



Indianapolis  
Metropolitan Planning  
Organization

Annual Briefing

Spring 2002

Transportation Planning Section  
Division of Planning  
Department of Metropolitan Development  
City of Indianapolis

## Useful Terms

AICP - American Institute of Certified Planners  
CAC - Citizens Advisory Committee  
CICL – Center for Interactive Learning & Collaboration  
CIRCL - Central Indiana Regional Community League  
CMS – Congestion Management System  
*ConNECTions*- Study of NorthEast Corridor Transportation  
DMD - Department of Metropolitan Development  
DPW - Department of Public Works  
FHWA - Federal Highway Administration  
FTA - Federal Transit Administration  
IDEM - Indiana Department of Environmental Management  
INDOT - Indiana Department of Transportation  
IPTC - Indianapolis Public Transportation Corporation/IndyGo  
IRTC - Indianapolis Regional Transportation Council  
IRTIP – Indianapolis Regional Transportation Improvement Program  
ITS – Intelligent Transportation Systems  
MIS – Major Investment Study  
MPA – Metropolitan Planning Area  
MPO - Metropolitan Planning Organization  
MSA – Metropolitan Statistical Area  
TCSP – Transportation and Community and System Preservation (Grant)  
TEA-21 Transportation Equity Act for the 21<sup>st</sup> Century  
*teMPO* – the MPO Newsletter  
TIS – Traffic Impact Study  
TMS – Transportation Monitoring System  
UPWP – Unified Planning Work Program  
USEPA – United States Environmental Protection Agency

MPO website: <http://indygov.org/indympo>

# The Metropolitan Planning Organization

## Responsibilities

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.

Currently, all MPO's are governed by federal legislation called the **Transportation Equity Act for the 21st Century (TEA-21)**. The MPO planning process is a prerequisite to the area receiving federal funds for airport, transit and highway transportation improvements.

## Planning Area

The MPO is responsible for transportation planning in the area defined by the most current Census as being urbanized, plus the area anticipated to be urbanized by the year 2025. This area is known as the **Metropolitan Planning Area (MPA)**. The present MPA is based on the 1990 census and includes all of Marion County and portions of the surrounding counties of Boone, Hamilton, Hancock, Hendricks and Johnson where suburban growth has occurred (see map, page 5). The new Urbanized Area based on the 2000 Census will be available after April 2002. The current MPA includes the following cities and towns:

Town of Avon	City of Beech Grove	Town of Brownsburg
City of Carmel	Town of Cumberland	Town of Fishers
City of Greenwood	City of Indianapolis	City of Lawrence
Town of Plainfield	Town of Westfield	Town of Whiteland
City of Southport	Town of Speedway	Town of Zionsville
Town of New Whiteland		

## Core Activities

The Core activities of the MPO include the **Indianapolis Regional Transportation Plan**, the **Indianapolis Regional Transportation Improvement Program (IRTIP)**, **Air Quality Conformity Analysis** (for both the Plan and the IRTIP) and the **Community Involvement Plan**. In addition, the MPO annually prepares a **Unified Planning Work Program** that documents MPO studies and activities to be undertaken by the MPO staff. Following is a brief description of these core activities:

### ➤ **The Indianapolis Regional Transportation Plan**

The Transportation Plan is a document that helps guide the development of the area's transportation system for the next twenty years and is amended as

changing conditions and needs of the community dictate and updated every three years. With the help of transportation planners, engineers, elected officials and the public, the plan ensures facilities and services required to support the mobility needs of the community and its future growth are anticipated and available. It places potential projects “in the pipeline” for future funding consideration and provides decision-makers with information upon which to base their priorities. Federally funded transportation projects must first appear in the Regional Transportation Plan before they can be programmed in the IRTIP

➤ **The Indianapolis Regional Transportation Improvement Program (IRTIP)**

The IRTIP programs needed transportation improvements identified in the Regional Transportation Plan for the Indianapolis region using available federal dollars within a three-year time frame. The IRTIP is amended as necessary to reflect changing conditions and project priorities. Unlike the Regional Transportation Plan, the IRTIP is short-term in nature and is intended as an implementation tool, as well as a planning tool.

