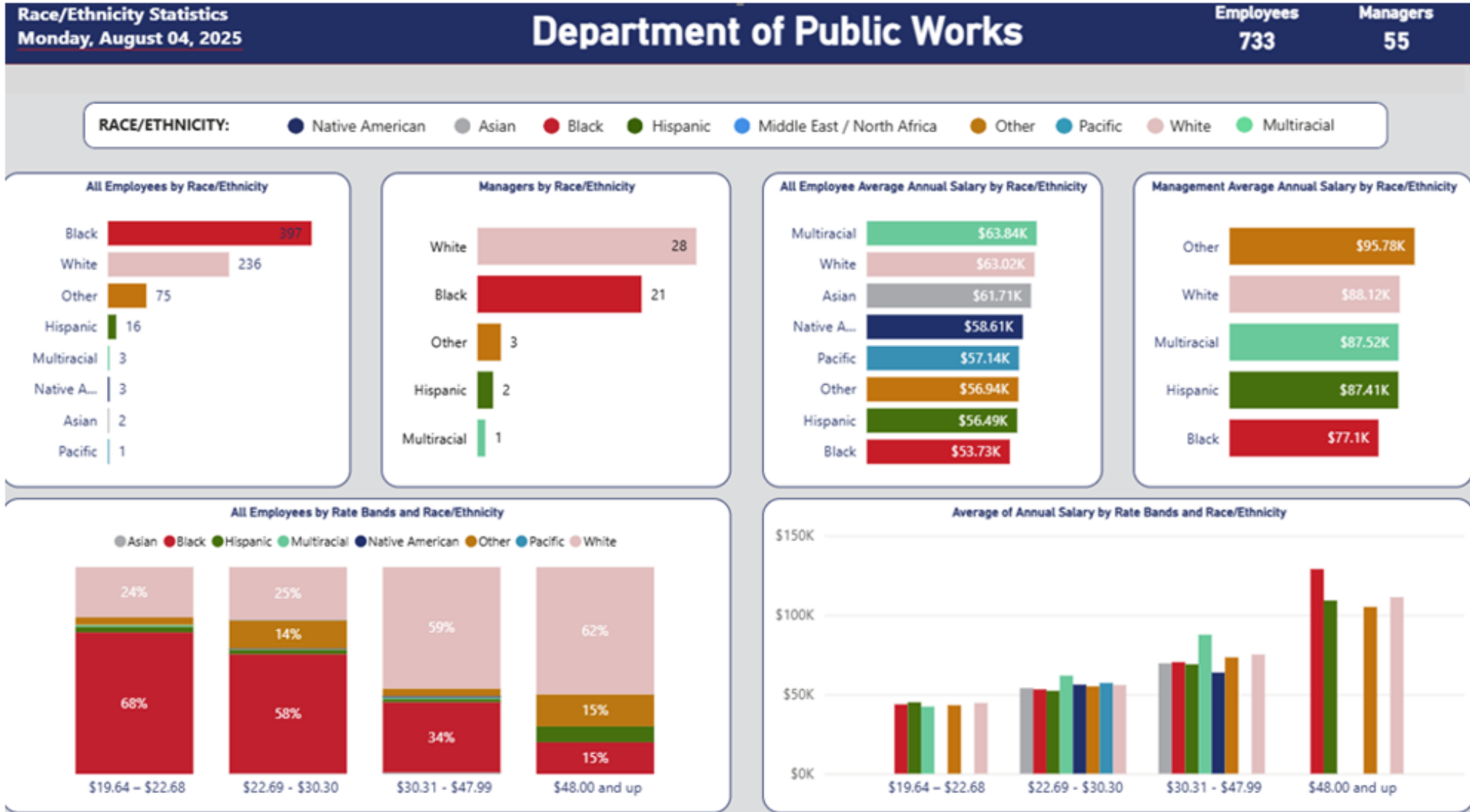
***Not Including Legislative & Indy-Ology Interns (14)**

Agency Staffing (Cont.)

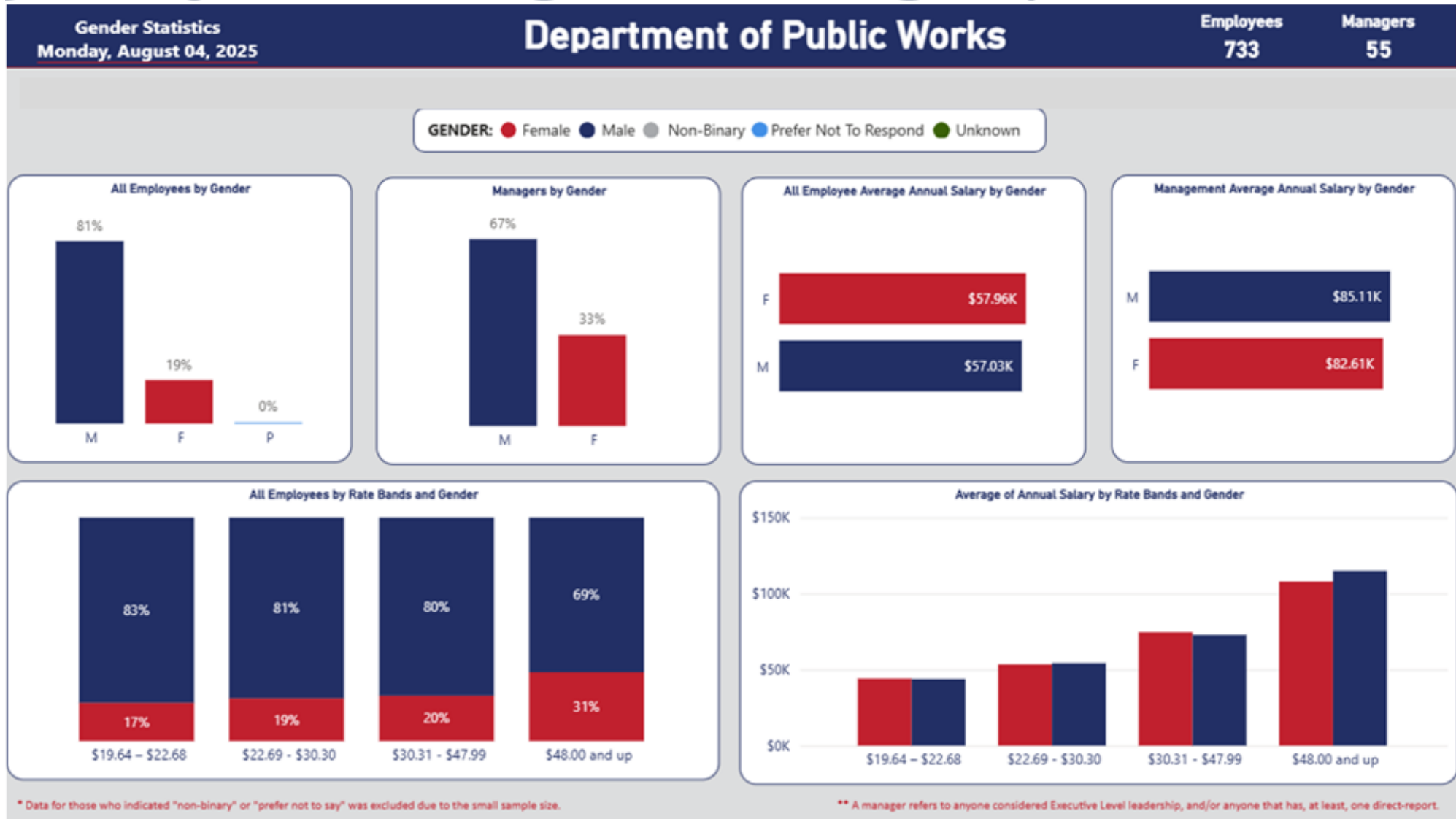
- Indy DPW staffing levels have increased significantly in 2025
- Largest increases are for Operations and IFS
- Pay adjustments from new CBA responsible for larger pool of candidates (*75% of DPW FTEs are union*)



