

2011-2014

**INDIANAPOLIS REGIONAL
TRANSPORTATION IMPROVEMENT PROGRAM
(IRTIP)**

APPLICATION PACKET

Indianapolis Metropolitan Planning Organization
February 2010

This Application Packet is intended to help project applicants complete the IRTIP Application form and the IRTIP Project Priority form. To help make this information as useful as possible, the MPO would ask that you send any comments or suggestions to:

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This application packet is current as of February 26, 2010.

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PART 1 - OVERVIEW

INTRODUCTION

This application packet is provided to each participating member of the Indianapolis Regional Transportation Council's Technical Coordinating Committee as an overview of the Indianapolis Regional Transportation Improvement Program (IRTIP) so as to help project applicants complete the IRTIP Application Form and the IRTIP Project Priority Worksheet.

The application packet is divided into three parts as shown in the table of contents. The first part provides an overview of the MPO and IRTIP. The second part describes in more detail the process used to develop the IRTIP, and the third part provides specific application information.

You are encouraged to read through the application packet carefully, as complete and accurate information is necessary not only for development of the IRTIP, but for the MPO staff to consider current or proposed projects for inclusion in the 2011-2014 IRTIP.

New Projects

As of February 26th, 2010 the MPO will be accepting applications for new projects requesting Group I Urban STP funds in state fiscal years 2013 and 2014.

Applications are due to the MPO no later than April 2nd, 2010. Projects not in an active year of the current IRTIP will require a completely new application to be considered for inclusion. Projects must be well developed and be beyond the feasibility or planning stages, and be able to proceed to letting by the end of the fiscal year in which it is programmed in the IRTIP. Ideally, projects will have completed the preliminary engineering and right-of-way phases prior to application. This is particularly important for projects proposed for fiscal years 2013 and 2014. A local match commitment (signed letter from the highest elected official) must accompany all submittals to be considered. In addition, the MPO will only be funding the CONSTRUCTION AND CONSTRUCTION INSPECTION phases of projects. NO funding will be available for preliminary engineering or right-of-way acquisition. In addition, **all potential projects that are regionally significant (i.e. added capacity) must be coordinated with the MPO's Long Range Transportation Planning section prior to submittal.**

Annual Allocation

The MPO will be programming Group I Urban STP projects utilizing funds from the next transportation bill as closely as possible to match our estimated annual allocation. The MPO will not program more than our annual allocation of STP funds for any given fiscal year. As a result, an estimated \$28 million can be programmed for each of fiscal years 2013 and 2014.

Non-urban and locally funded projects

In addition to applications for new Group I Urban STP funded projects, all projects located within the Indianapolis Metropolitan Planning Area (MPA) that will utilize any Federal funding or that may be used at some point in the future as match credit to a federally funded project must appear in the IRTIP. The IRTIP must also include all locally funded projects inside the MPA deemed regionally significant (see appendix "F" for definition) to ensure conformity with national air quality standards. As a result, all LPAs are encouraged to submit non-urban and locally funded project information to the MPO by June 1st, 2010.

WHAT IS AN MPO?

Each Urbanized Area with a population of more than 50,000 is required to have a designated Metropolitan Planning Organization (MPO) with the responsibility of conducting a continuing, cooperative, and comprehensive transportation planning process. In the Indianapolis region, the Indianapolis Department of Metropolitan Development (DMD) is the designated MPO and the Indianapolis Regional Transportation Council's Policy Committee is the policy-making body of the MPO.

Until September 30th, 2009, all MPO's were governed by federal legislation called the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which may be found in 23 CFR 400. Currently, a new highway bill has not been enacted and the MPO continues to program projects based on estimates from INDOT and continuing resolutions from Congress. The MPO planning process is required in order for the area to receive federal funds for transit and highway transportation improvements.

The core activities of the MPO include the Long Range Transportation Plan, the Indianapolis Regional Transportation Improvement Program (IRTIP), Air Quality Conformity Analysis (for both the Transportation Plan and the IRTIP) and the Unified Planning Work Program (UPWP) which documents studies and activities to be undertaken by the MPO staff and its contracted consultants. Indianapolis and other MPOs serving populations over 200,000 are referred to as Transportation Management Areas (TMA) and have additional responsibilities such as the development of a Congestion Management Process, and added public participation and certification requirements.

WHAT IS THE INDIANAPOLIS REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM?

The IRTIP programs all federally funded transportation improvements identified in the Indianapolis MPA using available federal dollars within a four-year period and is amended as necessary to reflect changing conditions and project priorities. In addition, the IRTIP should include all locally funded projects that are considered regionally significant or that intend to be used as local match to a future federally funded project. Unlike the Long Range Transportation Plan, the IRTIP is short-term in nature and is intended primarily as an implementation tool. Member jurisdictions (in good standing) within the MPA are eligible to submit funding applications for a wide variety of surface transportation related activities that range from traditional road projects to bicycle and pedestrian activities. There is a public comment and review period for the IRTIP so the public has the opportunity to have their comments considered in the development of the IRTIP.