➤ **Air Quality Conformity Analysis**

In November 1994, the U.S. Environmental Protection Agency reclassified Indianapolis/Marion County as a maintenance area for the ground-level pollutant, ozone (O<sub>3</sub>). A portion of the Indianapolis Central Business District (CBD) also remains a non-classified non-attainment area for Carbon Monoxide (CO). As such, approval of the Regional Transportation Plan and Regional Transportation Improvement Program is contingent upon conformity with the air quality regulations for the area as required by the 1990 Clean Air Act Amendments (CAAA). The MPO is responsible for the air quality conformity analysis and documentation for Marion County. In addition, the MPO works cooperatively with the Indianapolis Environmental Resources Management Division (ERMD) in conducting other transportation-related air quality activities for the city.

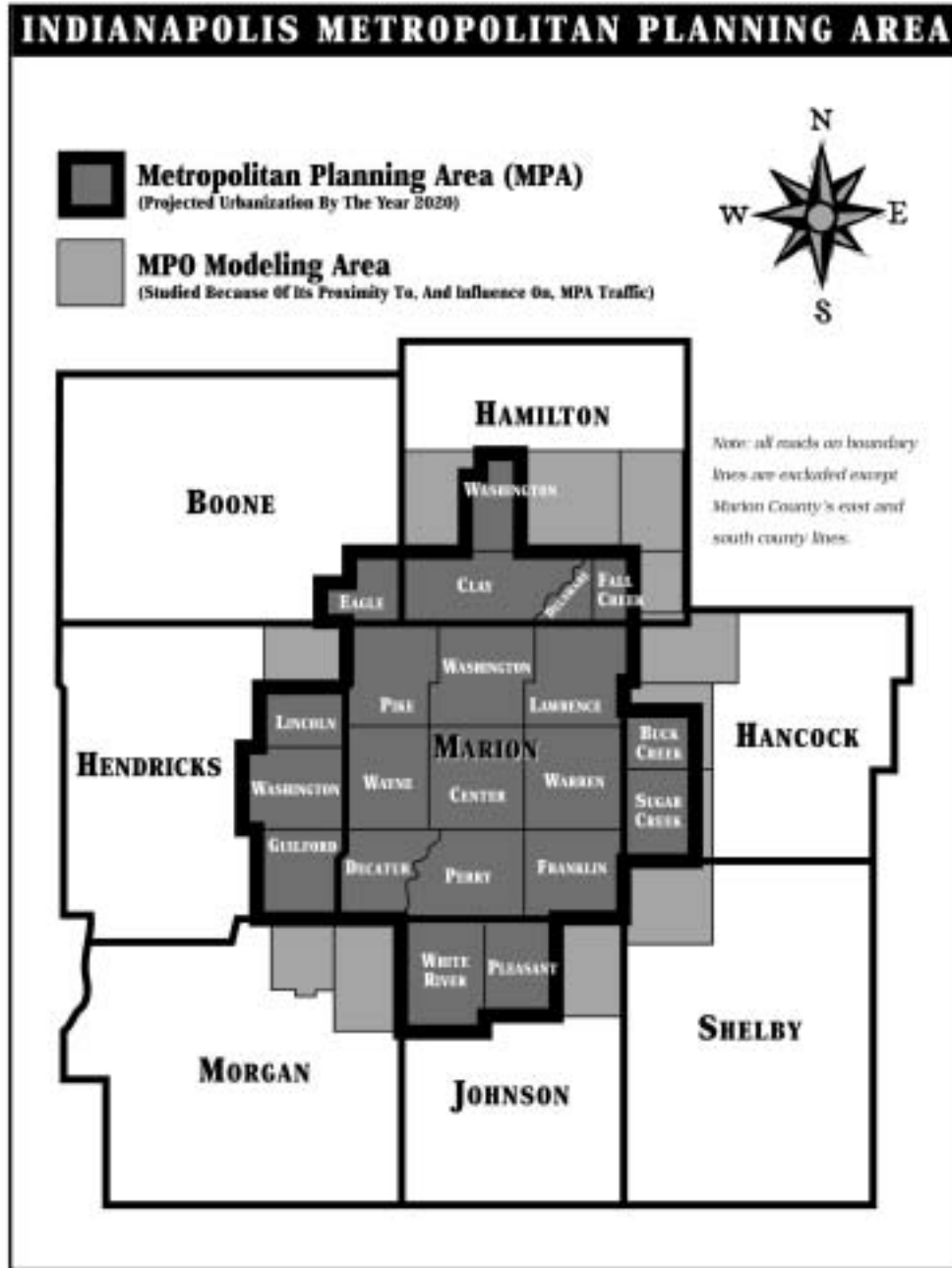
➤ **Community Involvement Plan**

Community involvement is an important component of the MPO transportation planning process. See Public Involvement description, page 6.

➤ **Unified Planning Work Program (UPWP)**

The MPO prepares an annual work program that outlines its work activities for the coming year. See Year 2001 Program Re-Cap and a complete listing of Year 2002 UPWP projects starting page 9. An annual work program is required by TEA-21 and must be approved by the Indiana Department of Transportation and the United States Department of Transportation.

