

# Indianapolis Metropolitan Planning Organization

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City-County Building, Suite 1922  
Indianapolis, IN 46204-2526

## **2011-2012 Unified Planning Work Program Amendment #2**

*Indianapolis Metropolitan Planning Area*



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INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION  
INDIANAPOLIS REGIONAL TRANSPORTATION COUNCIL  
POLICY COMMITTEE  
Resolution Number 11-IMPO-010

A RESOLUTION approving Amendment #2 to the 2011-2012 Unified Planning Work Program (UPWP) and associated grant agreements.

WHEREAS, the City of Indianapolis, Department of Metropolitan Development is the designated Metropolitan Planning Organization (Planning Agency) with the responsibility of providing for the continuing, cooperative and comprehensive transportation planning process for the Indianapolis Metropolitan Planning Area; and

WHEREAS, the Joint Planning Regulations issued by Federal Highways Administration (FHWA) and the Federal Transit Administration requires a Unified Planning Work Program (UPWP) for Transportation Planning; and

WHEREAS, the Planning Agency has entered into an agreement with the Indiana Department of Transportation (INDOT) for the purpose of undertaking a Unified Planning Work Program for Federal financial assistance for the Indianapolis Metropolitan Planning Area; and

WHEREAS, the Planning Agency has developed its 2011-2012 Unified Planning Work Program to further its goal of providing for an efficient transportation system within the Indianapolis Metropolitan Planning Area, which was approved by the Indianapolis Regional Transportation Council in 2011; and

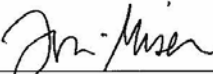
WHEREAS, the Planning Agency has developed an amendment to its 2011-2012 Unified Planning Work Program to incorporate new resources budgeted for the 2012 fiscal year;

NOW THEREFORE BE IT RESOLVED THAT:

The Indianapolis Metropolitan Planning Organization's 2011-2012 Unified Planning Work Program for the Indianapolis Metropolitan Planning Area, attached hereto as Exhibit A, and grant agreements with the Indiana Department of Transportation associated with accomplishing the UPWP are approved and adopted.

The above and foregoing resolution was adopted this 16<sup>th</sup> day of November 2011 by the IRTC Policy Committee.

DATE: November 16, 2011

  
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Lofi Miser, Executive Director  
Indianapolis MPO  
for the IRTC Policy Committee Chair

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# 2011-2012 Unified Planning Work Program Amendment #2

Indianapolis Metropolitan Planning Area

*November 16, 2011*

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# Table of Contents

<b>1. Introduction .....</b>	<b>9</b>
Purpose.....	9
<b>2. Amended Elements with New Activities.....</b>	<b>10</b>
Planning Process Administration (10).....	11
Data Development and GIS (20) .....	12
Multimodal Planning (30) .....	12
Long-Range Transportation Plan and Air Quality (40) .....	13
Regional Transportation Improvement Program (50) .....	14
Planning Studies and Intelligent Transportation Systems (60).....	15
<b>Appendices .....</b>	<b>17</b>
<b>Appendix A: Funding Summary.....</b>	<b>19</b>
<b>Appendix B: Activity Summary.....</b>	<b>21</b>
<b>Appendix C: Indianapolis Regional Transportation Council.....</b>	<b>23</b>

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# 1. Introduction

## Purpose

Transportation planning in the Indianapolis Metropolitan Planning Area is an interactive process involving elected officials, planners, engineers, and citizens of Central Indiana, and is overseen by the Indianapolis Metropolitan Planning Organization (IMPO).

This Unified Planning Work Program (UPWP) amendment (titled "Amendment #1") serves as a supplement for the 2011-2012 UPWP (January 1, 2011 to December 31, 2012) approved in November of 2010. At that time, certain budgetary and activity line items pertinent to the 2012 Program Year were unknown. A summary of these emerging issues and informational items follows:

- The quantity of federal PL funding available for use in FY 2012 is now known, and their application to work elements already listed in the 2011-2012 UPWP can be made explicit.
- Certain activities carried out by regional planning partners that have metropolitan implications, either utilizing federal funds or being claimed as local match for federal planning funds, have become known to the MPO and must be included herein.
- The need to implement additional activities (i.e., not previously listed in the 2011-2012 UPWP) necessary to fulfilling the MPO's mission has become apparent.
- The regional transportation planning process is certified by the U.S. Department of Transportation once every four years. The latest certification process took place in August of 2010, and representatives from the Federal Highway Administration and Federal Transit Administration reviewed data sources, methodologies, documentation, and other items and matched them to requirements and best practices. A report from the certification review was released in December 2010, after the initial 2011-2012 had been submitted. The certification report listed a number of recommended activities for inclusion in the work program, and they are included in this amendment.