WHAT AREA DOES THE IRTIP COVER?

The MPO is responsible for transportation planning in the Indianapolis urbanized area, as defined by the most current Census, as well as the area projected to become urbanized by the year 2030. This area is known as the Metropolitan Planning Area (MPA). The current MPA is based on 2000 Census data and was approved in 2003. The area included in the MPA contains all of Marion County and portions of the surrounding counties of Boone, Hamilton, Hancock, Hendricks, Morgan, Johnson, and Shelby where suburban growth has occurred (see map in appendix "A" or for more detailed maps, contact the MPO staff). The MPA includes all of the cities and towns shown on the list in appendix "B".

The IRTIP includes all federally funded transportation projects in the MPA regardless of sponsoring agency. In addition, the IRTIP should include all locally funded projects that are considered regionally significant or that intend to be used as local match to a future federally funded project.

WHAT TYPES OF PROJECTS CAN BE INCLUDED IN THE IRTIP?

Federal regulations require that any transportation project within the MPA that is funded with U.S. Department of Transportation funds be included in a metropolitan area's TIP. Eligible project types include projects **on the federal aid system** such as road and bridge construction, reconstruction or rehabilitation, public transportation projects such as vehicle maintenance or operations, capital improvement projects or mass transit system construction and projects that are not on the federal aid system, but may be eligible for federal funding, such as bicycle and pedestrian facilities. For more detail about project eligibility, see APPENDIX C.

The available funding options for projects shown in the IRTIP reflect a variety of sources. Many of these projects are defined and selected through separate processes. For example, INDOT has sole purview over programming of State highway and interstate projects, whereas the MPO administers the selection and programming of Transportation Enhancement (TE), Congestion Mitigation and Air Quality (CMAQ), Highway Safety Improvement Program (HSIP) and Group 1 Urban STP funds. Regardless of federal funding source, all of these projects must be shown in the IRTIP.

WHO CAN SUBMIT IRTIP PROJECT APPLICATIONS?

Any LPA (in good standing) within the Indianapolis MPA that currently has a full-time employee (not consultant) certified by INDOT as an Employee in Responsible Charge (ERC) can submit a project application. This includes transit agencies, and county, city and town governments. In addition, all INDOT federally funded projects must be included in the IRTIP, even though typically, they are not seeking competitive funds.

Private individuals and organizations may recommend projects to a local public agency if the project is sponsored by the LPA in which the project is located. The IRTIP is a reimbursement program and thus only those LPAs which can enter into

an agreement with INDOT can apply for federal transportation funds. The project application must be submitted by the sponsoring LPA.

PART 2 - IRTIP DEVELOPMENT PROCESS

IRTIP DEVELOPMENT PROCEDURES

Planning Considerations

The development of the IRTIP is initiated when the MPO staff makes a call for projects by providing materials to all potential program participants for submission of new projects. This "call for projects" is usually made every other year. Agencies interested in submitting new projects then provide to the MPO staff appropriate descriptive and fiscal material (see Part 3) and project selection criteria for each proposed IRTIP project. Please note that MPO staff may not accept new project applications for every IRTIP cycle depending on funding availability. The MPO staff then compiles projects from all agencies and assesses each project according to the following major planning considerations:

- **Long Range Transportation Plan (LRTP):** a comprehensive listing of recommended, regional, long-range, capital-intensive improvements. Projects that are air quality non-exempt or otherwise deemed "regionally significant" must be consistent with the Regional Transportation Plan. The LRTP also provides the policy support, as exhibited in its "goals and objectives", for all planning and programming activities;
- **Congestion Management Process (CMP):** monitors and analyzes the magnitude of congestion on a multi-modal transportation system and plans and implements actions that alleviate congestion and enhance the performance of the transportation system; (CURRENTLY UNDER DEVELOPMENT)
- **State Implementation Plan (SIP):** a plan to attain national standards for ozone (both 1r and 8-hour standards), fine particulates (PM_{2.5} standard), and carbon monoxide (a 16-block downtown area for US EPA unclassified designation);
- **Federal Functional Classification System for Indianapolis Urbanized Area:** the organized structure of streets and highways comprised of freeways, expressways, arterials, and collector streets. In most cases, projects applying for federal funds must be on a facility that is listed on the Federal Aid functional classification system;

- **Jurisdictional Classification System:** a system defining who is responsible for each section of street and highway, method of funding and source of funding. The 1991 Intermodal Surface Transportation Equity Act (ISTEA) mandated the development of the National Highway System (NHS) that was officially recognized by Congress in 1995. The Surface Transportation Program may be used by the State and localities for any roads that are not functionally classified as local or rural minor; and,
- **Fiscal Analysis:** Surface Transportation Program funds were projected for the four-year program period to guide the development of a fiscally constrained program.