The MPA will likely expand as a result of the 2000 Census Urbanized Area. The MPA must include the area defined as urbanized in the most current Census and the areas anticipated to be urbanized twenty years in the future.



## Decision-Making

### **Metropolitan Development Commission**

As the governing body for the Indianapolis Department of Metropolitan Development (DMD), the Indianapolis **Metropolitan Development Commission** officially adopts all plans prepared by the MPO.

### **Indianapolis Regional Transportation Council**

MPO plans and recommendations are developed in cooperation with the **Indianapolis Regional Transportation Council (IRTC)**. Once endorsed by the IRTC, MPO plans and recommendations are presented to the Metropolitan Development Commission for adoption.

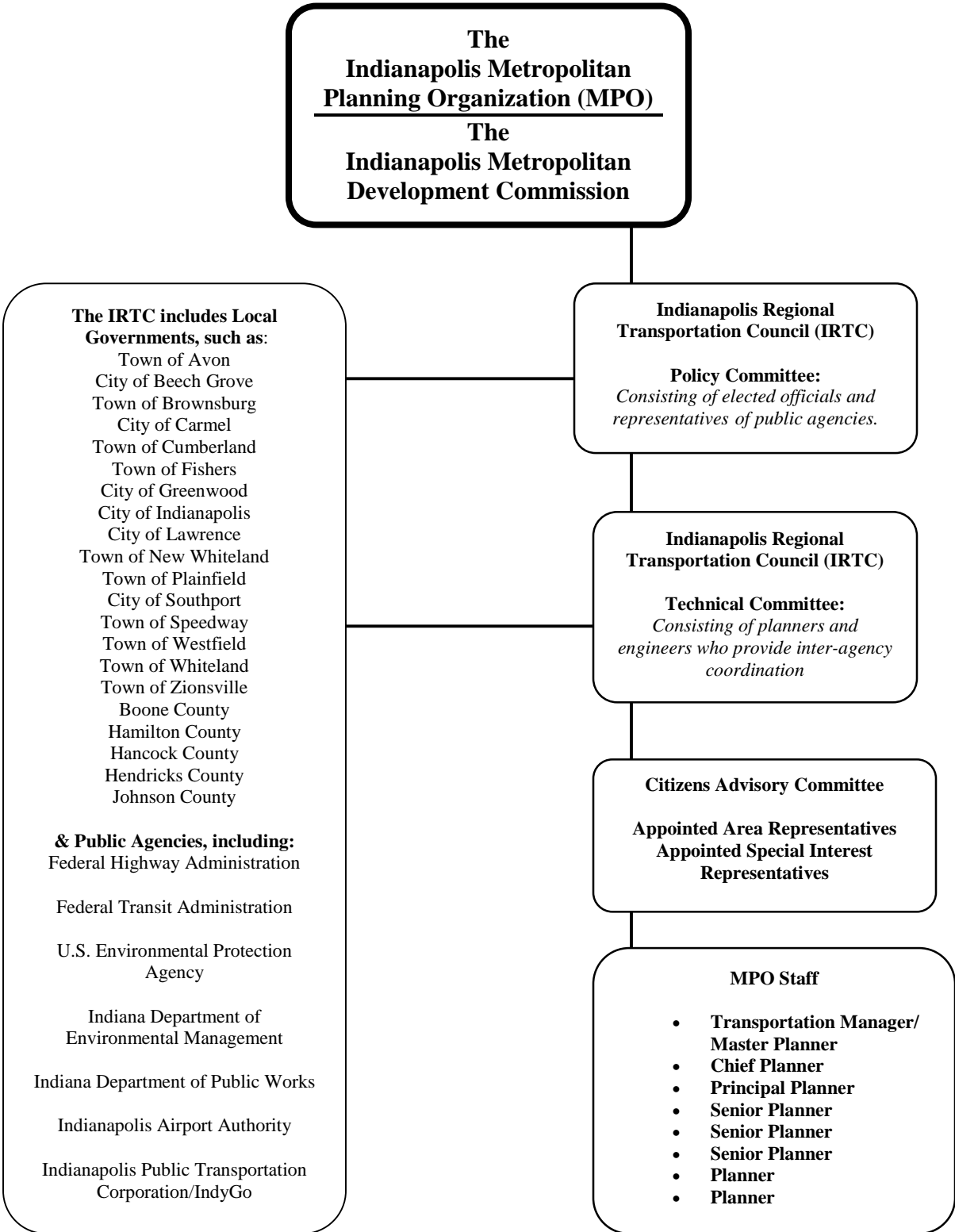
The IRTC is composed of a Policy Committee and an Inter-agency Technical Committee. The **IRTC Policy Committee** consists of the heads of local governments and public agencies within the Indianapolis Metropolitan Planning Area. The **IRTC Inter-agency Technical Committee** consists of planners and engineers from local governments and public agencies within the MPA. The Mayor of Indianapolis traditionally chairs the IRTC Policy Committee; the Director of the Indianapolis Department of Public Works (DPW) traditionally chairs the Inter-agency Technical Committee.

