



Indianapolis
Metropolitan Planning
Organization

2006 Briefing Paper

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

CILC – Center for Interactive Learning & Collaboration

CIRCL - Central Indiana Regional Community League

CIRTA – Central Indiana Regional Transportation Authority

CMS – Congestion Management System

CMAQ – Congestion Mitigation and Air Quality

ConNECTions - Study of NorthEast Corridor Transportation

DiRecTionS – Regional Rapid Transit Study

DMD - Indianapolis Department of Metropolitan Development

DPW - Indianapolis Department of Public Works

FHWA - Federal Highway Administration

FTA - Federal Transit Administration

IDEM - Indiana Department of Environmental Management

INDOT - Indiana Department of Transportation

IPTC/IndyGo - Indianapolis Public Transportation Corporation / IndyGo

IRTC - Indianapolis Regional Transportation Council

IRTIP – Indianapolis Regional Transportation Improvement Program

IRTP – Indianapolis Regional Transportation Plan

ITS – Intelligent Transportation Systems

MPA – Metropolitan Planning Area

MPO - Metropolitan Planning Organization

SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

TE – Transportation Enhancement Grant

teMPO – The Indianapolis MPO's Quarterly Newsletter

TMS – Transportation Monitoring System

UPWP – Unified Planning Work Program

USEPA – United States Environmental Protection Agency

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

In accordance with Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987, the Indianapolis MPO does not discriminate based on race, color, national origin, sex, religion, age or disability.

The Indianapolis 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 and the **Metropolitan Development Commission (MDC)** is the policy-making body of DMD. The transportation section of the Division of Planning is staff to the MPO.

Currently, all MPO's are governed by federal legislation called the **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**, which is found in Public Law 109-59. The MPO planning process is required in order for the area to receive federal funds for transportation improvements, including transit, highway, and other modes.

Planning Area

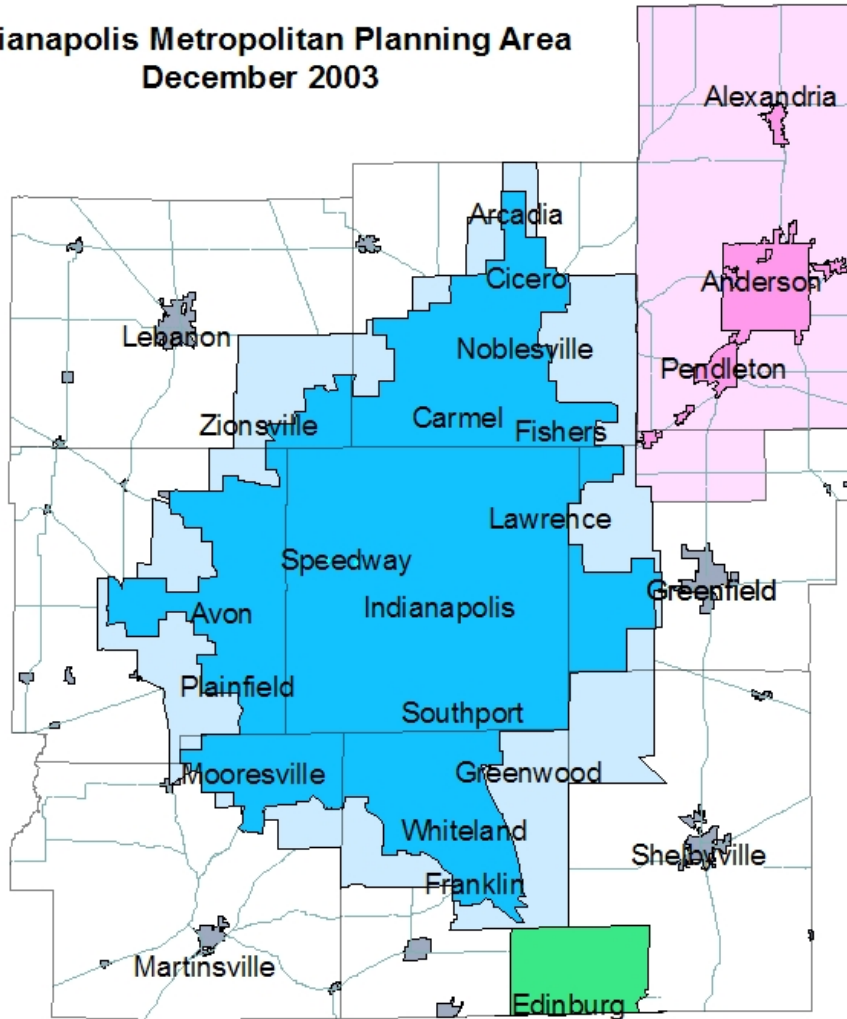
The MPO is responsible for transportation planning in the urbanized area, as defined by the most current Census, as well as the area projected to become urbanized by the year 2030. This area is known as the **Metropolitan Planning Area (MPA)**. The current MPA is based on 2000 Census data and the expanded boundaries were approved in 2003 by all agencies. 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 on page 4). The new MPA includes the following cities and towns:

| | | | |
|----------------------|----------------------|-----------------------|--------------------|
| Town of Arcadia | Town of Cicero | Town of McCordsville | City of Speedway |
| Town of Atlanta | Town of Cumberland | Town of Mooresville | Town 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 Southport | |

Core Activities

The core activities of the MPO include the long range Indianapolis Regional Transportation Plan, (IRTP) the Indianapolis Regional Transportation Improvement Program (IRTIP), Air Quality Conformity Analysis (for both the Indiana and the IRTIP) and the Unified Planning Work Program (UPWP) that 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 System, added public participation and certification requirements.

**Indianapolis Metropolitan Planning Area
December 2003**



Legend

- Anderson Metropolitan Planning Area
- Anderson Urbanized Area
- Columbus Metropolitan Planning Area
- Indianapolis Metropolitan Planning Area
- Indianapolis Adjusted Urbanized Boundary (approved 12/2005)



Finally, the MPO also coordinates a Public Involvement Program and reviews funding applications for transportation projects. Following is a brief description of core activities and funding opportunities open to neighborhood organizations, transit providers, and jurisdictions within the MPA.

➤ **The Indianapolis Regional Transportation Plan**

The Indianapolis Regional Transportation Plan is a document that is long-range in scope and helps guide the development of the area's transportation system through the year 2025 and is amended and updated once a year or as changing conditions and community needs dictate. 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 that add capacity to the transportation system must first appear in the Indianapolis Regional Transportation Plan before they can be programmed in the Indianapolis Regional Transportation Improvement Program. There is a public review period advertised in the local media, at libraries and on the MPO website before any amendments or major update of the Indianapolis Regional Transportation Plan may be presented for approval to local, state and federal officials.

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

The short-range IRTIP lists (programs) all transportation improvements identified in the Indianapolis Regional Transportation Plan using available federal dollars within a four-year period. The change from a 3-year to a 4-year IRTIP in 2006 was a change that came out of the new SAFETELU Transportation Bill.

The IRTIP is amended as necessary to reflect changing conditions and project priorities. Unlike the Indianapolis Regional Transportation Plan, the IRTIP is short-term in nature and is intended as an implementation as well as a planning tool. Member jurisdictions within the Metropolitan Planning Area 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 incorporated in the IRTIP.

➤ **Air Quality Conformity Analysis**

The Indianapolis MPA lies within or partly within two nonattainment areas as classified by the U.S. Environmental Protection Agency. In July 2004, the 9-county area including Boone, Hamilton, Hancock, Hendricks, Johnson, Madison, Marion, Morgan, and Shelby counties was classified as nonattainment for the ground-level pollutant, ozone (O3), under the 8-hour standard. In April 2005, the 5-county area including Hamilton, Hendricks, Johnson, Marion, and Morgan counties was classified as nonattainment for fine particulate matter (PM 2.5) under the annual standard.