Policy Guidelines

The MPO administers the competitive selection process for the Group I Urban STP funds. The Group 1 Urban STP Project Selection Criteria ("Selection Criteria"), revised August 19th, 2009, and shown in appendix "G", will be used by the MPO in the selection and prioritization of Group 1 Urban STP funded projects. This Selection Criteria provides a sound basis for evaluating the relative importance of projects and is intended to be used as a guide in the selection and prioritization of eligible projects. The Selection Criteria adhere to the Policy Guidelines as revised and shown below:

- **POLICY GUIDELINE 1** - The proposed program should emphasize preservation of and efficiency improvements to the existing transportation system without placing excessive reliance on projects which increase roadway capacity (and the reliance on single occupancy vehicles) and their subsequent impact upon the region's air quality (Goal 1 of the Regional Transportation Plan). Emphasis should be placed on preservation rather than expansion.
- **POLICY GUIDELINE 2** - The Indianapolis Regional Transportation Improvement Program (IRTIP) should follow the priority established in the Long Range Transportation Plan in implementing projects of regional significance. Although program equity is a key component of the IRTIP, no sub-allocation of federal funds will be used to replace the project staging and priorities established in the LRTP to advance the overall interrelated regional interests.

- **POLICY GUIDELINE 3** - Proposed projects within the region that have a proven potential to enhance economic development, stimulate the economy, and assist in job creation should be given additional consideration for inclusion in the program. Projects that have the potential to positively impact the quality of life for the area's residents should be considered in the development of the program. Projects should:
 - Be consistent and not in conflict with local and/or county comprehensive plans (i.e. the project implements a solution or addresses a problem identified in the plan)
 - Provide improvements to air quality (improvement is consistent with the CMAQ eligibility requirements)
 - Provide aesthetic improvements where appropriate (provision of landscaping or other scenic beautification)
 - Provide access to major generators (including multi-modal and intra-modal facilities, cultural and recreational sites)

- **POLICY GUIDELINE 4** - Projects are funded at an 80% federal share. **If the project costs increase beyond 10% of the amount originally programmed in the IRTIP, the local public agency will be responsible for those costs, unless extenuating circumstances can be documented.**
 - MPO staff are directed to scrutinize projects carefully to ensure they have the potential to move to construction, due to the key consideration of spending the federal funds efficiently and effectively.
 - Projects that provide more than a 20% local match should be given special consideration.

- **POLICY GUIDELINE 5** - Due to continued growth of the urban area and limited funding availability, Group 1 Urban STP funds are restricted to the construction and construction inspection phases only.

In addition to the above policy guidelines, the MPO takes into consideration eight planning factors revised under SAFETEA-LU. The project selection criteria for the IRTIP have been updated to reflect these factors. The factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation, and improve quality of life;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system.

The MPO compiles a listing of all project submittals with the pertinent financial data and discusses the projects with the IRTC IRTIP Sub-committee at an initial meeting. Following an assessment of project requests relative to the above guidelines, the discussion with the IRTIP Sub-committee and presentations by the submitting LPAs (if warranted), the MPO staff makes recommendations on which projects should be included in the IRTIP and provides these recommendations to the subcommittee for review and comment. If comments are received and the subcommittee requires additional discussion, a second meeting is held to discuss and resolve remaining issues. Staff then produces the first draft of the IRTIP document and makes it available for public review and comment prior to the full IRTC meeting. It should be noted, that additional meetings of the sub-committee may be necessary due to public comments received during the public review period.

Air Quality Determination and Reporting Requirements

In order to comply with the regulations of the 1990 Clean Air Act Amendment (CAAA), a detailed analysis is performed on the non-exempt projects included in the IRTIP. The analysis is typically performed as part of an update or amendment to the Indianapolis Regional Transportation Plan that precedes or is accomplished

in conjunction with the development of the new IRTIP each year. The analysis assesses how well the Regional Transportation Plan conforms to the air quality goals and whether or not any of the emissions budgets are exceeded. **All non-exempt IRTIP project submittals must be included in the conforming Regional Transportation Plan in order to be placed in the IRTIP. New projects that are inconsistent with the conforming Long Range Transportation Plan must be coordinated with the LRTP section to be accepted by the MPO.**

Formally, the IRTIP is reviewed relative to air quality status, and a determination reached. However, provided all the IRTIP non-exempt projects are included in the Regional Plan, then theoretically no obstacles to a successful conformity determination should exist.

The MPO resolution approving the conforming Long Range Transportation Plan is included in the final IRTIP and the air quality conformity documentation is available for review at the offices of the Indianapolis Metropolitan Planning Organization and on the MPO's website.

APPROVAL PROCESS

Public Involvement

The public is given an opportunity to review the draft IRTIP, including the associated Air Quality analysis, during a 30-day comment period. The comment period is announced in the public notice section of the Indianapolis Star and on the MPO's website.