The IRTC meets quarterly (see meeting schedule, page 18). MPO plans and recommendations are endorsed by IRTC's Inter-agency Technical Committee before going to the Policy Committee. The Policy Committee endorses all plans and recommendations before they are presented to the Metropolitan Development Commission (MDC). Because the MDC has never contradicted its endorsement, the Policy Committee can be said to make the decisions. A chart depicting the MPO's decision-making process is located on the next page.

### **Public Involvement**

The **Citizens Advisory Committee (CAC)** advises the IRTC on a variety of transportation-related topics. Although its members are appointed to ensure diverse regional and philosophical representation, this loosely organized group encourages the participation of all interested parties. The CAC has usually met on the fourth Tuesday of the month at the City-County Building, in downtown Indianapolis, unless other meeting dates or venues have been advertised. In 2002 these meetings will occur at least quarterly.

# MPO Decision Making Process



Media advisories, promoting news coverage of the upcoming meeting and its planned agenda items, are issued to 30+ newspaper, radio and television sources. These meetings, which normally last one and a half hours (from 6:30 PM to 8:00 PM), are also taped by the government access channel WCTY, for re-broadcast (Channel 16: Comcast and Time Warner). In addition, the MPO publishes and distributes *CAC Minutes* – a report of each meeting that offers a brief synopsis of agenda topics.

The CAC is only one component of the MPO's **Community Involvement Plan**. Another major element is *teMPO*, the newsletter of the regional transportation planning process, which is distributed to more than 2300 individuals and organizations, including elected officials, neighborhood and civic associations, special interest groups, news media, libraries and government agencies. Four quarterly and one special issue are prepared annually. For past issues, or to receive *teMPO* free of charge in the future contact Mike Peoni, MPO Manager/Master Planner at 317/327-5133 or [mpeoni@indygov.org](mailto:mpeoni@indygov.org).

Community involvement and public input is crucial to the MPO planning function and to the success of its core activities (see listing, page 3). Many of the projects included in the MPO's annual Unified Planning Work Program reflect concerns voiced at CAC meetings and other public gatherings. For this reason, in 2000 the MPO began a limited program of display advertising, to run in conjunction with its traditional classified notices, to increase public awareness of and participation in the ongoing Transportation Plan and IRTIP amendment process. These ads now appear in the City-State section of *The Indianapolis Star* and *The Indianapolis Recorder*.