Agency Staffing - Demographics



Agency Staffing- Demographics



Recent Programmatic & Fiscal Successes

Operations	Engineering	Solid Waste	Policy & Planning	Fleet
<ul style="list-style-type: none"> Investments in snow response Trails maintenance New CBA, improved staffing levels Facility investments 	<ul style="list-style-type: none"> Record MPO/federal grant funding 2025 construction season Completion or near-completion of major projects (NY/Mich, NPT) 	<ul style="list-style-type: none"> New solid waste contracts, transition planning Garage construction 	<ul style="list-style-type: none"> Community Powered Infrastructure Technology improvements Community engagement efforts 	<ul style="list-style-type: none"> 50 best fleets New CBA, Improved staffing levels More than 15,000 work orders completed YTD

Indianapolis Road Funding - Investments

In recent years, the City-County Council has voted to direct unprecedented levels of funding toward the building and maintenance of Indianapolis roads. This has resulted in the construction and rehabilitation of:

Since 2016:

- 1,279 lane miles of resurfacing
- 1,169 lane miles of strip-patching
- 103 miles of sidewalks
- 8,458 new ADA ramps
- 26 miles of bike lanes
- 33.9 miles of new trails
- 4,174 crosswalks
- 3 residential resurfacing packages

2025 to Date:

- 26 lane miles of resurfacing
- 123 lane miles of strip-patching
- 3.4 miles of sidewalks
- 593 new ADA ramps
- 2.5 miles of bike lanes
- 3 miles of new trails
- 170 crosswalks
- Successful bids of most recent residential packages

Community Powered Infrastructure (CPI)

What is it?

A 50/50 cost share partnership program between the City of Indianapolis and neighborhood partners to improve neighborhoods through three project types: Tactical Urbanism, Art in the ROW, and Indianapolis Neighborhood Infrastructure Partnership.

Recent Successes

- Successful CHNO tactical urbanism concept enters design phase
- Increased interest and installation of CPI projects
- Developed new CPI education program and resources

Community Engagement & Outreach

- Public meetings
 - Greenways Strategic Implementation Plan
 - Henry St. Bridge
- Vision Zero
 - Action Plan feedback
 - Community Pop Ups
- Looking ahead: solid waste transition & recycling education
 - Preparing MNAs for outreach related to cart deployment
 - Education & outreach coordination for recycling changes

2026 Goals, Priorities & Outcomes

Programmatic: Successful rollout of solid waste contracts; implementation of new snow fight plan; Controlling costs on major engineering projects; Jump start on designing projects that could utilize new state road funding

Safety: Implementation of Vision Zero Action Plan; Fatal Crash Review (expanded scope); Continued focus on CPI; Drafting Updated ADA Transition Plan

Technology: Continue creating increased efficiency and transparency through technological advancement

Facilities & Equipment: Move into new solid waste garage; improve quality of workplace at operations garages; Replacement of aging operations equipment

Looking Forward: Transportation Infrastructure in Indianapolis

- HB 1461 – planning for deployment of additional road funding dollars
- CEG lead service line replacement/residentials
- Pavement preservation
- DOT software
- Alternative delivery options

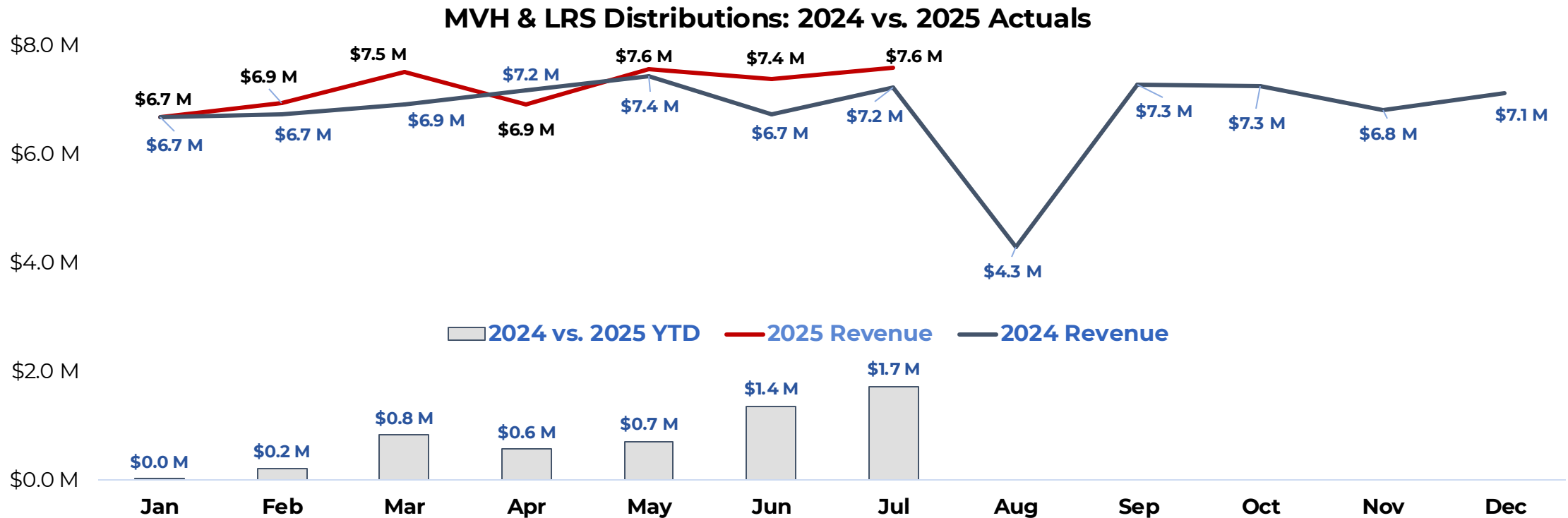
Indy DPW 2026 Operating Budget

2026 Revenue – Major Sources

Revenue Source	<u>2026</u> Budget	<u>% Chg vs. '25</u> Adopted	<u>\$ Chg vs. '25</u> Adopted
MVH/LRS Distributions (Gas Tax)	\$86.4 M	4.1%	\$3.6M
Wheel Tax	\$15.7 M	(0.8)%	\$(0.1)M
Stormwater User Fee	\$50.2 M	3.0%	\$1.5M
Solid Waste User Fee	\$9.0 M	0.4%	\$0.0M
Property Tax/Assc. Taxes (Solid Waste Only)	\$45.2 M	1.6%	\$0.7M