The previously-approved 2011-2012 UPWP contains all of the necessary narratives, certifications and regulatory citations needed for the 2011-2012 program years; the interested reader is referred to [www.indympo.org](http://www.indympo.org) for more details. Unless otherwise noted, this amendment will concern itself with new information not previously included in the 2011-2012 UPWP document.

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## 2. Amended Elements with New Activities

### Planning Process Administration (10)

- A. *Program Administration (additional funding)*. This work element provides for the overall management and policy direction for the Metropolitan Planning Organization's Transportation Planning Program, and includes the following areas: staff training and professional development; administrative and personnel issues; a forum for elected officials to guide transportation planning and programming in the region; coordination with implementing agencies; processing of consultant contracts; usage of various interdisciplinary planning resources available in the DMD's Division of Planning; and other administrative tasks as necessary.
- B. *Work Program Development and Reporting (additional funding)*. This work element includes annual, quarterly, and monthly activities to meet state and federal requirements.
- C. *Public Involvement (additional funding)*. This task includes general public information administration, public relations, and outreach activities. Specific examples include the following:
  - 1. General public relations. The IMPO will maintain its outreach process, including general activities, and project-specific outreach such as newspaper advertising for the IRTIP and press releases for public meetings.
  - 2. Website. The website will continue to be maintained and updated.
- D. *Indianapolis Regional Transportation Council (additional funding)*. The IRTC will, through its regular and special meetings and annual retreat, continue to serve as the decision-making body of the IMPO, as coordinated by staff.
- E. *Strategic Planning (new activity)*. A number of items of critical importance to MPO operations are expected to materialize or resolve in 2012, including but not limited to the release of 2010 Census Urbanized Area information, the passage of a new transportation bill, and staffing and implementation items associated with the 2011 adoption of the Long Range Transportation Plan major review. This work item ensures that these issues are resolved comprehensively and strategically.
- F. *Grant application assistance (new activity)*. While the MPO's planning partners, including the Federal Highway Administration and Federal Transit Administration, provide funding for the MPO's ongoing planning program, there is an increasing number of opportunities for funding studies through such agencies as the Federal Railroad Administration, Environmental Protection Agency, and Department of Housing and Urban Development. Because notices of funding availability usually have quick turnaround, it can be advantageous for contractual resources to be applied to developing applications for these opportunities.
- G. *Update Planning Memorandum of Understanding (MOU) (new activity; recommended in certification report)*. With the addition of a new regional unit of government pertinent to transportation planning (i.e., the Central Indiana Regional Transportation Authority), the redistricting of the MPO, and a number of regulatory and methodological changes pertinent to Central Indiana air quality status, an update to the current Memorandum of Understanding is timely. This activity was recommended in the 2010 planning certification review.
- H. *Bylaws amendments (new activity; recommended in certification report)*. Bylaws narratives pertinent to emergency and administrative IRTIP amendments require minor alteration. This activity was recommended in the 2010 planning certification review.
- I. *Membership fees for National Association of Regional Councils (new activity)*. The IMPO wishes to increase its national presence by becoming involved with other regional councils and MPOs nationally.