**I M P O R T A N T**

The Indianapolis Metropolitan Planning Organization, your MPO, invites you to review and comment on an amendment to the Regional Transportation Plan.

This document provides planning support for federally funded transportation improvements proposed for our region. The new amendment would extend the Plan to the year 2025.

For more information on the review and comment process, see our classified ad in today's paper.

For more information on transportation planning, call 327-5151 or visit [www.indygov.org/indympo](http://www.indygov.org/indympo).



## Process Certification

The MPO planning process is reviewed every three years for compliance with all pertinent federal regulations and with a memorandum of understanding signed by the **MPO, the Indiana Department of Transportation (INDOT), the Indiana Department of Environmental Management (IDEM), the United States Environmental Protection Agency (USEPA), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA)**. The MPO must maintain federal certification of its planning process to receive federal planning funds as well as federal funds for making transportation improvements in the Metropolitan Planning Area.

The certification review for the Indianapolis MPO was last conducted in March 2000, with the MPO's planning process being fully certified by the USDOT.

### 2001 Work Program Re-Cap

The MPO is required to prepare an annual Unified Planning Work Program, which is submitted for approval to the Indiana Department of Transportation, the Federal Highway Administration and the Federal Transit Administration. The MPO work program is funded with 80% federal transportation funds and 20% local funds provided by the Department of Public Works. The budget for the Year 2001 Work Program was \$1.8 million. Major activities completed in 2001 include:

- 2025 Regional Transportation Plan Update
- 2002-2004 Indianapolis Regional Transportation Improvement Program (IRTIP).
- Indy-Go Origin-Destination Study
- Revised IRTIP Project Selection Process
- ConNECTions Draft Environmental Impact Statement and Public Hearing
- Bicycle Route Plan and User Map for Marion County
- Street Facilities Inventory

- Continuation of the Traffic Impact Study Process for Marion County
- Coordination of the Transportation Enhancement applications for the MPA
- Coordination of the Section 5310 Applications for Marion County Federal Transit Administration's Capitol program for Persons with Disabilities and Elderly
- Knozone Awareness and Public Education Campaign

## 2002 Unified Planning Work Program Highlights

The main thrust of the 2002 Unified Planning Work Program is to keep the Transportation Plan and the Transportation Improvement Program current, to begin a major Plan update using 2000 Census information, further integrate environmental justice into the overall MPO process, and to continue to make the regional transportation system more multi-modal. The budget for the year is \$3.4 million that includes \$1.5 million for the ConNECTions Airport Rail Transit Link. Following is a description of major program activities.

1. **Update and Enhancement of the Transportation Monitoring System (TMS)** - Complete the update began in 2001 and continue to the next level of improvements. The enhancements are intended to make the system more user friendly and to integrate other MPO data files more easily.
2. **Intermodal Freight System Plan Airport Deployment Study** – This study explores the intermodal connections and Intelligent Transportation System (ITS) potentials of the Indianapolis International Airport area. Began in 2000, the study will be finalized in 2002 and strategies to further plan recommendations will be identified and pursued.
3. **Update of the CMS** – The Congestion Management System (CMS) will be updated to incorporate the 2025 Regional Transportation Plan.
4. **ConNECTions: MIS/DEIS for the Northeast Corridor** – The Draft Environmental Impact Statement was completed in 2001 and a public hearing was held. The MPO will organize and facilitate a Policy Steering Committee (PSC) meeting to be held in January 2002. It is anticipated that the Policy Steering Committee will recommend advancing the preferred highway alternative and request additional

transit information before selecting a preferred transit alternative (*Meeting was held in January 2002. The decision was made to separate the highway plan from the transit plan in order to better focus on both elements*).