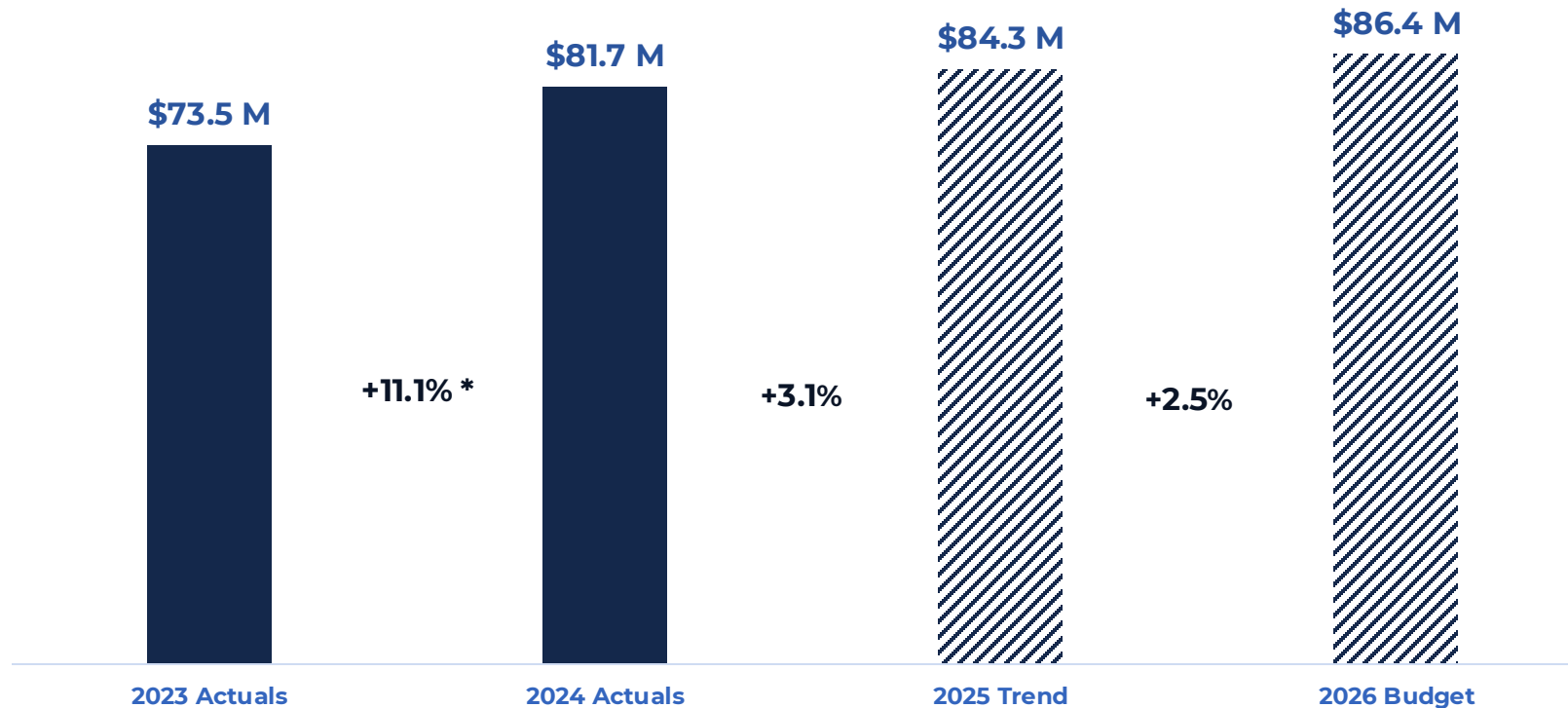
- Indy DPW budget must be built around available revenues
- Growth for primary revenue categories is typically stable due to statutory gas tax rate increases and stormwater user fee inflator in local ordinance
- Indy DPW consistently attempts to supplement with interlocal agreements, grants, and one-time appropriations

2025 Gas Tax Distributions



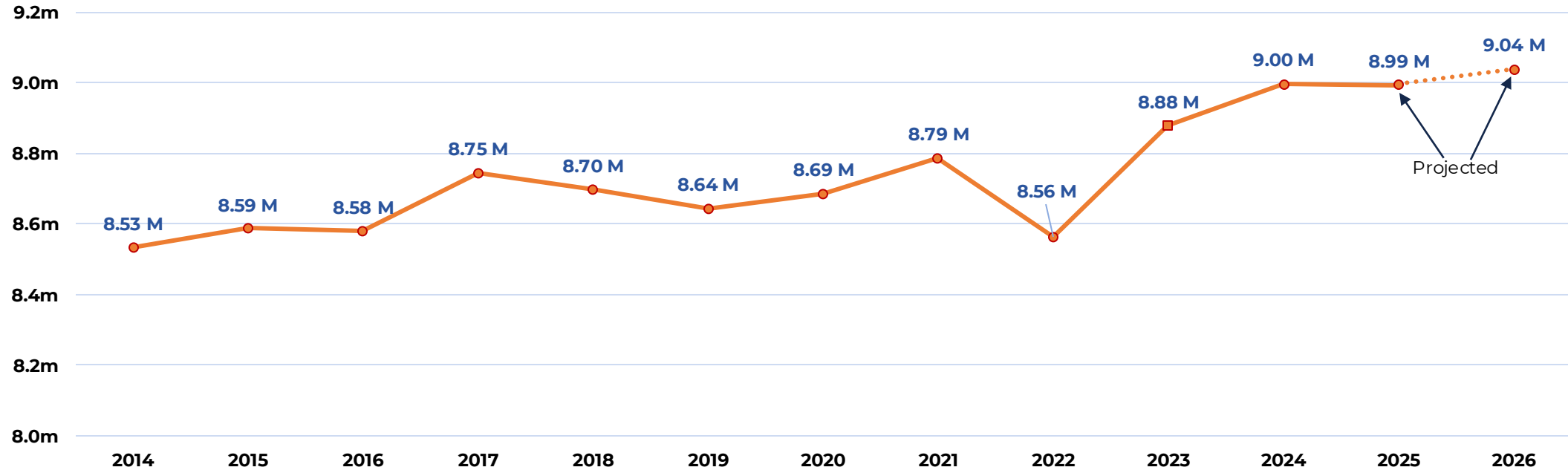
- YTD gas tax revenues are 3.53% above 2024.
- Forecasting a \$2.5M FY growth over 2024's FY total.

2026 Revenue – Gas Tax



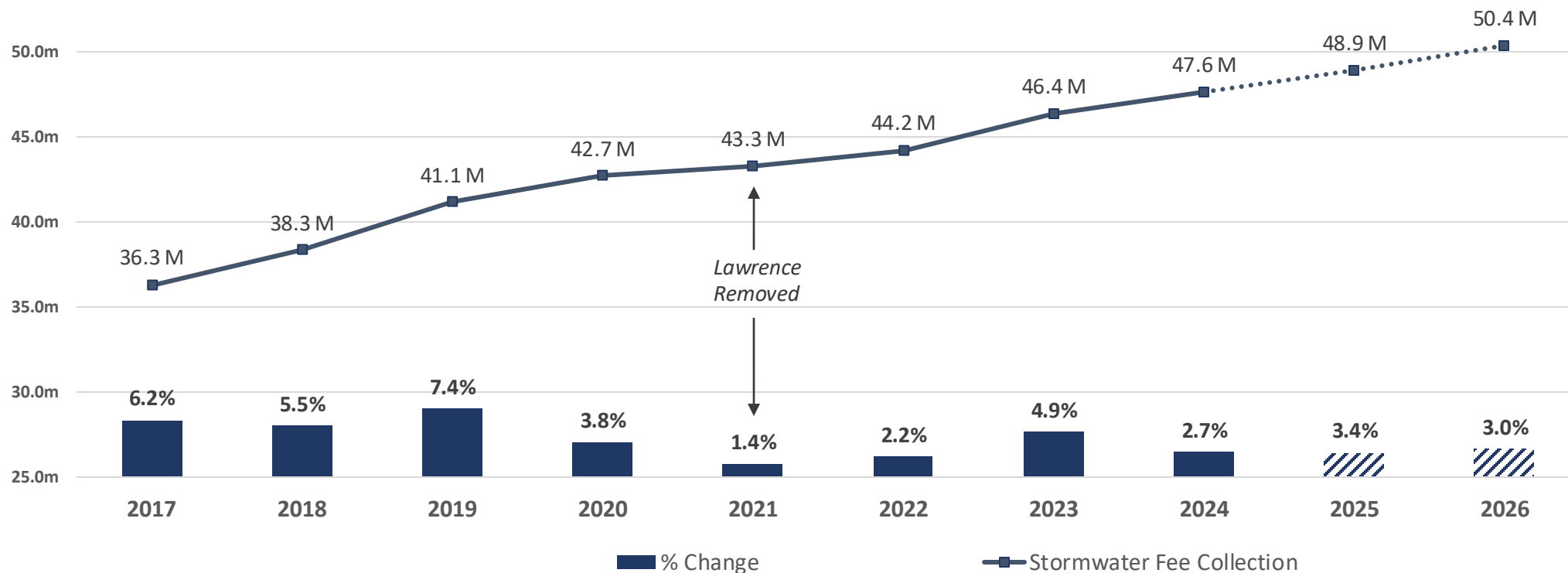
- *SB 283 (2023 Session) increased City’s MVH distribution beginning in 2024 (~\$7.5M).
- Continual statutory gas tax rate increases continuing modest growth trend (HEA 1001)
- 2025 collections currently trending above budgeted amount (\$83M)
- 2026 budget amount is 4.1% above the 2025 budget and 2.5% above our current trend

2026 Revenue: Solid Waste Fee



- Solid Waste User Fee is \$32/unit and is billed on property tax bills
- Revenue generated from the fee is relatively stable
- Indy DPW staff continually update solid waste database to ensure eligible units are being billed.