## Data Development and GIS (20)

- A. *Traffic Counts (additional funding)*. The IMPO will continue its in-house traffic counts program. Most traffic counts will be associated with the Highway Performance Monitoring System (HPMS), administered by INDOT.
- B. *Model Development and Maintenance (additional funding)*. The staff will continue its efforts to update the travel demand model. Activities here include data acquisition and information processing; input formatting model estimation, calibration, validation, and programming; integration with microsimulation and enterprise GIS; and processing model outputs. Staff training is included.
- C. *Speed studies (additional funding)*. Data that can be used to evaluate travel times and speeds by time of day, day of week, and season would be very valuable in determining the extent of congestion in the entire region and along corridors of interest. Speed data may be obtained through original data collection or arranged for purchase through GPS navigational vendors such as Tom-Tom or Garmin.
- D. *Parking model development (new activity)*. Preliminary investigations into new tools for estimating the demand of downtown and regional parking demand and supply will be conducted.
- E. *Geographic Information Systems (additional funding)*. The Indianapolis MPO will continue its partnerships with GIS data developers (including the Indianapolis-Marion County GIS Consortium [IMAGIS] and the Hamilton County GIS Office) for continuing data updates.
- F. *Pavement Management System (new activity; recommended in certification report)*. Building off the work in assessing regional pavement conditions, this activity will develop a tool for identifying pavement needs consistent with standard practice. This activity was recommended in the 2010 planning certification review.
- G. *LUCI Integration (new activity; recommended in certification report)*. Integrating projections of transportation network conditions with population and employment projections is an ongoing issue; efforts will commence in 2012 to integrate various tools for assessing land use conditions, potentially through the Land Use Central Indiana (LUCI) model of the IUPUI Center for Urban Policy and the Environment. This activity was recommended in the 2010 planning certification review.
- H. *Toolkit development (additional funding)*. The agency's data needs evolve as the requirements of its planning activities change. For example, the recent emphasis on the economic impact of transportation projects requires the IMPO to develop and refine economic impact data and methodologies. Other areas of the IMPO's toolkit may need to adapt to new issues and planning requirements.

## Multimodal Planning (30)

- A. *Central Indiana Regional Transportation Authority (CIRTA) (additional funding)*. The CIRTA continues to be a close planning partner of the MPO. The CIRTA will expand into an independent organizational structure in 2012; the MPO will offer financial support during this critical period.

The MPO will administer a CMAQ-funded contract for transit marketing and outreach on behalf of the CIRTA. The contract is pertinent to the CIRTA's continued administration of the Indianapolis Commuter Express (ICE) commuter bus routes.

- B. *Rapid Transit Study: Northeast Corridor (additional funding)*. The IMPO will complete the Alternatives Analysis selection process for the Northeast Corridor. The IMPO will continue to lend planning, project management, and contract management support to the CIRTA (above) as it administers the DEIS, as well as support a potential application to the FTA's "New Starts" transit funding program.

Although not a planning activity, the IMPO will also lend its support to the subsequent FEIS and implementation of the Northeast Corridor locally-preferred alternative.

- C. *Pedal and Park Program (additional funding)*. The IMPO will continue its partnership with the Indiana Greenways Foundation to provide financial support for the Pedal and Park program offered at various events.
- D. *General transit study and support (additional funding)*. This task covers a number of activities that may arise from continued study, adoption, and implementation of transit proposals emerging from the long-range transportation plan and/or the Northeast Corridor Study. Study of issues emerging from public involvement (below) and the continued identification of transit performance standards are ongoing activities.
- E. *Multimodal-roadway integration studies (existing activity; recommended in certification report)*. As principles of complete streets become increasingly widespread, there is a need to identify appropriate design standards for integrating multimodal facilities into a standards street right-of-way, and to identify priority areas for application. This activity was recommended in the 2010 planning certification review.
- F. *Continued IndyConnect public involvement (additional funding)*. The IMPO intends to continue the public involvement process associated with its long-range transportation plan and Northeast Corridor studies.
- G. *Multimodal project identification and cultivation (additional funding)*. IMPO staff will work with IRTC members and other interested stakeholders (such as the IMPO's Multimodal Task Force) to identify suitable multimodal projects to be advanced to implementation.