By April 2006, the Indianapolis MPO must demonstrate conformity of plans and programs to the PM 2.5 annual standard. Also, approval of the Indianapolis Regional Transportation Plan and Indianapolis 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 air quality conformity and works cooperatively with the Indiana Department of Transportation (INDOT), the Anderson MPO, the Columbus MPO, the Indianapolis Environmental Resources Management Division of the Department of Public Works (ERMD) and the Indiana Department of Environmental Management (IDEM) in conducting other transportation-related air quality activities for the MPA and the region.

➤ **Public Involvement Program**

Public involvement is an important component of the MPO transportation planning process, and is described in detail on page 8.

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

The MPO prepares an annual work program outlining its work activities for the coming year. The UPWP is multi-modal in scope and includes highways, transit, pedestrian, and airport related projects as appropriate (see Year 2005 Program recap and a complete listing of Year 2005 UPWP projects starting on page 11). Essentially, the UPWP documents the use of Federal Planning Funds and MPO activities for state and federal agencies, public officials and the public. Each year, the Indiana Department of Transportation, the Federal Transit Administration, and the Federal Highway Administration must approve it.

➤ **Congestion Management System (CMS)**

As a Transportation Management Area, the Indianapolis region must have in place a congestion management system that meets the requirements of 23 CFR 500. The CMS is a performance-based system for management of existing and new transportation facilities through travel demand and operational management strategies. According to federal regulations, the CMS must be capable of identifying the location and severity of congestion, and identify elements of operational management strategies used to alleviate congestion. Monitoring of effectiveness of these strategies allows for continual refinement of the CMS. With the nine-county area being designated non-attainment for air quality, the importance of the CMS is heightened, as operational strategies become the baseline against which all added-capacity projects must be measured.

General Funding Programs

➤ **Transportation Enhancement (TE)**

Transportation Enhancement (TE) funds give local government agencies and neighborhood organizations opportunities to enhance local transportation and also provide amenities to the community such as safe bicycle and pedestrian trails/facilities, scenic enhancements, historic building restoration, and even transportation museums. Twelve categories exist within this statewide competitive funding process. Applications for the next year are generally available on the INDOT and MPO web site by November 1 and are due to the pertinent local government agency prior to receipt by the MPO in mid-December. This allows time for review and coordination. Applications for projects located within the City of Indianapolis are submitted directly to the Indianapolis Department of Public Works for review and coordination before they are given to the MPO.

The Indianapolis MPO is not involved in the decision-making process of granting these funds. Rather, the MPO reviews all applications submitted from within the MPA, and offers advice to the applicants. In January, applications from across the State of Indiana are forwarded to the Indiana Department of Transportation, where they are reviewed and prioritized. INDOT reviewers present their funding recommendations to the Indiana Governor's Office; the announcements of the winning projects are usually made the following fall. Each jurisdiction has traditionally been limited to \$1 million in funding should an application be awarded, and must provide a minimum of a 20% match in local funding. It is essential for the agency or organization submitting the application to coordinate with the Local Public Agency (LPA) to assure that everything is in place if the application is successful. Applications from within Marion County are prioritized by the Mayor of Indianapolis, as must be done by any jurisdiction that submits more than one TE application for consideration. For more information, contact Steve Cunningham, Principal Planner, at 317-327-5403 or email scunning@indygov.org.

➤ **Congestion Mitigation and Air Quality (CMAQ)**

The Congestion Mitigation and Air Quality Improvement Program is a federally funded program focused on transportation improvement, (e.g. Signal Interconnect Projects and the Ozone Awareness Program), designed to improve air quality and mitigate congestion. The CMAQ Program was created in 1997 as part

of the Intermodal Surface Transportation Efficiency Act (ISTEA). The new Transportation Bill, SAFETEA-LU, passed in 2005, reauthorized funding for this program. For more information, contact Kevin Mayfield, Senior Planner, at 317-327-5135 or via email at kmayfiel@indygov.org.