2026 Revenue: Storm Water



- Current fee is \$1.60/BBU
- New technology implementation to improve impervious surface measurement accuracy

Budget Breakdown by Fund Type

Fund Type	2025 Adopted Budget	2026 Introduced Budget	Variance
DPW Operating Funds	157,497,660	163,760,051	6,262,391
Fleet Services	3,681,039	2,897,556	(783,484)
<i>(IFS Ch1-4 Only, exc. Chargebacks)</i>	<i>35,778,587</i>	<i>36,967,413</i>	<i>1,188,827</i>
Capital Improvement Funds	34,231,460	44,231,460	10,000,000
Grant/Federal Funds	51,200,000	46,522,129	(4,677,871)
Total	246,610,159	257,411,196	10,801,037

- **DPW Operating Funds** reflect funds for core services, typically with dedicated revenue sources.
 - Overall increase of \$6.2M reflects: \$2.2M Ch1 (COLA/Healthcare), \$1.3M fleet charges, \$1.0M for contractual increases, \$1.4M for an increase to operations capital funding, and \$0.3M to supplement the tox drop program **No new FTEs or programs created.**
- **Fleet Services** is funded by chargebacks to other divisions and departments. IFS budget excluding chargeback offsets = \$37.0M, \$1.2M above 2025 due to CBA increases and ISA/BA charges
- **Capital funds** are funded through transfers from other funds and support DPW capital program. \$10M increase reflects allocation of COIT to DPW Transportation Capital Program.
- **Grant funds** are challenging to budget for due to project and reimbursement timing. Budget amount reflects anticipated bid dates for federally funded projects.

Budget Breakdown by Character

	2025 Adopted Budget	2026 Introduced Budget	Variance
Character 1 – Personnel	68,618,817	71,630,320	3,011,503
Character 2 – Supplies	23,616,799	23,616,799	0
Character 3 – Services	87,885,555	89,280,204	1,094,649
Character 4 – Capital	91,208,738	98,266,519	7,057,782
Character 5 – Chargebacks	(24,719,749)	(25,382,647)	(662,898)
Total	246,610,159	257,411,196	10,801,037

- Personnel increases include a 2.6% COLA, healthcare adjustments, contractual CBA adjustments (3%). New CBA partially offset by attrition calculation
- Contractual increases tied to KIB, CEG, solid waste condo collection contract, and other minor increases
- Capital funding increase driven by:
 - Transportation Capital Plan funding: \$10M COIT investment in DPW capital plan, partially offset by a reduction in grant/one-time funding due to updated assumptions on project timing
 - Operations Capital funding increase of \$1.4M
 - Net Chargeback amounts reflect: A) Fleet charges billed to other agencies and B) Parks maintenance costs charged to the DPR.

Budget Breakdown – Engineering

	2025 Adopted Budget	2026 Introduced Budget	Variance
Character 1 – Personnel	6,532,006	6,536,769	4,763
Character 2 – Supplies	52,738	52,738	0
Character 3 – Services	22,033,906	22,050,217	16,311
Character 4 – Capital	85,299,156	90,949,396	5,650,240
Character 5 - Chargebacks	5,380,729	6,018,279	637,550
Total	119,298,535	125,607,399	6,308,864

Program	Budget
Capital Planning & Administrative	7,909,323
Community Powered Infrastructure	3,078,738
Grant Making	440,000
Streetlights (Utilities)	6,233,690
Stormwater Capital	13,243,615
Transportation Capital	99,241,371
Transportation Capital - DOWNTOWN	2,350,000
Water Quality / Environmental	500,000

Note: Program expense totals may not match character breakdown, as some programs impact multiple divisions

Budget Breakdown - Engineering

- \$10M capital plan funding included in the budget will allow DPW to design projects in preparation for future transportation funding changes
- An additional \$10M appropriation included in Budget Fiscal (not included in Annual operating budget) will further strip patching efforts
- Grant funding adjustments based on anticipated MPO/Federally funded project timing and reimbursement schedules

Budget Breakdown - Operations

	2025 Adopted Budget	2026 Introduced Budget	Variance
Character 1 – Personnel	37,281,374	39,007,010	1,725,635
Character 2 – Supplies	6,577,090	6,577,090	0
Character 3 – Services	15,031,740	14,851,615	(180,124)
Character 4 – Capital	1,958,013	3,365,555	1,407,542
Character 5 - Chargebacks	3,533,263	4,371,923	838,660
Total	64,381,479	68,173,192	3,791,713

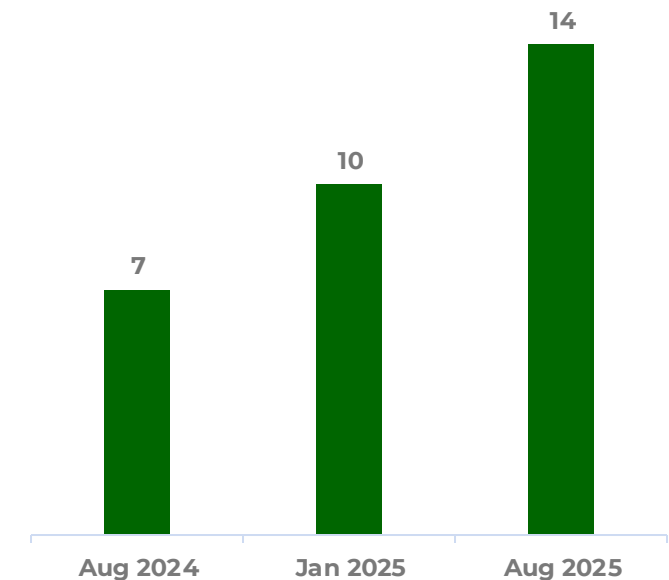
Program	Budget
Cleanup Activities	700,000
Downtown Crew	1,624,889
Grounds Maintenance	10,208,932
Potholes / Patching	6,127,388
Trails Maintenance	1,190,994
Traffic/Signs/Markings	6,079,652
Urban Forestry / Maintenance	4,772,598
Snow Response	3,350,000
Special Events	50,000
Stormwater Operations	11,833,597
Street Maintenance / Administrative	18,184,786
Street Sweeping	2,562,240

Note: Program expense totals may not match character breakdown, as some programs impact multiple divisions

Budget Breakdown - Operations

- Operations Ch1 budget fully accounts for new CBA, healthcare increases
- Chargeback increase for fleet maintenance charges
- While 2026 budget does not create new FTEs, several re-allocations from vacant lines have been approved to support key priorities
 - **Trails Maintenance Team: +4 FTEs** - Continue to expand capacity to maintain growing trails network – FTE count doubled in 12 months
 - **Pavement Marking Team: +4 FTEs** – New team will directly assist with implementation of Vision Zero and High Injury Network recommendations (crosswalks, stop bars, arrows, onlys)