## **Long-Range Transportation Plan and Air Quality (40)**

- A. *State of the System Report (new activity)*. In keeping with the policy recommendations of the long-range transportation plan, the staff will scope and develop a report that details the capacity and performance of the transportation network for the year 2012.
- B. *Congestion Management Process (additional funding)*. The staff will continue to develop and apply the Congestion Management Process.
- C. *Freight Study and Planning (additional funding)*. Elements of the regional freight system will be systematically studied over time, in cooperation with INDOT and ConNEXus. While the major point in 2012 is anticipated to be the study of relocating downtown freight rail traffic (see below), other elements of analyzing freight should proceed, potentially including identification of freight bottlenecks, and planning for intermodal transfer areas.
  - 1. I-70 Truck lanes study. The IMPO will continue to support INDOT on this multi-state study of dedicated truck lanes on I-70.
- D. *Plan Amendments (additional funding)*. The maintenance of the LRTP is an on-going activity to insure that it is consistent with current information guiding major transportation projects. The LRTP needs to be aligned with the Congestion Management Process.
- E. *Air Quality Conformity: Analysis and Coordination (additional funding)*. The MPO will coordinate and participate in all air quality planning activities in addition to transportation conformity consultation and determination requirements per EPA final rule. The Indianapolis MPO will continue to cooperate with other MPOs and state agencies to pursue regional strategies for air quality and long-range transportation planning purposes. Also at stake is the impending requirement to use the new MOVES

model for air quality analysis. The IMPO will continue to work with the State and FHWA on implementation of this new model.

- F. *Belt Rail Study (new activity)*. Various issues associated with the location of the CSX mainline through downtown Indianapolis have been identified, including the performance of the mainline, the impact of the infrastructure on downtown development and redevelopment, and the relationship to a potential passenger rail system. These issues will be explored in 2012, particularly the proposal to relocate the mainline to a belt line running outside of the core of the downtown.
- G. *ADA Transition Plans (new activity; recommended in certification report)*. The MPO staff will continue to support FHWA in its assurance of local public agency (LPA) compliance with the requirements of ADA, by disseminating information to the LPA's on timeframes and providing pertinent GIS data. This activity was recommended in the 2010 planning certification review.
- H. *Performance Measures: Continued Development (new activity; recommended in certification report)*. The MPO is migrating to a new planning paradigm that utilizes performance measures as a method for monitoring the state of the system, and for identifying and prioritizing potential transportation projects. While roadway projects performance standards have been the subject of focus in the long-range transportation plan Major Review, critical gaps in performance measures exist for transit and multimodal systems. This activity was recommended in the 2010 planning certification review.
- I. *Transportation Funding Research (new activity)*. By all accounts, estimates of transportation funds are not expected to increase, while estimates of transportation needs keep escalating. A proper and detailed accounting of potential transportation funding sources – at the national, state, and local levels – is required.

## **Regional Transportation Improvement Program (50)**

- A. *2012-2015 IRTIP (and amendments) (additional funding)*. Coincident with the update of the Regional Plan (40A, above) will be adoption of the new Indianapolis Regional Transportation Improvement Program (IRTIP). The following tasks will be conducted:
  - 1. Assess transportation funding levels including the continuing refinement of the financial data for the Regional Transportation Plan and the IRTIP.
  - 2. Monitor federally funded transportation projects and programs on a monthly basis.
  - 3. Prepare quarterly amendments to the IRTIP.
- B. *Annual project listings (additional funding)*. Prepare a listing of transportation projects and programs implemented in the preceding years for public review and information.
- C. *Project solicitation and selection (additional funding)*. The IMPO staff, in cooperation with the IRTC, will continue to administer the project selection process for appropriate classifications of federal transportation funds, including the following:
  - 1. Surface Transportation Funds for roadway, transit, and alternate transportation projects.
  - 2. Transportation Enhancements Funds for alternate transportation and roadway beautification projects.
  - 3. Congestion Mitigation and Air Quality (CMAQ) Funds for educational activities, transit operations, and roadway operational improvements.

4. Highway Safety Improvement Program (HSIP) Funds for improving safety at accident-prone locations.
- D. *Online application research and development (additional funding)*. Options for a paperless project proposal and tracking process have been investigated, and a final vendor decision and implementation will ensue in 2011.
- E. *Procedural review (additional funding)*. The IMPO staff will assess costs and benefits from consolidating the project solicitation and selection processes for various transportation funding sources (see 50D, above). Project selection criteria may be revisited.