➤ **Section 5309 “New Starts” Program**

The Section 5309 program funds the development of new “fixed guideway” urban transit systems, including Bus Rapid Transit (BRT), Light Rail Transit (LRT), Automated Guideway Transit (AGT, a.k.a. “Peplemover”), Commuter Rail, Heavy Rail, and other modes. The program differs from other funding sources listed here in several respects. First, funds are received through national competition, rather than through distribution by formula to recipients. Second, only new facilities may be funded. Third, detailed planning requirements exist for maintaining eligibility to compete for funds.

Currently, the region is conducting a study of rapid transit options that may culminate in an application to this program for development of a “starter” rapid transit system. The study, known as “DiRecTionS”, is being funded by a congressional appropriation administered through the New Starts program. In this instance, the New Starts monies supplement the MPO’s PL funding (see below), and are accounted for in the MPO’s Urban Planning Work Program (see discussion of “core activities”, above).

➤ **Special Transportation Section 5310**

Section 5310 (originally Section 16) of the Federal Transit Act, declares as national policy that elderly persons and persons with disabilities have the same right to access transportation services as other persons. This program authorizes federal capital assistance grants to meet the special needs of elderly persons and persons with disabilities where public mass transportation services are unavailable, insufficient or inappropriate. Eligible applicants include private non-profit organizations and organizations that coordinate specialized transportation service. The local Transportation Advisory Committee (TAC) serves as an advisory and information resource to the applicant.

INDOT requires each applicant from an urbanized area to submit Section 5310 applications to their MPO for inclusion in the local Transportation Improvement Program (TIP). Before this happens, the Section 5310 Transportation Advisory Committee meets to review and prioritize all applications; the MPO serves as facilitator of the quarterly meetings. For more information, contact Kevin Mayfield, Senior Planner, at 317-327-5135 or via email at kmayfiel@indygov.org.

➤ **Surface Transportation Program (STP)**

Under the current Transportation Bill (SAFETEA-LU) signed into law late in 2005, the Metropolitan Planning Area (MPA) can expect to receive an average of \$24.7 million dollars in Surface Transportation Program (STP) funds each year between Fiscal Years (FY) 2004 and FY 2009. This represents an increase of roughly 30% over the last Bill. Jurisdictions with representation on the Indianapolis Regional Transportation Council (IRTC) are eligible to submit applications for STP funding for traditional road projects as well as multi-modal projects. The MPO, along with the IRTC, plays an active role in project selection, approval, and programming of projects; responsibilities for administration and disbursement of funds are under the purview of INDOT. For more information, contact Steve Cunningham, Principal Planner, at 317-327-5403 or via email at scunning@indygov.org

➤ **Metropolitan Planning Funds (PL)**

These Federal (PL) funds are distributed to each MPO using a formula based on the population of the urbanized area. These funds are used to pay for the MPO staff administrative costs including salaries and equipment, as well as the preparation of Planning studies that provide plan support to leverage receipt of all federal funds for transportation improvements. For more information, contact Sweson Yang, Chief Principal Planner, at 317-327-5137 or via email at syang@indygov.org.

Decision-Making

Metropolitan Development Commission

As the policy-making 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)**. The IRTC is composed of a Policy Committee and a Technical Committee, both of which meet on a quarterly basis (**see meeting schedule, page 19**). The **IRTC Policy Committee** consists of the elected and appointed policy officials of local governments and public agencies within the Indianapolis Metropolitan Planning Area (MPA). The **IRTC Technical Committee** consists of planners and engineers from local governments and public agencies within the MPA. The Mayor of Indianapolis is the current chair the IRTC Policy Committee and the Director of the Indianapolis Department of Public Works (DPW) chairs the IRTC Technical Committee.

MPO plans and recommendations are first endorsed by the IRTC Technical Committee before going to the IRTC Policy Committee. Once endorsed by the Policy Committee, they are presented to the Metropolitan Development Commission for adoption. Because the MDC has never contradicted its endorsement, the IRTC Policy Committee is effectively the decision-making body. A chart depicting the MPO's decision-making process is shown on the next page.