- Copies of the draft IRTIP are made available on the MPO's website and at Marion County libraries, Carmel Clay Public Library, Avon Washington Township Library, Greenwood Library, Mooresville Library, Hussey-Mayfield (Zionsville) Library and Hancock Library, as well as at selected local government offices in the Indianapolis MPA.
- Public comments are accepted by the MPO staff in writing, via e-mail, in person or via phone. All significant public comments, or a summary of like comments, and responses to all public comments will be included in a summary memorandum provided to and discussed with both the IRTC Technical Committee and Policy Committee prior to approval. All comments received during the designated 30-day comment period pertaining to the

draft IRTIP, as well as the public comment summary memorandum are included in the Appendix of the final IRTIP. If comments received during the designated comment period affect a significant change to the content of the Program, a second public comment period of 7 days may be held.

Approval and Adoption Process

The draft IRTIP is provided to both the IRTC Technical and Policy Committees in advance of the scheduled meeting at which the IRTIP is to be voted upon. First, the IRTIP is presented to the Technical Committee for discussion and approval. Once approved by the Technical Committee, the IRTIP is presented to the Policy Committee for discussion and final approval at its regularly scheduled quarterly meeting. These meetings are open to the public and are posted on the MPO's website in advance of the meeting. The approved new IRTIP will be posted on the MPO's website within 30 days of receipt of final approval from the appropriate reviewing agency (usually the Governor of Indiana).

PART 3 - IRTIP PROJECT APPLICATION AND WORKSHEET GUIDELINES

APPLICATION REQUIREMENTS

In order for a project to be submitted to the MPO for consideration of Federal Group 1 STP funds, the following items must be provided to the MPO:

- A completed MPO IRTIP application form and IRTIP Group 1 Urban STP Project Priority Worksheet
- A letter of local match commitment signed by the highest elected official of the submitting LPA
- A map indicating the location of the project
- Copy of the INDOT Certificate of Attendance for the submitting LPA's certified Employee in Responsible Charge (ERC)
- Certification of IRTC member in good standing (MPO local match contribution)
- Documentation of coordination with the Long Range Transportation Plan Section for all regionally significant projects.
- Documentation of preliminary engineering and right-of-way status.

EXPLANATION OF PROJECT APPLICATION FORM

The IRTIP Project Application Form is used by participating agencies to submit project proposals for the IRTIP. **Please submit one hard copy and one electronic copy of the IRTIP Project Application Form, and all supplemental materials (maps, documentation, etc.) to the Indianapolis MPO no later than 4:00 PM on April 2nd, 2010.** Beginning with the 2010 call for projects, the MPO is using an updated Project Application Form which was created in Microsoft Excel and contains the following four worksheets.

- Project Information
- History, Status & Eligibility
- Justification
- Fiscal Data

The fifth worksheet contains a definition of Regional Significance, which may be helpful in answering the question in line 50 of the Project Information Sheet.

Only one project may be submitted per form. If additional forms are needed, they are available on the MPO's website, www.indympo.org, or by request to the MPO. Please fill in all grey cells in the worksheets with applicable information about the project. Many of the cells, when selected, will show a box with instructions or information about the question being asked. Also, any blue font indicates an active link which will open an online document or website with more information or maps. If you have any questions about the application form, please contact Cat Schoenherr or Steve Cunningham.

EXPLANATION OF IRTIP GROUP 1 URBAN STP PROJECT PRIORITY WORKSHEET

The IRTIP Group 1 Urban STP Project Priority Worksheet provides the Project Selection and Prioritization System for the Indianapolis Regional Transportation Improvement Program (IRTIP). This system has been refined on several occasions, most recently in August of 2009, to reflect changing goals and circumstances for the Indianapolis MPA.

The Project Selection Criteria is intended for use by the MPO staff and the IRTC IRTIP Sub-Committee during the review, evaluation, selection and prioritization of

projects. This system provides a sound basis for selecting and prioritizing projects but is intended only as a guide and not an absolute in the development of the IRTIP.

The MPO staff, in conjunction with the IRTC IRTIP Sub-Committee, will develop a proposed IRTIP to be presented to and discussed with the full Technical and Policy Committees for their review and approval. Included with the proposed IRTIP will be a project matrix illustrating project scores and other pertinent information that will assist the Technical and Policy Committees in reviewing the program.

The 2011-2014 IRTIP Group 1 Urban STP Project Priority Worksheet can be obtained from the MPO's website. Any comments or questions about the Project Selection and Prioritization System should be directed to Steve Cunningham at 327-5403, Cat Schoenherr at 327-5137 or Mike Dearing at 327-5139.

INSTRUCTIONS FOR THE IRTIP GROUP 1 URBAN STP PRIORITY WORKSHEET

The following information describes the IRTIP Group 1 Urban STP Project Priority Worksheet and is intended to assist the LPA's in completing the worksheet for projects submitted for inclusion in the IRTIP.