Trails Maintenance Team
FTE Count



Budget Breakdown – Operations

- **Capital funding increase of \$1.4M**
 - Funds snow & street maintenance equipment, minor facility repairs
- While not technically part of 2026 Operating Budget, DPW will make use of supplemental funding
 - **\$2M from Spring Fiscal** to purchase 14 1-ton pickup trucks with plow/salting capabilities – already ordered and expected for use in the 2025/26 winter weather season
 - **\$4M from GO Bond issuance** for full-size snow trucks and other street maintenance equipment
- DPW to present updated snow fight plan to BPW and PWC this fall



Budget Breakdown – Solid Waste

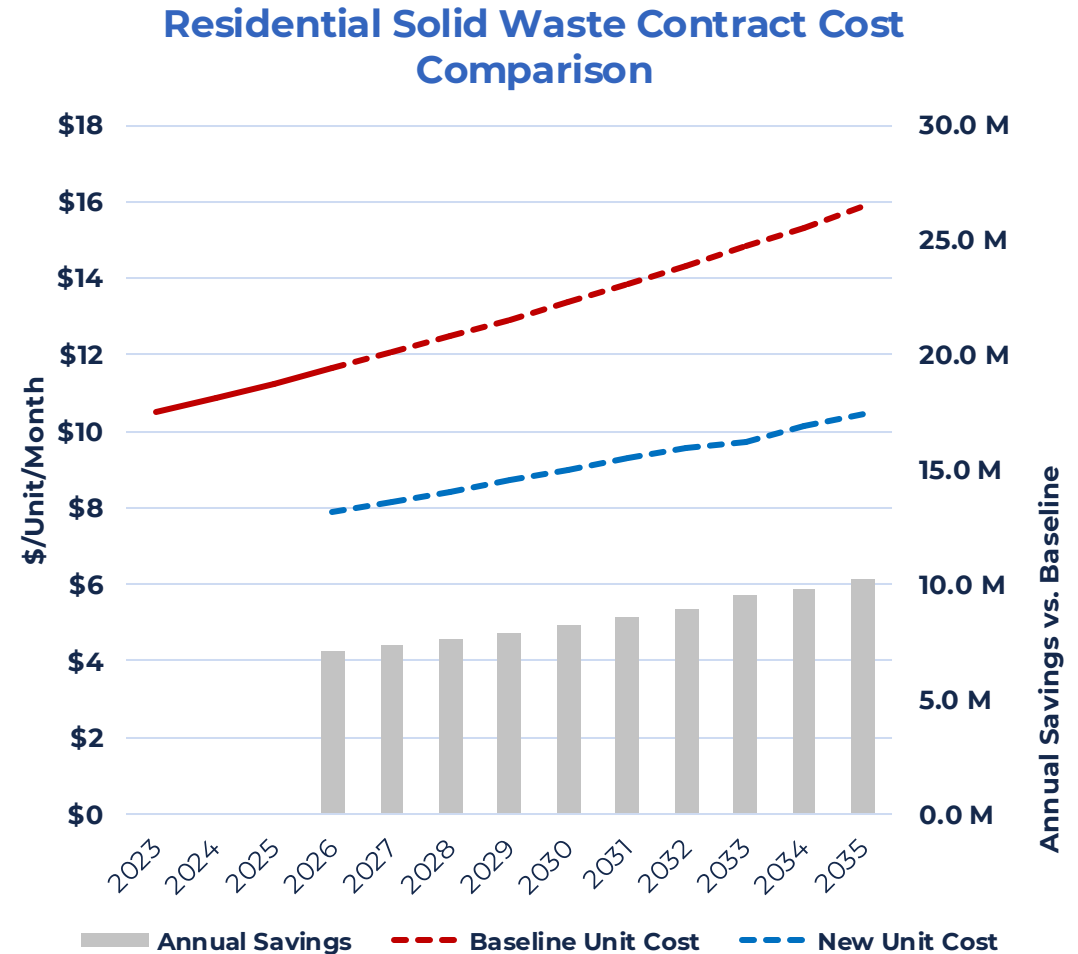
	2025 Adopted Budget	2026 Introduced Budget	Variance
Character 1 – Personnel	9,139,787	9,410,277	270,490
Character 2 – Supplies	80,950	80,950	0
Character 3 – Services	37,215,782	37,978,303	762,520
Character 4 – Capital	3,376,069	3,376,069	0
Character 5 - Chargebacks	6,791,519	6,837,542	46,024
Total	56,604,107	57,683,142	1,079,035

Program	Budget
Citizens Transfer Station	631,000
Contract Management	521,442
Downtown Trash & Litter Pickup	550,000
Leaf Collection	1,150,000
Recycling Drop Off	500,000
Residential Waste Collection	35,744,448
Solid Waste Admin	10,594,603

Note: Program expense totals may not match character breakdown, as some programs impact multiple divisions

Budget Breakdown – Solid Waste

- Most solid waste contracts have been re-competed, and budget has been adjusted to reflect any increases
- Solid waste collection contract awarded to LRS for districts 1,2,3,4,6,9 starting 1/1/26.
- Contract will generate considerable savings for trash collection
- New garage construction to be complete Dec 2025
- Budget includes funding for new solid waste truck lease purchase.



Budget Breakdown – Policy & Planning

	2025 Adopted Budget	2026 Introduced Budget	Variance
Character 1 – Personnel	7,365,259	7,140,243	(225,015)
Character 2 – Supplies	16,250	16,250	0
Character 3 – Services	4,043,988	4,557,073	413,085
Character 4 – Capital	75,500	75,500	0
Character 5 - Chargebacks	(8,327,712)	(8,540,534)	(212,821)
Total	3,173,284	3,148,532	(24,752)

Program	Budget
Central Administrative	4,577,459
KnoZone	400,000
ToxDrop / Environmental Services	899,742

Note: Program expense totals may not match character breakdown, as some programs impact multiple divisions

Budget Breakdown – Policy & Planning

- Policy & Planning budget includes Tox Drop Program
 - ToxDrop events cost \$25-\$30k each for staffing and material disposal costs
 - Current budget is enough for approx. 24 events/year
 - **Budget includes additional funding equivalent to 12 additional events per year and additional site development**
- Policy & Planning also will help implement and manage technology improvements related to snow fight and other services

Budget Breakdown – Fleet

	2025 Adopted Budget	2026 Introduced Budget	Variance
Character 1 – Personnel	8,300,391	9,536,021	1,235,630
Character 2 – Supplies	16,889,771	16,889,771	0
Character 3 – Services	9,560,139	9,942,996	382,858
Character 4 – Capital	500,000	500,000	0
Character 5 - Chargebacks	(32,097,547)	(34,069,858)	(1,972,310)
Total	3,152,753	2,798,930	(355,823)

Program	Budget
Administrative/Other	13,076,339
Commercial	6,969,528
Fuel	9,193,771
Parts	7,629,150
Chargebacks - Fuel	(9,002,345)
Chargebacks - Other	(25,705,755)

Note: Program expense totals may not match character breakdown, as some programs impact multiple divisions

Grants

- Safe Streets For All (SS4A) - \$19.8M (DOT)
 - Upgrades to six corridors to increase pedestrians' mobility & safety and public transit stop infrastructure
- RAISE - \$25M (DOT)
 - One-way to two-way conversions for four corridors
- Henry St. Bridge - \$15M (Lilly Endowment)
 - Bridge construction for pedestrians, cyclists, and drivers
- Mars Hill Pre-Disaster Mitigation (PDM) - \$750k (DHS)
 - Flood zone mitigation planning for residences in the Mars Hill area
- Canopy Growth & Resiliency Initiative - \$12M (USDA)
 - Partnering with local non-profits to improve tree coverage and reduce heat islands across the city
- Energy Efficiency & Conservation Block Grant (EECBG)- \$787k (DOE)
 - Study on energy consumption of government buildings with green-focused retrofits.