5. **ConNECTions: Preferred Highway Alternative** – MPO will participate in the Final Environmental Impact Statement (FEIS) for the H-5 Highway Alternative. The Indiana Department of Transportation will be leading the FEIS.
6. **ConNECTions: Airport Rail Transit Link** – This study will analyze the feasibility of a rail transit link to the Indianapolis International Airport in the context of a regional rail transit system. The exact form this study will take has not yet been determined.
7. **Regional Greenways Plan** – The MPO will work in conjunction with the Greenways Foundation in furthering this effort.
8. **Special Glendale Neighborhood Study** – A draft of the Study that analyzed the effectiveness of improving the livability of an existing neighborhood by retrofitting it with sidewalks, bicycle and transit facilities was completed in 2001. It will be made available in 2002 for public review before being finalized.
9. **TCSP Consolidated Grant** – The MPO will work with its partners to submit a consolidated Transportation and Community and System Preservation Grant to benefit the Indianapolis region.
10. **Regional Pedestrian System Plan** – This is a continuation of a Plan started in 2001. A collaboration with IndyGo and other regional stakeholders, it addresses the need for improved pedestrian amenities in the region. Phase One, initiated in 2001, focused on defining the problem and developing a recommended course of action. Phase One and Two will be completed in 2002.
11. **Neighborhood Mobility Study** – A survey will be conducted with neighborhood representatives of the Allisonville Road area to determine the need for improving pedestrian and bicycle mobility access and connectivity.
12. **2025 Indianapolis Regional Transportation Plan** – The Regional Plan will be amended as needed in response to new information and/or changing conditions.

13. **Plan Update/Plan Refinement Activities** – Plan update activities include steps toward a major update of the regional transportation plan as 2000 Census information becomes fully available. Two new staff members were hired to facilitate this process. One major step will include the expansion of the current Metropolitan Planning Area.

MPO staff will work in conjunction with the city's Environmental Resources Management Division (ERMD) and the Indiana Department of Environmental Management (IDEM) in providing data on Vehicle Miles Traveled (VMT). This will allow IDEM to update/revise the maintenance State Implementation Plan (SIP) as required by the Clean Air Act. All other plan components, including the Regional Mass Transit Service Plan, the Regional Bicycle and Pedestrian System Plans and Major Roadway Expansion Projects will be monitored and amended as needed to keep the plan current with changing conditions.

14. **Ongoing Maintenance of the Travel Simulation Model/Input Data** – Monitoring and refining the travel simulation model and the data needed to run the model is an ongoing activity to ensure the MPO is using state-of-the-art planning tools.
15. **Central Indiana Suburban Mobility Study** – The MPO staff will actively participate in this INDOT study. The study is seeking long term transportation and land use solutions in coping with the fast growing suburban communities in the Central Indiana region. Among other stated objectives, this study will examine the pros and cons associated with an outer beltway with respect to relieving congestion on the freeway system and future growth impacts.
16. **9-County Travel Simulation Model** – A 9-county model was developed and installed during 2001 in anticipation that the 9-county Metropolitan Statistical Area may be designated non-attainment for the ozone pollutant. It was developed in collaboration with the Indiana Department of Transportation and the Anderson MPO via a Memorandum of Understanding. 2002 Activities will include finalizing documentation and training in the use of the model.
17. **Regional Planning Guide** – This collaboration with the Central Indiana Regional Community League (CIRCL) was initiated and 20% completed in 2001 to assist CIRCL in developing a planning guide that will serve as a planning options resource book for creating pedestrian and transit friendly communities. The 2002 UPWP includes additional money for printing, marketing, and training associated with the Regional Planning Guide.

18. **Community Involvement** – Continue and expand efforts to actively involve the community in the transportation process via:
- ❖ **Citizens Advisory Committee**, teMPO newsletters, media outreach and presentation materials.
  - ❖ **Environmental Justice** Includes special efforts to involve minorities and low-income populations in the transportation planning process through the MPO's Community Inclusion Project.
  - ❖ The **School Involvement Program** is concerned with continuing educational activities in collaboration with the Center for Interactive Learning and Collaboration (CILC). 2002 activities will include the second annual Student Institute, involving youth in the Glendale Study, and continued work with Indianapolis Insight, which is an update of the Marion County Comprehensive Plan.
  - ❖ **Enhancement of the MPO's website** will make it more user-friendly for the public and an effective communications tool between the MPO and the public.
  - ❖ **Evaluation of the Community Involvement Process** is to ensure the effectiveness of the MPO's Community Involvement Process and to identify opportunities for continued improvement.
18. **Special Studies** – These studies are in response to planning needs and specifically anticipated during the preparation of the work program. Included in these special studies are technical studies, data collection, surveys and Geographic Information System (GIS) ongoing activities.
19. **2003-2005 Indianapolis Regional Transportation Improvement Program** Documents the federally funded regional transportation projects and programs proposed to be undertaken over the three-year period from October of 2003 through September of 2005.
21. **Knozone Public Awareness Program** – The City's Environmental Management Division has assumed the management of this on-going initiative to educate the public about, and encourage their participation in, efforts to reduce ground level ozone pollution. The MPO will continue to monitor and participate in the progress of this important program.