Public Involvement

The Citizens Advisory Committee (CAC) advises the IRTC on a variety of transportation-related topics. Although its members were appointed to ensure diverse regional and philosophical representation, this loosely organized group encourages the participation of all interested parties. The CAC meets on a quarterly basis (at minimum) in the Indianapolis City-County Building, unless other meeting dates or venues have been advertised. Currently the CAC and other elements of the MPO's public involvement program are being reevaluated through a Strategic Plan to assure that it meets the needs of the entire Metropolitan Planning Area.

Media advisories and promotional news coverage of the upcoming CAC meeting and the planned agenda items are issued to over thirty newspaper, radio, and television sources. These meetings, which normally last from 6:30 PM to 8:00 PM, and are broadcast live or on tape by the government access channel WCTY for re-broadcast (Channel 16 on Comcast and Time Warner cable systems). In addition, the MPO publishes and distributes *CAC Minutes* – a report of each meeting that offers a brief synopsis of agenda topics. Electronic dissemination of the CAC Minutes on the MPO's e-mail mailing list began in 2002.

MPO Decision Making Process

The Indianapolis Metropolitan Planning Organization (MPO)

The Indianapolis Metropolitan Development Commission

The IRTC is comprised of the following Governments:

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

& Public Agencies:

- Federal Highway Administration
- Federal Transit Administration
- U.S. Environmental Protection Agency
- Indiana Dept. of Environmental Management
- Indiana Department of Transportation
- Indianapolis Airport Authority
- Indianapolis Public Transportation Corp/IndyGo
- Central Indiana Regional Transportation Authority

**Indianapolis Regional
Transportation Council (IRTC)**

Policy Committee: Elected officials and representatives of public agencies.

Technical Committee: Planners and engineers who provide inter-agency coordination.

Citizens Advisory Committee

Appointed Area Representatives
Appointed Special Interest representatives.

MPO Staff

- MPO Manager/Master Planner
- MPO Assistant Manager/Master Planner
- Principal Planner
- Principal Planner
- Senior Planner
- Senior Planner
- Planner
- Planner

Another major element of the MPO **Public Involvement Program** is *teMPO*, the quarterly newsletter of the regional transportation planning process. The newsletter is distributed to 2,400 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 contact Catherine Kostyn, MPO Planner at 317/327-5142 or via email at ckostyn@indygov.org. Electronic copies of all editions of the *teMPO* are available on the MPO website. 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 in order to increase public awareness of and participation in the ongoing Transportation Planning process. These ads now appear in the City-State section of *The Indianapolis Star* and *The Indianapolis Recorder* (see example below).

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|--|
| I M P O R T A N T |
| <p>The Metropolitan Planning Organization (MPO) invites you to 2004's first Citizens Advisory Committee meeting on Tuesday, March 9 at 6:30 PM.</p> <p>Agenda items will include the MPO's School Involvement Program, amendments to the Indianapolis Regional Transportation Improvement Program, and a Phase II re-cap of the rapid transit study <i>DIRECTIONS</i>. Join us in the Public Assembly Room of the City-County Building, 200 East Washington, downtown Indianapolis.</p> <p>For more information on transportation planning, call 327-5142 or visit www.indygov.org/indympo.</p> |
|  |

Other activities related to the Community Involvement Program include:

- Attendance at the IPTC/IndyGo Monthly Board Meetings and the Community Transit Forum
- Attendance/Participation in the Ozone Public Awareness Program Committee
- 2006 Indianapolis MPO Annual Briefing Report
- Hispanic Organizations Presentations (New in Fall 2005)
- Neighborhood/Civic Organization Presentations
- Citizen Advisory Committee (CAC) Meetings
- School Involvement Project in collaboration with the Center for Interactive Learning and Collaboration (CILC)
- Five Issues of *teMPO* Newsletters (four regular issues and one special edition annually)
- Media Advisory Program

Process Certification

As a Transportation Management Area (TMA), the MPO planning process has traditionally been reviewed every three years for compliance with all pertinent federal regulations. The certification process culminates in a Certification Letter and Report from the Federal Highway Administration. The MPO must maintain federal certification of its planning process to receive federal planning funds as well as federal funds for transportation improvements in the Metropolitan Planning Area. The next scheduled certification will be held in 2006, and with this certification the schedule will change to a 4-year cycle. The timing cycle for certification of TMA was changed by SAFETE-LU.