Technical Evaluation Criteria

Each project is evaluated on a variety of categories of technical criteria specific to the project type. NOTE: Projects may only be scored as ONE project type. The MAXIMUM possible score for any single project is one hundred points (100).

Type of Project

Projects are scored by specific criteria based on a single project type. The worksheet identifies twelve types of projects:

- a) New Signalization
- b) Existing Roadway Capacity Improvement
- c) New Roadway Construction
- d) Roadway Reconstruction/Rehabilitation
- e) Roadway Resurfacing

- f) Bridge Replacement
- g) Bridge Rehabilitation
- h) Intersection Improvements
- i) Bicycle Enhancements
- j) Pedestrian Enhancement
- k) Freight Enhancement
- l) Transit Enhancement Capital Projects

Each project is eligible for a **maximum of one hundred (100) points** to be determined by criteria for each project type. A project can only be scored as one project type. Scores cannot be combined throughout several project types. Criteria for each type of project are described below.

a) New Signalization - This type of project includes locations where new signals are warranted. Proposals for new signals are scored on their compliance with signal warrants published in the U.S. DOT Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD defines both primary and supplemental warrants for justification of new traffic signals. Applicants must identify the warrant that is satisfied with the corresponding count, delay or accident data. Additional criteria include the Federal Functional Classification of the major roadway of the intersection. This Classification can be found on the Urban Federal Functional Classification maps that are available on request from the MPO.

b) Existing Roadway Capacity Improvement - This type of project increases capacity on the mainline of a roadway. Examples of these projects include: widening for additional lanes or broader travel lanes, and upgrading existing facilities for access control. Scoring is based on Federal Functional Classification, existing volumes and operations and proposed improvements to existing operations, as well as neighborhood impacts. The future operations category illustrates improvements to the existing LOS that would be caused by the improvements. **Projects in this category must be coordinated with the MPO's Long Range Transportation Planning section prior to submittal of an application.**

c) New Roadway Construction - This type of project includes the construction of new roadway segments that are to be designated Federal Aid Routes (meaning they are to be designated on the Urban Federal

Functional Classification maps). Scoring is based on the projected Average Daily Traffic (ADT) for the new facility expected by the Long Range Transportation Plan horizon year of 2035, the regional significance of the project, its connectivity and continuity and impacts to neighborhoods. **Projects in this category must be coordinated with the MPO's Long Range Transportation Planning section prior to submittal of an application.**

d) Roadway Reconstruction/Rehabilitation - This category of projects includes existing roadways that are to be rehabilitated, resurfaced or reconstructed with the main intent to improve surface conditions, not to add capacity. Minor widening that results in capacity improvements are allowed for projects in this category as long as they are not determined to be Regionally Significant. Scoring is based on Federal Functional Classification of the facility, pavement condition index (PCI) and existing Average Daily Traffic (ADT).

e) Roadway resurfacing - A project in this category is scored primarily based on the Pavement Condition Index (PCI). Please contact Andy Swenson of the MPO (see appendix "E") if you have questions regarding the use of PCI or other pavement condition indices. In addition to the score awarded for PCI, the project is scored on the Average Daily Traffic and Federal Functional Classification.

f) Bridge Replacement - A project in this category is scored on the basis of structural sufficiency ratings provided by County Bridge reports and the Indiana Department of Transportation Division of Bridge Design. In addition to the score awarded for sufficiency rating, the project is awarded points based on the Federal Functional Classification and Average Daily Traffic (ADT) of the facility where the bridge is located. **Note: a bridge replacement project that has a sufficiency rating of 50 or higher or that is neither structurally deficient nor functionally obsolete is not eligible for STP funding.**

g) Bridge Rehabilitation - As with the bridge replacement category, this category is scored on the basis of structural sufficiency ratings provided by County Bridge reports and the Indiana Department of Transportation Division of Bridge Design. In addition to the score awarded for sufficiency

rating, the project is awarded points based on the Federal Functional Classification and Average Daily Traffic (ADT) of the facility where the bridge is located. **Note: a bridge rehabilitation project that has a sufficiency rating of 80 or higher or that is neither structurally deficient nor functionally obsolete is not eligible for STP funding.**

h) Intersection Improvement - This category includes capacity and safety improvements to either single or multiple signalized intersections. The scoring is based on four criteria: existing volumes, accident rates, existing traffic volumes and future operations after the improvement. Scoring for existing traffic volumes should take the form of Average Daily Traffic (ADT) through the intersection. Existing operations shall be determined using analysis prescribed in the most current Highway Capacity Manual published by the Transportation Research Board using data that reflects the current traffic condition for the afternoon (P.M.) peak hour. Accident rates averaged over the last three years at the intersection can be determined from data obtained from local police or from the Indiana Department of Transportation. The future operations category illustrates improvements to the existing LOS that would be caused by the improvements.