### **Planning Studies and Intelligent Transportation Systems (60)**

- A. *Westfield Transportation Study (additional funding)*. The MPO will continue to work with the Town of Westfield to study the development and implementation of its Thoroughfare Plan. The study was approved by the IRTC in prior funding rounds, but has been delayed due to external reasons, and is starting late in 2011.
- B. *Marion County Thoroughfare Plan (additional funding)*. The MPO will continue to work with Marion County the study the development and implementation of its Thoroughfare Plan. The study was conceptually approved by the IRTC, but Marion County decided to postpone the study until after the completion of the MPO's long-range transportation plan Major Review, which was adopted in 2011.
- C. *Intelligent transportation systems infrastructure update (additional funding)*. This task intends to keep the Indianapolis Regional ITS Architecture maintained and updated annually in cooperation with the Indiana Department of Transportation and Indiana State Police.
- D. *Traffic Signal Interconnect Study (new activity; recommended in certification report)*. This activity will focus on the identification of potential traffic signal interconnect projects, as well as the central system that would coordinate traffic movements. This activity was recommended in the 2010 planning certification review.
- E. *Safety studies (additional funding; recommended in certification report)*. This task will analyze transportation safety concerns with Homeland Security and Emergency Planning offices to develop a regional approach and coordination activities in the regional transportation planning process. SAFETEA-LU places special emphasis on the subject and further federal guidance should be forthcoming. This activity was recommended in the 2010 planning certification review.

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## Appendices

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## Appendix A: Funding Summary

<b>Table 1: Year 2011 UPWP Transportation Planning (Actual) Funding</b>			
<b>Program Type</b>	<b>Total</b>	<b>Federal</b>	<b>Local</b>
<b>FHWA-PL/FTA Sect 5303 (catalog 20.205)</b>			
General Work Program: Base	\$ 2,364,250.25	\$ 1,891,400.20	\$ 472,850.05
General Work Program: Fiscal Ordinance	\$ -	\$ -	\$ -
2010 Contract Balances	\$ 98,032.00	\$ 78,425.60	\$ 19,606.40
<b>Congestion Mitigation and Air Quality*</b>			
Indianapolis DPW Knozone Program	\$ 400,000.00	\$ 400,000.00	\$ -
Central Indiana Clean Cities Alliance: Fuels Education	\$ 35,625.00	\$ 35,625.00	\$ -
Indianapolis MPO Transit Outreach and Education	\$ 500,000.00	\$ 500,000.00	\$ -
CIRTA Transit Marketing	\$ 213,950.00	\$ 213,950.00	\$ -
<b>Highway Safety Improvement Program</b>			
Safety and Security Studies (Fiscal Ordinance)	\$ 200,000.00	\$ 180,000.00	\$ 20,000.00
<b>Table 2: Year 2012 UPWP Transportation Planning Proposed Funding</b>			
<b>Program Type</b>	<b>Total</b>	<b>Federal</b>	<b>Local</b>
<b>FHWA-PL/FTA Sect 5303 (catalog 20.205)</b>			
General Work Program	\$ 2,464,514.00	\$ 1,971,611.20	\$ 492,902.80
General Work Program	\$ 498,396.00	\$ 398,716.80	\$ 99,679.20
<b>Congestion Mitigation and Air Quality</b>			
Signal Interconnect Study	\$ 150,000.00	\$ 150,000.00	\$ -
IndyConnect Public Outreach	\$ 500,000.00	\$ 500,000.00	\$ -
<b>Highway Safety Improvement Program</b>			
Safety and Security Studies (Fiscal Ordinance)	\$ 200,000.00	\$ 180,000.00	\$ 20,000.00
<b>FTA Northeast corridor Earmarks</b>			
<b>NE corridor study</b>	\$ 1,383,649.00	\$ 1,106,919.20	\$ 276,729.80
<b>Belt track study</b>	\$ 800,000.00	\$ 640,000.00	\$ 160,000.00

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# Appendix B: Activity Summary