DPW Capital Improvement Plan

Capital Plan - Transportation

DPW Capital Program	2025	2026	2027	2028	2029	TOTAL
Funding Sources						
PAYGO 040	\$ 21,274,526	\$ 21,274,526	\$ 21,274,526	\$ 21,274,526	\$ 21,274,526	\$ 85,098,104
PAYGO 030	\$ 2,538,220	\$ 2,538,220	\$ 2,538,220	\$ 2,538,220	\$ 2,538,220	\$ 10,152,880
Gas Tax Funding	\$ 23,812,746	\$ 23,812,746	\$ 23,812,746	\$ 23,812,746	\$ 23,812,746	\$ 95,250,984
PY Carry Over	\$ 6,700,000	\$ -	\$ -	\$ -	\$ -	\$ 6,700,000
Parking Capital	\$ 2,750,000	\$ 2,750,000	\$ 2,750,000	\$ 2,750,000	\$ 2,750,000	\$ 11,000,000
Circle City Forward Phase 3 (Trails)	\$ 13,500,000	\$ -	\$ -	\$ -	\$ -	\$ 13,500,000
COIT Base Budget Funding	\$ -	\$ 10,000,000	\$ 20,000,000	\$ 20,000,000	\$ 20,000,000	\$ 50,000,000
Match for SB 283 FY2023(residential)	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ 8,000,000	\$ 40,000,000
Transportation Bond (2024)	\$ 25,000,000	\$ -	\$ -	\$ -	\$ -	\$ 25,000,000
Transportation Bond (2026)	\$ -	\$ 40,000,000	\$ -	\$ -	\$ -	\$ 40,000,000
COIT Supplemental Funding	\$ -	\$ -	\$ 25,000,000	\$ 25,000,000	\$ 25,000,000	\$ 75,000,000
25 budget fiscal	\$ -	\$ 10,000,000	\$ -	\$ -	\$ -	\$ 10,000,000
Stormwater - Transportation related capital Outputs	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 15,000,000
Township Road Funding	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000
Other Local Funds	\$ 55,950,000	\$ 70,750,000	\$ 62,750,000	\$ 60,750,000	\$ 60,750,000	\$ 261,200,000
Community Crossings Grant	\$ 1,500,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 2,500,000
State Match to New Revenue	\$ -	\$ -	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 150,000,000
Lane Miles Distribution	\$ -	\$ -	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 12,000,000
State Exchange	\$ 28,717,220	\$ 32,466,328	\$ 21,707,302	\$ 48,203,991	\$ 16,068,807	\$ 147,163,649
Community Powered Infrastructure - (CPI)	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 7,500,000
Project Specific TIF Funding	\$ 985,345	\$ 29,934,843	\$ -	\$ -	\$ -	\$ 30,920,188
DPW Capital TIF Funding	\$ 18,480,000	\$ 4,500,000	\$ 4,500,000	\$ 4,500,000	\$ 4,500,000	\$ 36,480,000
Downtown TIF Bond	\$ 25,000,000	\$ -	\$ 8,500,000	\$ -	\$ 3,470,000	\$ 36,970,000
Economic Development/DMD	\$ 82,406,987	\$ 17,600,000	\$ 7,000,000	\$ -	\$ -	\$ 107,006,987
Connected Communities	\$ 11,800,000	\$ 6,200,000	\$ -	\$ -	\$ -	\$ 18,000,000
Federal Earmark	\$ 850,000	\$ 6,700,000	\$ -	\$ -	\$ -	\$ 7,550,000
RAISE Grant	\$ -	\$ -	\$ 15,000,000	\$ 10,000,000	\$ -	\$ 25,000,000
SS4A Grant	\$ 1,915,200	\$ -	\$ 603,200	\$ 17,464,800	\$ -	\$ 19,983,200
Stakeholder Funding	\$ -	\$ 16,800,000	\$ 16,687,000	\$ -	\$ -	\$ 33,487,000
IndyGo Project Funding	\$ 2,171,899	\$ 2,500,000	\$ -	\$ 2,497,900	\$ -	\$ 7,169,799
CEG Lead Service Line	\$ -	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 16,000,000
External Funds	\$ 175,326,652	\$ 123,201,171	\$ 133,497,502	\$ 142,166,691	\$ 83,538,807	\$ 641,730,823
Funding Sources Total	\$ 255,089,398	\$ 217,763,917	\$ 220,060,248	\$ 226,729,437	\$ 168,101,553	\$ 1,087,744,553
Expenditures	\$ 260,274,049	\$ 216,556,063	\$ 254,467,917	\$ 229,280,848	\$ 190,243,509	\$ 1,150,822,386
Funding Sources - Expenditures	\$ (5,184,651)	\$ 1,207,853	\$ (34,407,669)	\$ (2,551,411)	\$ (22,141,956)	\$ (63,077,833)

Capital Plan - Transportation

Sub Program	Planned Expenditures - Budget Year					Total
	2025	2026	2027	2028	2029	
Federal Aid Bridges	\$ 19,783,674	\$ 22,693,685	\$ 6,330,730	\$ 51,619,879	\$ 20,586,009	\$ 121,013,976
Federal Aid Streets	\$ 30,087,765	\$ 8,474,934	\$ 65,312,843	\$ 23,765,000	\$ -	\$ 127,640,542
Federal Aid Trails	\$ 11,213,900	\$ -	\$ -	\$ 7,250,000	\$ -	\$ 18,463,900
Federal Aid Other	\$ 333,947	\$ 7,344,000	\$ 1,869,000	\$ -	\$ -	\$ 9,546,947
Bridge	\$ 2,832,216	\$ 8,830,000	\$ 7,984,000	\$ 10,032,619	\$ 5,875,000	\$ 35,553,834
Program Management	\$ 4,005,930	\$ 7,681,250	\$ 8,262,500	\$ 8,781,250	\$ 9,337,500	\$ 38,068,430
Streets	\$ 85,647,364	\$ 102,499,142	\$ 138,338,845	\$ 121,112,100	\$ 147,725,000	\$ 595,322,450
Traffic	\$ 4,518,826	\$ 3,250,000	\$ 3,450,000	\$ 3,250,000	\$ 3,250,000	\$ 17,718,826
Trails	\$ 16,701,290	\$ 24,350,000	\$ 3,950,000	\$ -	\$ -	\$ 45,001,290
Miscellaneous Transportation	\$ 2,742,152	\$ 3,220,000	\$ 3,470,000	\$ 3,470,000	\$ 3,470,000	\$ 16,372,152
Economic Development	\$ 82,406,987	\$ 28,213,053	\$ 15,500,000	\$ -	\$ -	\$ 126,120,040
TOTAL	\$ 260,274,049	\$ 216,556,063	\$ 254,467,917	\$ 229,280,848	\$ 190,243,509	\$ 1,150,822,386