i) Bicycle Enhancement - This type of project includes the construction of facilities that will increase the use of bicycles as an alternative mode of transportation. It can include multi-use facilities that also incorporate bicycle uses. Projects in the category are scored on the basis of four criteria. Projects that create an exclusive bicycle lane or path are awarded points as are projects that add to public storage of bicycles. An important consideration is the proximity of the project to corridors identified in a bicycle plan. A final consideration is connectivity to mass transit so as to encourage multi-modal trips.

j) Pedestrian Enhancement - Projects in this category should encourage walking as an alternative mode of transportation through the construction and improvement of sidewalks. Projects in this category are scored on the basis of six criteria including sidewalk expansion or rehabilitation, inclusion in a pedestrian or walkability study, connection of a missing link in a sidewalk network, elimination of a pedestrian/vehicle hazard, connection to pedestrian destinations and connection to transit facilities. **Note: A**

pedestrian destination is a facility that commonly attracts people that are walking, such as retail stores, schools, parks, churches and libraries.

k) Freight Enhancement - This category includes roadway projects along corridors that serve as established truck routes for the shipping of freight. Projects that allow for the direct routing of trucks will improve the overall efficiency of the freight system. Eliminating a truck route impediment, such as a low overpass or tight turn at an intersection, will also improve the efficiency. Similarly, safety improvements are awarded points for improving an identified safety factor. The safety factors include increasing lane width, vertical alignment of roadway, horizontal alignment of roadway, correcting a reverse elevation problem or a super elevation problem, and eliminating a roadside hazard(s). Time lost to delays at congested intersections affects the overall efficiency of the freight system. Improvements at congested intersections on truck routes are awarded additional points. The freight system includes multi-modal methods of transportation and projects that improve access to modal transfer facilities are awarded additional points. A final consideration is the planning support for the project. Those projects that implement specific recommendations from the Freight Plan are awarded additional points.

l) Transit Enhancement - This type of project includes improvements to the transit system including the expansion or maintenance of transit accessibility, improvements to safety and security, comfort and amenities, communications/information sharing and transit service planning technology. In addition, points are given for projects that implement recommendations from the Comprehensive Operational Analysis or the Regional Mass Transit Service Plan.

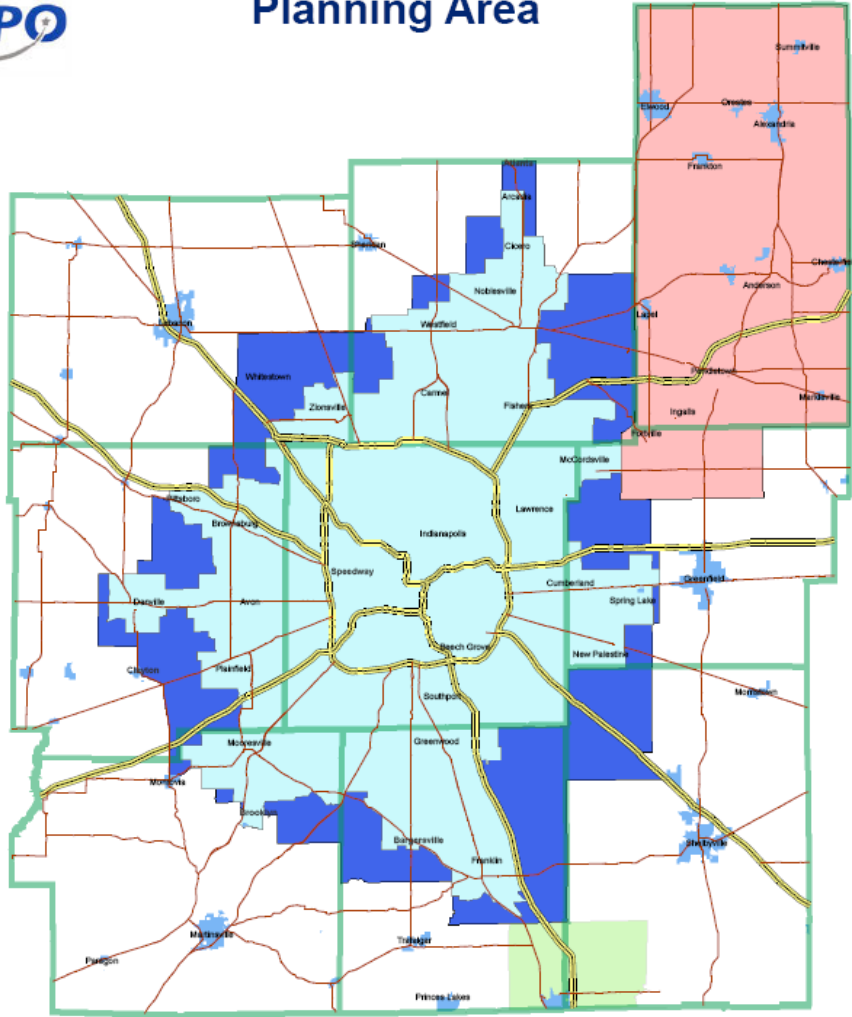
Additional project details

Include additional information for the submitted project especially as requested for those criteria line items indicated by an asterisk (*). This section provides an opportunity to provide special information concerning the project that is not allowed for under the prescribed criteria.