## MPO Staff

The Metropolitan Planning Organization has a staff of eight who function as a coordinated team. While every staff member is assigned specific areas of responsibility as “planner-in-charge”, each also maintains a general working knowledge of all MPO-related partners, procedures and projects. In this way, staff members are able to assist each other with meeting deadlines and coordinating work program activities. Consultant services help augment staff resources in completing work program activities. The MPO staff currently includes:

### **Mike Peoni, AICP, Master Planner/Manager**

Mike is a certified planner and is ultimately responsible for all aspects of the MPO planning process and for providing overall direction, including setting priorities, work program development and coordination with regional planning partners. Mike is the planner-in-charge of the Indianapolis Metropolitan Rail Transit Study and other follow up activities related to the ConNECTIONS study of Northeast Corridor Transportation, the MPO’s Community Involvement Program, the Environmental Justice process and the Regional Planning Guide being prepared in partnership with the Central Indiana Regional League. In addition, Mike lends supervisory guidance to the activities of other MPO personnel. Mike can be contacted by at 327-5133 or at [mpeoni@indygov.org](mailto:mpeoni@indygov.org).

### **Sweson Yang, AICP, Chief Transportation Planner**

Sweson is a certified planner and is the MPO’s in-house technical expert. He is the planner-in-charge of the regional travel simulation model and of coordinating the development of the work program. In addition, Sweson is the planner-in-charge of work program status reporting, air quality conformity analysis, downtown parking issues, the Transportation Monitoring System, the 9-County Travel Simulation Model Expansion Project, and the Intermodal Freight System Plan and Airport Deployment Study. Sweson can be contacted at 327-5137 or at [syang@indgov.org](mailto:syang@indgov.org).

### **Mike Dearing, Principal Planner**

Mike is planner-in-charge of the Indianapolis Regional Transportation Improvement Program (IRTIP) — a document that reflects the federal-aid transportation improvements in the Indianapolis Urbanized Area. In addition, Mike is planner-in-charge of coordinating the Congestion Mitigation and Air Quality (CMAQ) Grant Program, the Bicycle Route Plan for Marion County, the Pedestrian System Plan, the MPO’s School Involvement Program and agenda coordination for the Indianapolis Regional Transportation Council (IRTC). Mike can be reached at 327-5139 or at [mdearing@indygov.org](mailto:mdearing@indygov.org).

**Steve Cunningham, Senior Planner**

Steve is planner-in-charge of the Regional Transportation Plan that provides long-range planning support for federally funded regional transportation improvements. He is also planner-in-charge of the Marion County Thoroughfare Plan, the Transportation Impact Analysis Process, the street functional classification system, railroad and airport issues, and contract coordination and monitoring. In addition, he works closely with Sweson on activities related to air quality conformity analysis and the travel simulation model. Steve can be contacted at 327-5403 or at [scunning@indygov.org](mailto:scunning@indygov.org).

**Stephanie Belch, Senior Planner**

Stephanie is the planner-in-charge of furthering the recommendations of the Regional Mass Transit Service Plan and the proposed Commuter Assistance Program in partnership with IndyGo. In addition, Stephanie is planner-in-charge of transit coordination, the Glendale Special Neighborhood Study, and coordination of the Transportation Enhancement Grant Program. Stephanie can be contacted at 327-5136 or at [sbelch@indygov.org](mailto:sbelch@indygov.org).