2005 Work Program Recap

The MPO is required to prepare an annual Unified Planning Work Program (UPWP), 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. The budget for the Year 2005 Work Program was \$1,629,588.00

Completed 2005 UPWP Activities include:

- 2030 Indianapolis Regional Transportation Plan Update, Phase 1 Report
- 2006-2008 Indianapolis Regional Transportation Improvement Program (IRTIP)
- Continuation of the Traffic Impact Study Process for Marion County
- Coordination of the Transportation Enhancement Applications for the Indianapolis Metropolitan Planning Area
- Coordination of the Section 5310 Applications
- Intermodal Freight System Plan Airport Deployment Study
- Continuing improvements within the 9-county Travel Simulation Model
- Metropolitan Planning Area Boundaries and adjustment to Urban Area Boundaries for FHWA Urban and Rural Highway Funding Programs
- Phase 3 Milestone reached for Rapid Transit Study (DiRecTionS)
- Establishment of the Central Indiana Regional Transportation Authority (CIRTA)

2006 Work Program Highlights

The 2006 Unified Planning Work Program (UPWP) reflects the need to provide for the efficient movement of people, goods, and services to support the region's economy within the context of a healthy environment and livable community. The UPWP is designed to address the five transportation subelements and emphasis areas including keeping the Indianapolis Regional Transportation Plan and Indianapolis Transportation Improvement Program current. The UPWP addresses other issues important to the community such as transportation mode choices, sidewalks, and access to transit and traffic noise. The UPWP also places greater emphasis on community involvement and the need to better communicate with the public. Major activities planned for 2006 include but are not limited to:

1. **Update the Transportation Monitoring System** - The Indianapolis MPO developed a GIS-based Transportation Monitoring System containing multi-modal transportation planning information in 1996-97. In 2003, the MPO worked with a consultant to update and enhance the TMS as a highly accessible and user-friendly, customized software program. Priority was given to data items such as vehicular accidents, traffic volumes, the Indianapolis Regional Transportation Plan and the Indianapolis Regional Transportation Improvement Program.

The MPO has convened a technical committee consisting of representatives from the City of Indianapolis' GIS and ITS staff to assist in the update. The issues being addressed include data modeling, MPO business processes, and eventual serving of funding applications and update services

2. **Coordination of Intelligent Transportation System Strategies with Management & Operations** – The MPO staff will continue to coordinate regional ITS deployment activities with INDOT. INDOT is responsible for ITS activities on the Interstate system in the Indianapolis MPA.

INDOT activities include construction of a Traffic Management Center to as part of an Advanced Traffic Management System, Advanced Traveler Information System, and Incident Management.

The City of Indianapolis is responsible for ITS activities on the non-Interstate highways inside the outer belt. Indianapolis activities include coordinated signal systems, AVL for transit vehicles, traffic management, and transit management. Coordination activities will complement the CMS, the TMS, and the study of the state transportation system discussed in UPP 530 and to comply with TEA-21 requirements of being consistent and conforming to the national ITS architecture and standards.

Development of Regional ITS Architecture has been started in coordination with INDOT. An initial prospectus to complete the Indianapolis Regional ITS Architecture will be undertaken in 2005. Staff will also update the planning process to include better planning for incidents and construction and enhanced early coordination for all construction projects. Our Public Involvement Process and IRTC Meetings will include attention given to operations planning, as discussed in Planning Emphasis Area #3, Incorporation of Management and Operations within Planning Processes.