Capital Plan - Stormwater

DPW Capital Program	2025	2026	2027	2028	2029	TOTAL
Funding Sources						
Stormwater Budget Funds	\$ 8,168,713	\$ 8,168,713	\$ 9,454,232	\$ 9,250,000	\$ 9,250,000	\$ 44,291,658
Fiscal Actions	\$ 1,000,000	\$ 5,000,000				\$ 6,000,000
FCID's	\$ 2,250,000	\$ 2,250,000	\$ 2,250,000	\$ 2,250,000	\$ 2,250,000	\$ 11,250,000
American Rescue Plan	\$ 3,566,289	\$ -	\$ -	\$ -		\$ 3,566,289
Remaining Bond Funds	\$ 12,472,617	\$ 10,383,337	\$ -	\$ -		\$ 22,855,954
Lines of Credit	\$ 9,474,962	\$ 29,911,250	\$ 10,017,919	\$ 595,870		\$ 50,000,000
USDA Forestry Grant	\$ 3,200,000	\$ 3,500,000	\$ 2,200,000	\$ 700,000		\$ 9,600,000
US Fish and Wildlife Grant	\$ -	\$ 750,000	\$ -	\$ -		\$ 750,000
FEMA Pre-Disaster Mitigation Grant	\$ 500,000	\$ 253,944	\$ -	\$ -		\$ 753,944
Local Funding	\$ 40,632,581	\$ 60,217,244	\$ 23,922,151	\$ 12,795,870	\$ 11,500,000	\$ 149,067,845
NPDES Operations	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 7,500,000
External Funds	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 7,500,000
Funding Sources Total	\$ 42,132,581	\$ 61,717,244	\$ 25,422,151	\$ 14,295,870	\$ 13,000,000	\$ 156,567,845
Expenditures	\$ 40,364,116	\$ 64,218,732	\$ 28,110,381	\$ 26,304,105	\$ 19,742,290	\$ 178,739,625
Funding Sources - Expenditures	\$ 1,768,465	\$ (2,501,488)	\$ (2,688,231)	\$ (12,008,236)	\$ (6,742,290)	\$ (22,171,780)

Capital Plan - Stormwater

Sub Program	2025	2026	2027	2028	2029	2025-2029
Channels	\$ 935,932	\$ -	\$ 12,000	\$ -	\$ -	\$ 947,932
Culverts	\$ 5,456,294	\$ 3,814,981	\$ 4,065,410	\$ 5,270,000	\$ 4,000,000	\$ 22,606,685
Levees & Dams	\$ 889,781	\$ 5,084,327	\$ 2,675,000	\$ 2,000,000	\$ 2,000,000	\$ 12,649,107
Surface Drainage	\$ 10,184,160	\$ 37,795,632	\$ 6,175,000	\$ 10,564,000	\$ 6,182,185	\$ 70,900,976
Thoroughfare	\$ 11,570,652	\$ 7,274,108	\$ 5,267,919	\$ -	\$ -	\$ 24,112,678
Water Quality	\$ 1,052,618	\$ 1,314,229	\$ 1,386,378	\$ 1,360,105	\$ 1,310,105	\$ 6,423,436
Strategic Land Purchases	\$ 2,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 6,000,000
Program Management	\$ 4,478,600	\$ 4,085,000	\$ 5,085,000	\$ 5,215,000	\$ 5,250,000	\$ 24,113,600
USDA Forestry Grant	\$ 3,200,000	\$ 3,500,000	\$ 2,200,000	\$ 700,000	\$ -	\$ 9,600,000
Misc Stormwater	\$ 596,080	\$ 350,456	\$ 243,674	\$ 195,000	\$ -	\$ 1,385,211
TOTAL	\$ 40,364,116	\$ 64,218,732	\$ 28,110,381	\$ 26,304,105	\$ 19,742,290	\$ 178,739,625

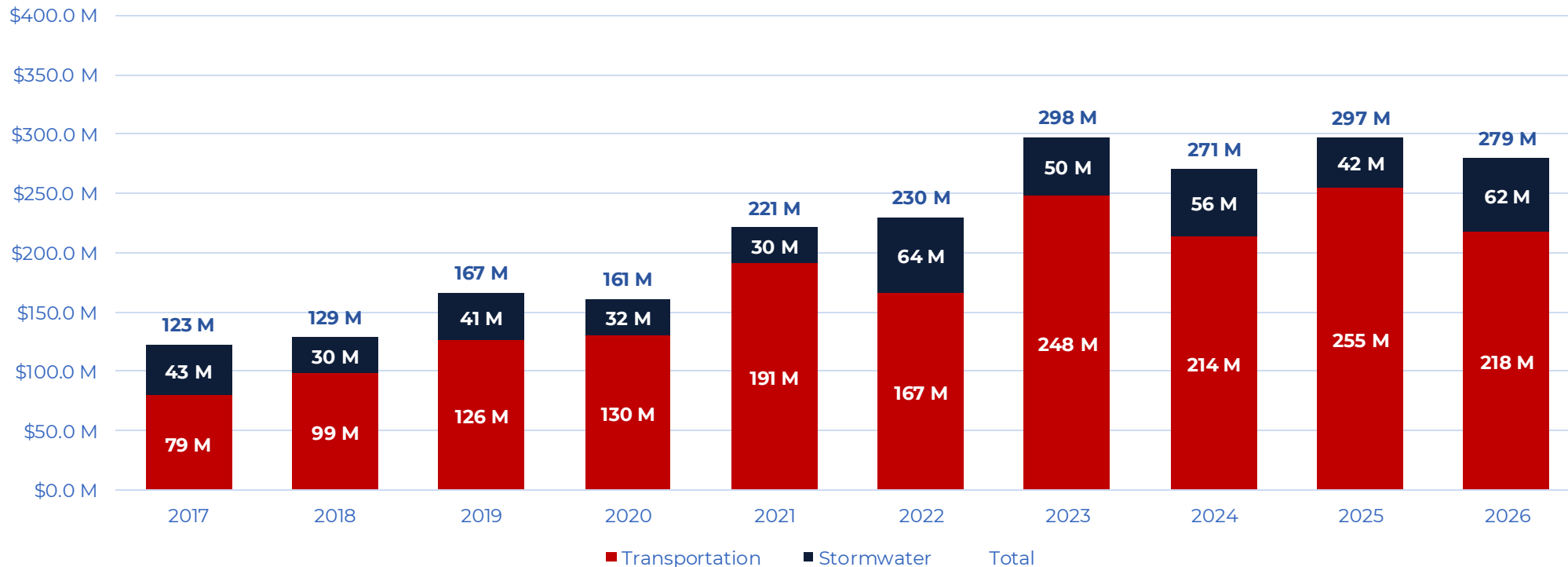
XBE Spending

Invoice Payment Summary - XBE Participation Rates - 2020-2025													
		2020		2021		2022		2023		2024		2025 Forecast	
		Prime	Sub	Prime	Sub	Prime	Sub	Prime	Sub	Prime	Sub	Prime	Sub
MBE	Amount	\$3,557,603	\$14,434,692	\$3,073,398	\$9,846,414	\$941,332	\$10,734,871	\$2,979,570	\$12,042,850	\$3,820,111	\$10,555,169	\$2,263,790	\$8,266,062
	Percentage	4.1%	23.3%	4.7%	28.5%	0.9%	22.9%	2.9%	21.4%	3.3%	15.5%	2.5%	16.1%
WBE	Amount	\$2,147,825	\$9,426,309	\$1,783,988	\$8,164,777	\$1,854,486	\$9,470,090	\$1,947,705	\$15,335,676	\$2,273,308	\$12,187,502	\$1,915,888	\$6,512,940
	Percentage	2.5%	15.2%	2.7%	23.6%	1.7%	20.2%	1.9%	27.2%	2.0%	17.9%	2.1%	12.7%
VBE	Amount	\$0	\$3,431,853	\$0	\$1,498,683	\$0	\$1,689,760	\$0	\$741,354	\$0	\$817,556	\$0	\$550,964
	Percentage	0.0%	5.5%	0.0%	4.3%	0.0%	3.6%	0.0%	1.3%	0.0%	1.2%	0.0%	1.1%
DOBE	Amount	\$0	\$73,602	\$0	\$97,634	\$0	\$285,290	\$0	\$365,083	\$0	\$1,142,485	\$42,469	\$706,360
	Percentage	0.0%	0.1%	0.0%	0.3%	0.0%	0.6%	0.0%	0.6%	0.0%	1.7%	0.0%	1.4%
Non-DBE	Amount	\$81,851,774	\$34,533,454	\$60,804,170	\$14,925,344	\$104,121,275	\$24,705,016	\$96,750,516	\$27,811,201	\$109,725,367	\$43,531,992	\$85,089,536	\$35,256,266
	Percentage	93.5%	55.8%	92.6%	43.2%	97.4%	52.7%	95.2%	49.4%	94.7%	63.8%	95.3%	68.7%
Total		\$87,557,202	\$61,899,911	\$65,661,556	\$34,532,853	\$106,917,094	\$46,885,027	\$101,677,791	\$56,296,164	\$115,818,785	\$68,234,704	\$89,311,683	\$51,292,591