**Phillip Roth, AICP, Senior Planner**

Philip, a certified planner, is one of the MPO's most recent staff additions, having joined in February of 2002. His responsibilities include planner-in-charge updating and implementing the Congestion Management System, coordinating with the Department of Metropolitan Development on land use modeling effort, and policy analysis and studies including maintenance of the MPO's economic and demographic projections. Other responsibilities include leading the MPO's corridor planning efforts and coordinating with the Central Indiana Regional Community League in the development of their Planning Guide and other activities. Phillip can be contacted at 327-5149 or at [proth@indygov.org](mailto:proth@indygov.org).

**Kevin Mayfield, Planner**

Kevin is the planner-in-charge of development and maintenance of the MPO maps and data files. He is also planner-in-charge of coordinating Highway Performance Monitoring System (HPMS) information with INDOT, traffic count data, the Street Facilities Inventory, and assisting the DPW with the Ozone Awareness Program. Kevin is also Chairman of the Committee for Specialized Transportation, Indianapolis Area FTA Section 5310 (Capitol program for the Elderly and Persons with Disabilities) Grant Program. Kevin can be contacted at 327-5135 or at [kmayfiel@indygov.org](mailto:kmayfiel@indygov.org).

**Catherine Kostyn, Planner**

Catherine is a recent addition to the MPO, having joined in February 2002. She is concerned with the overall communication efforts of the MPO and is the planner-in-charge of evaluating the community outreach program of the MPO and managing the MPO web site, working to make it a more effective community outreach tool. Other duties include expanding and improving the MPO's electronic presentation maps as well as providing technical support for the rest of the MPO.

Catherine can be contacted at 327-5142 or at [ckostyn@indygov.org](mailto:ckostyn@indygov.org).

For more information related to the MPO, please go to <http://www.IndyGov.org/indympo>.

Please note that the dates, locations and times noted on the following meeting schedule is subject to change. Please call 317-327-5151 or email [ckostyn@indygov.org](mailto:ckostyn@indygov.org) to confirm location and time.

# 2002 IRTC AND CAC MEETINGS AND IRTIP SCHEDULE

## IRTC Meetings

TECHNICAL COMMITTEE	POLICY COMMITTEE	CITIZENS ADVISORY COMMITTEE (CAC)	Indianapolis Regional Transportation Improvement Program Schedule
<b>February 13</b> at 9:00 a.m. IndyGo	<b>March 13</b> at 9:00 a.m. Ste, 2501, City-County Bldg in Indianapolis	January 22	<b>February 1</b> Submit new projects for 2003-2005 IRTIP
		<b>February 26</b> at 6:30 p.m. CONFIRMED	<b>February 8</b> 1st quarter IRTIP amendment deadline
		March 26	<b>March 20</b> MDC approval of IRTIP amendments
<b>June 6</b> at 9:00 a.m. Speedway Public Library 5633 W. 25th st.	<b>June 12</b> at 9:00 a.m. Ste, 2501, City-County Bldg in Indianapolis	April 23	<b>May 17</b> 2nd quarter IRTIP amendment deadline
		<b>May 21</b> at 6:30 p.m. CONFIRMED	<b>June 19</b> MDC approval of 2003-2005 IRTIP & 2002-2004 amendments
		June 25	<b>June 28</b> Deadline to send 2003-2005 IRTIP to INDOT
<b>August 29</b> at 9:00 a.m. Location to be determined	<b>September 11</b> at 9:00 a.m. Ste, 2501, City-County Bldg in Indianapolis	July 23	<b>August 9</b> 3rd quarter IRTIP amendment deadline
		<b>August 27</b> at 6:30 p.m. CONFIRMED	<b>September 18</b> MDC approval of IRTIP amendments
		September 24	<b>October 11</b> 4th quarter IRTIP amendment deadline
<b>October 31</b> at 9:00 a.m. Location to be determined	<b>November 13</b> at 9:00 a.m. Ste, 2501, City-County Bldg in Indianapolis	<b>October 22</b> at 6:30 p.m. CONFIRMED	<b>October 31</b> MPO call for submittal of new local projects for the 2004-2006 IRTIP - due date is January 31, 2003
		November 26	<b>November 20</b> MDC approval of IRTIP amendments

**INDIANAPOLIS REGIONAL TRANSPORTATION COUNCIL**  
**TECHNICAL COORDINATING COMMITTEE**

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