3. **Congestion Management System (CMS) Update & Air Quality Mitigation Improvements** – In 1996, the Indianapolis MPO developed a Congestion Management System containing strategies, performance measures and proposed projects to reduce congestion. Methodologies were updated in 2004 and 2005, in cooperation with a technical review committee. The Major Review of the Indianapolis Regional Transportation Plan will provide an opportunity to test these new methodologies to ensure their proper influence on the planning process.

Other related activities include ongoing discussions with the Central Indiana Air Quality Advisory Group (CIAQAG), convened by IDEM, as it considers the need for transportation control measures (TCM's) to meet air quality targets.

4. **Community Involvement Program** - In 2006, The Public Involvement Program will be updated to outline procedures for public notice and public comment. The MPO will continue and expand efforts to actively inform and involve the community in the regional transportation planning process by:

- ❖ Reorganize the Citizen's Advisory Committee to serve the needs of the citizens in the full MPA
- ❖ Preparing regular issues and one special issue of the teMPO
- ❖ Handling all approved Media Advisories
- ❖ Evaluating public involvement program strategies for effectiveness
- ❖ Seeking out minority and women-owned vendors
- ❖ **Refinement of the Environmental Justice Process** - Continued special efforts to involve minorities and low-income populations in the transportation planning process through the MPO's Community Inclusion Project. Currently this process is under review and awaiting outcome of the Strategic Plan for the MPO
- ❖ **The School Involvement Program** - The School Involvement Program will begin its seventh year in collaboration with the Center for Interactive Learning and Collaboration. Activities planned for 2006 include the fifth annual Student Institute and the involvement of regional middle and high school students in the transportation planning process with the theme of making central Indiana a more "Livable Community". Students will make their voices heard with end-of-school-year presentations on their class projects to representatives from the MPO and the City of Indianapolis. A new component of the School Involvement Program for 2006 is an experimental Calendar projects that targets 5th grade students, the topic is Transportation of the Future.

5. **Enhancement of MPO website** - The MPO staff will continue to make the MPO website a more user-friendly and effective communications tool, as well as making it accessible to special browsers under the Web Content Accessibility Standards and U.S. Section 508 Guidelines. Electronic versions of documents, reports, project submittal forms, and other important information will be developed

and shared on the website to facilitate easy access for citizens, staff from included jurisdictions, and other users. In 2006, the website will be updated and incorporated into the new Web Content Management System with a permanent domain name.

6. **Transportation Security and Emergency Planning** – In 1996, the Indianapolis MPO developed a Transportation Monitoring System containing safety accidents data. MPO will update the TMS to keep it current with changing conditions and to expand the system to include security, safety, emergency preparedness and any other transportation planning and programming attributes, as applicable.

Statewide accident data became available in 2005. This data were incorporated in the process for the Major Review of the Indianapolis Regional Transportation Plan, which will continue in 2006 and 2007. Periodic reviews of traffic accident data are planned.

The MPO continues in a supportive role for disaster relief planning. The City's Emergency Management agency periodically requests travel model runs related to various disaster scenarios. The EM agency was also a coordinative stakeholder in the ITS architecture development in 2005, and will continue to play a role in ITS updates.

SAFETEA-LU separates security of the transportation system from the normal safety concerns. The MPO will review federal guidelines and current practices to add security factors to the Indianapolis Regional Transportation Plan and the Transportation Improvement Program evaluation and analyses.