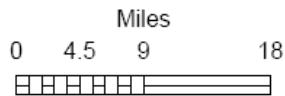
APPENDIX "A"

METROPOLITAN PLANNING AREA MAP

Indianapolis Metropolitan Planning Area



- ◆ Columbus Metropolitan Planning Area
- Indianapolis Adjusted Urbanized Area (approved 2005)
- ◆ Anderson Metropolitan Planning Area
- ◆ Indianapolis Metropolitan Planning Area (approved 2003)



Created by the Indianapolis MPO, February 2006
This is a graphic representation only and does not represent a legal document.

APPENDIX "B"

CURRENT LPAs WITHIN THE INDIANAPOLIS MPA

Town of Atlanta	Town of Cicero	Town of McCordsville	City of Southport
Town of Arcadia	Town of Cumberland	Town of Mooresville	City of Westfield
Town of Avon	Town of Danville	Town of New Palestine	Town of Whiteland
Town of Bargersville	Town of Fishers	Town of New Whiteland	Town of Whitestown
City of Beech Grove	City of Franklin	City of Noblesville	Town of Zionsville
Town of Brooklyn	City of Greenwood	Town of Pittsboro	
Town of Brownsburg	City of Indianapolis	Town of Plainfield	
City of Carmel	City of Lawrence	Town of Speedway	

APPENDIX "C"

PROJECT ELIGIBILITY

[TITLE 23](#) > [CHAPTER 1](#) > § 133

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§ 133. Surface transportation program

[How Current is This?](#)

(a) Establishment.— The Secretary shall establish a surface transportation program in accordance with this section.

(b) Eligible Projects.— A State may obligate funds apportioned to it under section [104 \(b\)\(3\)](#) for the surface transportation program only for the following:

(1) Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways (including Interstate highways) and bridges (including bridges on public roads of all functional classifications), including any such construction or reconstruction necessary to accommodate other transportation modes, and including the seismic retrofit and painting of and application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and de-icing compositions on bridges and approaches thereto and other elevated structures, mitigation of damage to wildlife, habitat, and ecosystems caused by a transportation project funded under this title.

(2) Capital costs for transit projects eligible for assistance under chapter [53](#) of title [49](#), including vehicles and facilities, whether publicly or privately owned, that are used to provide intercity passenger service by bus.

(3) Carpool projects, fringe and corridor parking facilities and programs, bicycle transportation and pedestrian walkways in accordance with section [217](#), and the modification of public sidewalks to comply with the Americans with Disabilities Act of 1990 ([42 U.S.C. 12101](#) et seq.).

(4) Highway and transit safety infrastructure improvements and programs, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings.

(5) Highway and transit research and development and technology transfer programs.

(6) Capital and operating costs for traffic monitoring, management, and control facilities and programs, including advanced truck stop electrification systems.

(7) Surface transportation planning programs.

(8) Transportation enhancement activities.

(9) Transportation control measures listed in section [108 \(f\)\(1\)\(A\)](#) (other than clause (xvi)) of the Clean Air Act ([42 U.S.C. 7408 \(f\)\(1\)\(A\)](#)).

(10) Development and establishment of management systems under section [303](#).

(11) In accordance with all applicable Federal law and regulations, participation in natural habitat and wetlands mitigation efforts related to projects funded under this title, which may include participation in natural habitat and wetlands mitigation banks; contributions to statewide and regional efforts to conserve, restore, enhance, and create natural habitats and wetlands; and development of statewide and regional natural habitat and wetlands conservation and mitigation plans, including any such banks, efforts, and plans authorized pursuant to the Water Resources Development Act of 1990 (including crediting provisions). Contributions to such mitigation efforts may take place concurrent with or in advance of

project construction. Contributions toward these efforts may occur in advance of project construction only if such efforts are consistent with all applicable requirements of Federal law and regulations and State transportation planning processes. With respect to participation in a natural habitat or wetland mitigation effort related to a project funded under this title that has an impact that occurs within the service area of a mitigation bank, preference shall be given, to the maximum extent practicable, to the use of the mitigation bank if the bank contains sufficient available credits to offset the impact and the bank is approved in accordance with the Federal Guidance for the Establishment, Use and Operation of Mitigation Banks (60 Fed. Reg. 58605 (November 28, 1995)) or other applicable Federal law (including regulations).