2012 Activities (new monies only)							Indianapolis		Indianapolis		Indianapolis	
ELEMENT	TASK	DESCRIPTION	Salaries/Fringe	Dir/Indirect	Consultant	Total	#1: Base		#2: PL Supplement/HSIP		#3: FTA Earmark/CMAQ	
							Federal	Local	Federal	Local	Federal	Local
10: Planning Administration	A	Program Administration	\$ 17,343	\$ 367,975	\$ -	\$ 385,318	\$ 308,254	\$ 77,064				
	B	Work Program Development and Reporting	\$ 17,343	\$ -	\$ -	\$ 17,343	\$ 13,874	\$ 3,469				
	C	Public Involvement Program	\$ 17,343	\$ -	\$ -	\$ 17,343	\$ 13,874	\$ 3,469				
	D	IRTC Regional Transportation Coordination	\$ 8,671	\$ -	\$ -	\$ 8,671	\$ 6,937	\$ 1,734				
	E	Strategic Planning	\$ 26,014	\$ -	\$ -	\$ 26,014	\$ 20,811	\$ 5,203				
	F	Grant application assistance	\$ 14,452	\$ -	\$ 75,000	\$ 89,452	\$ 71,562	\$ 17,890				
	G	Update Planning MOU	\$ 2,890	\$ -	\$ -	\$ 2,890	\$ 2,312	\$ 578				
	H	Bylaws Amendments	\$ 11,562	\$ -	\$ -	\$ 11,562	\$ 9,249	\$ 2,312				
	I	NARC membership fees	\$ 1,156	\$ -	\$ 6,500	\$ 7,656	\$ 6,125	\$ 1,531				
			<b>Element 10 Total</b>	<b>\$ 116,773</b>	<b>\$ 367,975</b>	<b>\$ 81,500</b>	<b>\$ 566,248</b>	<b>\$ 452,998</b>	<b>\$ 113,250</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
20: Data and GIS	A	Traffic Counts	\$ 17,343	\$ -	\$ -	\$ 17,343	\$ 13,874	\$ 3,469				
	B	Model Development and Maintenance	\$ 9,249	\$ -	\$ 200,000	\$ 209,249	\$ 167,399	\$ 41,850				
	C	Speed Studies	\$ 5,781	\$ -	\$ 50,000	\$ 55,781	\$ 4,625	\$ 1,156	\$ 40,000	\$ 10,000		
	D	Parking Model Development	\$ 23,123	\$ -	\$ 50,000	\$ 73,123	\$ 18,499	\$ 4,625	\$ 40,000	\$ 10,000		
	E	Geographic Information Systems	\$ 16,533	\$ -	\$ 300,000	\$ 316,533	\$ 253,227	\$ 63,307				
	F	Pavement Management System	\$ 21,678	\$ -	\$ 100,000	\$ 121,678	\$ 17,343	\$ 4,336	\$ 80,000	\$ 20,000		
	G	LUCI Integration Scope Development	\$ 23,123	\$ -	\$ 50,000	\$ 73,123	\$ 18,499	\$ 4,625	\$ 40,000	\$ 10,000		
	H	Toolkit Development	\$ 23,123	\$ -	\$ 33,362	\$ 56,485	\$ 45,188	\$ 11,297				
		<b>Element 20 Total</b>	<b>\$ 139,954</b>	<b>\$ -</b>	<b>\$ 783,362</b>	<b>\$ 923,316</b>	<b>\$ 538,653</b>	<b>\$ 134,663</b>	<b>\$ 200,000</b>	<b>\$ 50,000</b>	<b>\$ -</b>	<b>\$ -</b>
30: Multimodal Planning	A	CIRTA Planning Support	\$ 17,343	\$ -	\$ 182,091	\$ 199,434	\$ 159,547	\$ 39,887				
	B	DEIS: Northeast Corridor	\$ 63,589	\$ -	\$ 1,310,526	\$ 1,374,115	\$ 50,871	\$ 12,718			\$ 1,048,421	\$ 262,105
	C	Pedal and Park Program	\$ 1,156	\$ -	\$ 15,000	\$ 16,156	\$ 12,925	\$ 3,231				
	D	General Transit Study and Support	\$ 28,904	\$ -	\$ 100,000	\$ 128,904	\$ 23,123	\$ 5,781			\$ 100,000	
	E	Multimodal-roadway integration studies	\$ 14,452	\$ -	\$ 100,000	\$ 114,452	\$ 11,562	\$ 2,890	\$ 80,000	\$ 20,000		
	F	Continued IndyConnect Public Involvement	\$ 28,904	\$ -	\$ 500,000	\$ 528,904	\$ 23,123	\$ 5,781			\$ 500,000	
	G	Multimodal project identification and coordination	\$ 14,452	\$ -	\$ -	\$ 14,452	\$ 11,562	\$ 2,890				