- Payments include PSA and Bid Construction payments.
- Payments made to prime vendors that are registered as an MWVBE vendor are included in that category
- 2025 Forecast based on 2025 portion of active contract remaining funds per original MWVD budget percentages
- Construction payments shown do not include those made to INDOT for Federal Aid Construction

Capital Plan Funding History

CIP Funding by Year



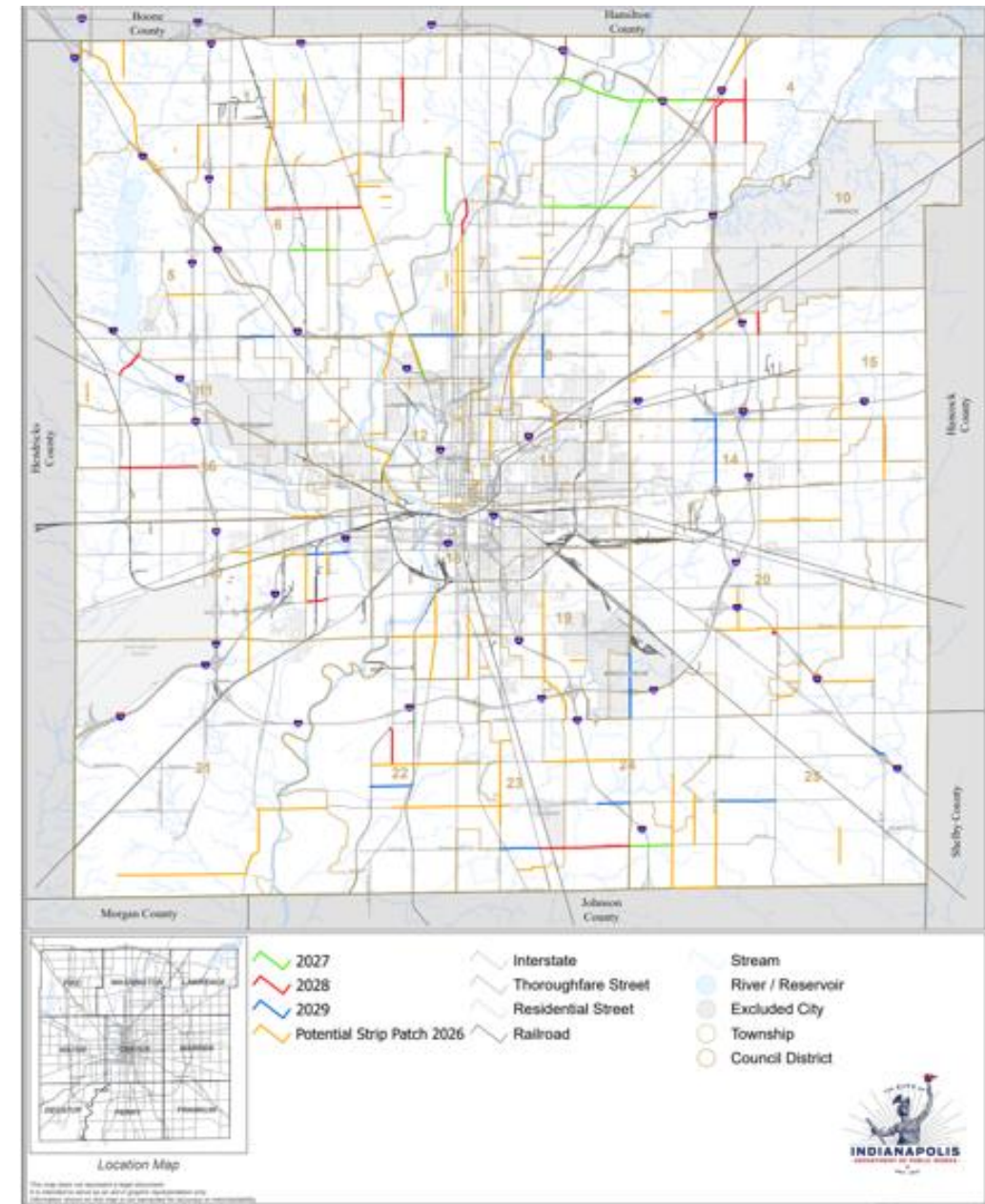
Note: Data reflects the first year of each 5-year CIP for years 2017-2025. Data for 2026 reflects the second year of the 2025-2029 CIP

Preparing for the Future of Road Investments – HB 1461

Creates new mechanisms for Indiana communities to generate funding for local roads, bridges and transportation infrastructure.

Key Provisions:

- Community Crossing Matching Grant Reform
 - \$50 Million to City of Indianapolis with required local new revenue \$50 Million match
 - Caps total awards at \$100 Million a year
 - Starting in FY 27 funds distributed by lane miles



Residential Street Investments

Recent Investment:

Since 2022, DPW has invested \$103 million into residential streets across the City-County

Future Investment:

- Lead Service Line Replacement (LSLR) Program
 - A collaborative effort between DPW & CEG to eliminate customer-owned lead service lines and resurfacing of residential streets impacted by the program
 - Restoration costs shared by City and CEG
- Additional residential segments determined by the Pavement Prioritization Algorithm

Data Driven Capital Planning

- **DOT (Decision Optimization Technology)**
 - Tailored for public sector asset investment planning.
 - Allows for asset lifecycle modeling, project prioritization, scenario planning, predictive forecasting, and budget optimization.
- **Pavement Prioritization Algorithm**
 - Pavement Condition (PCI)
 - Road Traffic Volumes (AADT)
 - Mayor's Action Center Requests (previous year)
 - Crash Value (previous three years)
 - FHWA valuation of KABCO severity levels

Pavement Asset Management Plan

- Will identify needs, set goals, and prioritize pavement preservation treatments to improve roadway conditions and increase the service life of our existing roadways through a data driven approach
- Pavement Prioritization Algorithm and DOT software will be used to identify appropriate preservation treatment
- Pavement preservation treatments being considered (or currently used) include;
 - Mill, patch, and overlay
 - Structural mill, patch, and overlay
 - Full depth reclamation
 - Strip patching
 - Concrete patching (full and partial depth)
 - Crack sealing
 - Microsurfacing
 - Fog Seal (asphalt rejuvenation)
 - Cape Seal
 - Chip seal (in more rural areas)

Alternative Delivery Methods

State of Indiana allows for alternative delivery methods for public construction procurement (beyond traditional Design-Bid-Build). (IC 5-30 and IC 36-1-12.5)

Construction Manager as Constructor (CMc or CM at Risk)

A construction manager is hired early in the design process and provides pre-construction services.

Advantages: Early cost estimating, schedule input, and collaboration between design and construction.

Design-Build

A single entity is contracted to provide both design and construction services.

Advantages: Faster delivery, reduced risk for the owner, and single point of responsibility.

Public-Private Partnership (P3)

A public entity partners with a private developer for the design, construction, financing, operation, and/or maintenance of a public facility or infrastructure.

Advantages: Can leverage private financing, innovation, and long-term maintenance agreements.

Questions?