(12) Projects relating to intersections that—

(A) have disproportionately high accident rates;

(B) have high levels of congestion, as evidenced by—

(i) interrupted traffic flow at the intersection; and

(ii) a level of service rating that is not better than “F” during peak travel hours, calculated in accordance with the Highway Capacity Manual issued by the Transportation Research Board; and

(C) are located on a Federal-aid highway.

(13) Infrastructure-based intelligent transportation systems capital improvements.

(14) Environmental restoration and pollution abatement in accordance with section [328](#).

(15) Control of noxious weeds and aquatic noxious weeds and establishment of native species in accordance with section [329](#).

(c) Location of Projects.— Except as provided in subsection (b)(1), surface transportation program projects (other than those described in subsections (b)(3) and (4)) may not be undertaken on roads functionally classified as local or rural minor collectors, unless such roads are on a Federal-aid highway system on January 1, 1991, and except as approved by the Secretary.

Appendix "D"

GENERALIZED 2011-2014 IRTIP PREPARATION SCHEDULE

2010

- 2/26 2011-2014 IRTIP application packet is mailed to IRTC Technical Committee.
- 4/2 Deadline for return of 2011-2014 IRTIP Group I Urban STP project applications.
- 4/2 - 8/20 Development of preliminary IRTIP draft including project review, prioritization and the air quality conformity process.
- 6/1 Deadline for submittal of non-urban and locally funded projects for inclusion in TIP
- 8/23 First draft of Detail Section of the IRTIP sent to participating Local Public Agencies and the Technical and Policy Committees for review.
- 8/23 - 9/22 Draft IRTIP available for public review and comment.
- 10/27 IRTC Policy Committee approval of IRTIP.
- 12/21 Submittal of approved IRTIP to reviewing agencies

PLEASE NOTE: The IRTIP document will be printed and distributed once it is approved by INDOT, FHWA, FTA and EPA. The final document may not be available until the first or second quarter of 2011.

Appendix "E"

CONTACTS

For information regarding the IRTIP development process or specific highway information, please contact the appropriated person listed below:

Information Required	Contact Name	Agency	Phone	Fax	E-Mail
- TIP process - TIP applications - Monitoring Report - TIP amendments	Steve Cunningham or Cat Schoenherr	IMPO IMPO	327-5403 327-5137	327-5950	scunning@indy.gov cschoenh@indy.gov
- Traffic Counts	Kevin Mayfield	IMPO	327-5135	327-5950	kmayfiel@indy.gov
-CMAQ funds -Enhancement (TE) -HSIP	Mike Dearing	IMPO	327-5139	327-5950	
-Safe Routes to School	Anna Tyszkiewicz	IMPO	327-5487	327-5950	atsyzkie@indy.gov
- Regional Plan - Congestion Management System	Stephanie Belch	IMPO	327-7599	327-5950	sbelch@indy.gov
INDOT projects - Crawfordsville District	Mark Albers	INDOT	765-361-5224		malbers@indot.in.gov
INDOT projects- Seymour District	Kathy Eaton	INDOT	812-524-3734		kaeaton@indot.in.gov
INDOT projects - Greenfield District	Dwane Myers	INDOT	467-3465		dmyers@indot.IN.gov

Appendix "F"

DEFINITION OF REGIONALLY SIGNIFICANT PROJECTS

Significant

Projects that fit within the following criteria are definitively of regional significance and thus require a conformity finding:

- A capacity expansion (through widening, extension, or other new construction) or capacity reduction of one lane-mile or more in length to a facility classified as minor arterial or above.
- Change of an intersection from at-grade to grade separated or vice versa on a facility classified as minor arterial or above.
- Reclassification of one or more lane miles to or from HOV / HOT.
- Reconstruction of an interchange on a facility classified minor arterial or above that results in a change in grade separation.
- The addition or deletion of transit services that alters annual transit VMT by five percent or more.
- The addition or deletion of intermodal facilities through which 1500 or more passengers board or transfer daily.
- Any change to transit that would result in a five percent or greater mode shift to or from the current transit ridership numbers.

These criteria are in keeping with the Indianapolis MPO Travel Demand Model network, which consists of those facilities classified minor arterial and above in accordance with the FHWA Highway Functional Classification System.

Insignificant

Projects that are definitively not of regional significance and thus do not require a conformity finding include:

- The addition of acceleration/deceleration lanes (less than one mile in length).
- Intersection improvements such as turn-lane additions and auxiliary lane additions of less than one lane-mile.
- Pavement widening of an existing interchange ramp, provided there is no increase in ramp mileage.
- Addition of turning or storage lanes to an interchange.
- In general, non-capacity (i.e., no increase in lane-miles) improvements that are done for safety reasons will not be considered significant.

Non-Definitive Criteria

Projects that require a significance finding by the Consultation Group include:

- Land use changes that have the potential to alter the function of a road facility from its current function to the equivalent function of a minor arterial and above, regardless of the current functional classification of the facility involved.
- Projects not anticipated by this document that are identified by the Consultation Group as being potentially significant with regards to their impact on air quality.