		<b>Element 30 Total</b>	<b>\$ 168,800</b>	<b>\$ -</b>	<b>\$ 2,207,617</b>	<b>\$ 2,376,417</b>	<b>\$ 292,713</b>	<b>\$ 73,178</b>	<b>\$ 80,000</b>	<b>\$ 20,000</b>	<b>\$ 1,648,421</b>	<b>\$ 262,105</b>
40: Regional Plan and Air Quality	A	State of the System Report	\$ 23,123	\$ -	\$ -	\$ 23,123	\$ 18,499	\$ 4,625				
	B	Congestion Management Process	\$ 23,123	\$ -	\$ -	\$ 23,123	\$ 18,499	\$ 4,625				
	C	Freight Study and Planning	\$ 23,123	\$ -	\$ 60,000	\$ 83,123	\$ 66,499	\$ 16,625				
	D	Plan Amendments	\$ 46,247	\$ -	\$ -	\$ 46,247	\$ 36,997	\$ 9,249				
	E	Air Quality Conformity: Analysis and Coordination	\$ 23,123	\$ -	\$ -	\$ 23,123	\$ 18,499	\$ 4,625				
	F	Belt Rail Study	\$ 46,247	\$ -	\$ 800,000	\$ 846,247	\$ 36,997	\$ 9,249			\$ 640,000	\$ 160,000
	G	ADA Transition Plans	\$ 23,123	\$ -	\$ -	\$ 23,123	\$ 18,499	\$ 4,625				
	H	Performance Measures Development	\$ 23,123	\$ -	\$ 50,000	\$ 73,123	\$ 18,499	\$ 4,625	\$ 40,000	\$ 10,000		
	I	Transportation Funding Research	\$ 23,123	\$ -	\$ 50,000	\$ 73,123	\$ 18,499	\$ 4,625	\$ 40,000	\$ 10,000		
		<b>Element 40 Total</b>	<b>\$ 254,357</b>	<b>\$ -</b>	<b>\$ 960,000</b>	<b>\$ 1,214,357</b>	<b>\$ 251,486</b>	<b>\$ 62,871</b>	<b>\$ 80,000</b>	<b>\$ 20,000</b>	<b>\$ 640,000</b>	<b>\$ 160,000</b>
50: IRTIP	A	2012-2015 IRTIP (and amendments)	\$ 57,808	\$ -	\$ -	\$ 57,808	\$ 46,247	\$ 11,562				
	B	2011-2014 IRTIP (and amendments)	\$ 57,808	\$ -	\$ -	\$ 57,808	\$ 46,247	\$ 11,562				
	C	Annual project listings	\$ 30,086	\$ -	\$ -	\$ 30,086	\$ 24,069	\$ 6,017				
	D	Project solicitation and selection	\$ 28,904	\$ -	\$ -	\$ 28,904	\$ 23,123	\$ 5,781				
	E	Online application: license fee and development	\$ 23,123	\$ -	\$ 100,000	\$ 123,123	\$ 98,499	\$ 24,625				
	F	Procedural review	\$ 23,123	\$ -	\$ -	\$ 23,123	\$ 18,499	\$ 4,625				
		<b>Element 50 Total</b>	<b>\$ 220,854</b>	<b>\$ -</b>	<b>\$ 100,000</b>	<b>\$ 320,854</b>	<b>\$ 256,683</b>	<b>\$ 64,171</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
60: Studies/ITS	A	Westfield Transportation Study	\$ 5,781	\$ -	\$ 46,942	\$ 52,723	\$ 42,178	\$ 10,545				
	B	Marion County Thoroughfare Plan	\$ 28,904	\$ -	\$ 100,000	\$ 128,904	\$ 103,123	\$ 25,781				
	C	ITS infrastructure update	\$ 28,904	\$ -	\$ 25,000	\$ 53,904	\$ 43,123	\$ 10,781				
	D	TDM: Traffic Signal Interconnect Study	\$ 28,904	\$ -	\$ 150,000	\$ 178,904	\$ 23,123	\$ 5,781			\$ 150,000	
	E	Safety and security studies	\$ 57,808	\$ -	\$ 200,000	\$ 257,808	\$ 46,247	\$ 11,562	\$ 180,000	\$ 20,000		
		<b>Element 60 Total</b>	<b>\$ 150,302</b>	<b>\$ -</b>	<b>\$ 521,942</b>	<b>\$ 672,244</b>	<b>\$ 257,795</b>	<b>\$ 64,449</b>	<b>\$ 180,000</b>	<b>\$ 20,000</b>	<b>\$ 150,000</b>	<b>\$ -</b>
<b>Grand Total</b>			<b>\$ 1,051,040</b>	<b>\$ 367,975</b>	<b>\$ 4,654,421</b>	<b>\$ 6,073,436</b>	<b>\$ 2,050,328</b>	<b>\$ 512,582</b>	<b>\$ 540,000</b>	<b>\$ 110,000</b>	<b>\$ 2,438,421</b>	<b>\$ 422,105</b>

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**Appendix C: Indianapolis Regional Transportation Council**

# Indianapolis Regional Transportation Council Voting Members

<u>Jurisdiction</u>	<u>Policy Committee</u>	<u>Technical Committee</u>
BAA, Indianapolis	V.P. Planning and Engineering	Airport Planner
Boone County	Planning Comm. ED	County Engineer
City of Beech Grove	Mayor	City Engineer
City of Carmel	Mayor	City Engineer
City of Franklin	City Engineer	City Engineer
City of Greenwood	Mayor	City Engineer
City of Indianapolis	Mayor	DPW Director
City of Lawrence	Mayor	Building Commissioner
City of Noblesville	Mayor	Planning Director
City of Southport	Mayor	City Councilor
City of Westfield	Mayor	Public Works Representative
Hamilton County	Commissioner	County Highway Director
Hancock County	Commissioner	County Engineer
Hendricks County	Director of Planning and Building	County Engineer
IDEM	Office of Air Quality Rep.	Office of Air Quality Rep.
INDOT	Deputy Commissioner	Urban/MPO Planning Rep.
IPTC/IndyGo	President and CEO	V.P. of Business Development
Johnson County	Highway Director	Road Designer
Metropolitan Dev. Commission	Commissioner	no representative
Morgan County	Commissioner	Commissioner
Ports of Indiana	Chief Planning Officer	Chief Planning Officer
Shelby County	Commissioner of Planning	Planning Executive Director
Town of Arcadia	Town Councilor	Building Superintendent
Town of Atlanta	Town Council President	Town Council President
Town of Avon	Town Manager	Representative
Town of Bargersville	Town Manager	Town Manager
Town of Brooklyn	Town Councilor	Commissioner
Town of Brownsburg	Town Manager	Planning Director
Town of Cumberland	Town Manager	Planning Administrator
Town of Danville	Town Manager	Town Manager
Town of Cicero	Town Council President	Town Council President

Jurisdiction

Policy Committee

Technical Committee

Town of Fishers	Town Manager	Public Works Director
Town of McCordsville	Town Councilor	Public Works Representative
Town of Mooresville	Town Council President	Public Works Superintendent
Town of New Palestine	Town Manager	Town Manager
Town of New Whiteland (non-contributing)	Town Councilor	Public Works Representative
Town of Pittsboro	Town Councilor	Town Councilor
Town of Plainfield	Town Manager	Director of Transportation
Town of Speedway	Town Manager	Town Engineer
Town of Whiteland	Town Manager	Town Manager
Town of Zionsville	Town Councilor	Street Superintendent