7. **Continuing Freight System Plan Including Truck Route Map Update** - Following the Indianapolis Intermodal Freight System Plan completed 2001, recommended implementation strategies including infrastructure and Intelligent Transportation System (ITS) improvements need to be refined and incorporated into the Indianapolis Regional Transportation Plan and Indianapolis Regional Transportation Improvement Program process. During the public involvement process, the need for updating the Truck Route Map was identified. The Map needs to balance the need for efficient movement of goods with neighborhood concerns.
8. **Indianapolis Metropolitan Area Rapid Transit Study** – The MPO will initiate the conclusion of the Alternatives Analysis (AA) in a manner that will meet the requirements of the Federal Transit Administration's "New Starts" Program. The AA will evaluate fixed guideway transit route and technology options in the heavily traveled Northeast Corridor, resulting in a locally preferred transit alternative (LPA). Supplemental analyses within this program of study include: update to the travel demand model; regional land-use study; continuing the public involvement program; contingent on funding, refinement of the financial implementation plan and an expanded public education program; development of a New Starts application to submit to the FTA. Following submittal of the New Starts application, the MPO will initiate a Draft Environmental Impact Statement (DEIS) for the LPA in late 2007, to be completed in early 2009
9. **Coordinate Bicycle, Pedestrian and Transit Improvements** – Collaborate with Indy Greenways, IndyGo, other City departments, and governmental agencies in the Metropolitan Planning Area to coordinate comprehensive bicycle, pedestrian and transit improvements. The improvements may include bicycle/pedestrian routes/paths and sidewalks recommended in the Indianapolis Regional Bicycle and Pedestrian System Plan, the Indy Greenways Plan, the Project Report of the Indianapolis Bicycle Plan and User Map, and the initial phases of the Regional Pedestrian System Plan. Improvements will also be coordinated with the new National Road Heritage (Vandalia) Trail and the Bike & Bus Program sponsored by Indy Greenways and IndyGo. In 2003, a Multi-Modal Task Force was formed with representatives of the MPO, Indy Greenways, the Center for Interactive Learning and Collaboration, DPW, Marion County Health Department, private sector representatives and bicycle enthusiasts. The Mission Statement for the Task Force is to create sustainable and livable communities by facilitating collaboration between public and private entities that are interested in connecting our neighborhoods and communities within the greater Indianapolis area. This

connection will be achieved through the creation and promotion of multiple modes of transportation and supporting infrastructure.

10. **Regional Pedestrian System Plan Phase IV** – Prepare in collaboration with IndyGo and other regional stakeholders in addressing the need for improved pedestrian amenities within the region. Phases I and II of plan development were completed in 2003, and Phase III was initiated and completed in 2004. Phase IV was initiated with additional funds in the 2005 UPWP and is expected to be completed by end of February 2006. Phase V will be initiated in 2006 with anticipation completion by the end of year 2006. Design Guidelines will be developed in 2006 for pedestrian and multi-modal corridor typologies, which will be incorporated into the Regional Pedestrian System Plan.
11. **Ozone Public Awareness Program** – The Indianapolis MPO will assist the Indianapolis Department of Public Works (DPW) in implementing the ozone public awareness program across the 9-county region using Congestion Mitigation/Air Quality (CMAQ) funds. The Ozone Awareness Program partners with IPTC/IndyGO in implementing a fare reduction program to the public for using transit service, and with INDOT in utilizing the Intelligent Transportation System’s Variable Message Signs, providing ozone related information to the public. These services are provided whenever a “Knozone Action Day” is called. The Ozone Awareness Program committee will meet in March 2006 to prepare programs for the upcoming 2006 Ozone season. Most of the basics of the program (i.e., school kits, bike giveaways, media buys, website (www.knozone.com)) will remain in tact.
12. **Regional Travel Demand Model including Special Transit Land Use and other Decision-making Tools Special Add-on Studies** - As part of the DiRecTionS rapid transit study, several potential opportunities for improving the MPO’s regional travel demand model were identified. These opportunities will be exploited in 2006, using monies from the FTA New Starts (Section 5309) earmarks, since the trigger for conducting these improvements is the need for good ridership forecasts for DiRecTionS.
13. **Indianapolis Regional Transportation Plan & Thoroughfare Plan** – The Indianapolis Regional Transportation Plan is the backbone of the Metropolitan and regional planning process. There are a multitude of federal regulations and multiple local and regional interests to be addressed and integrated into a cohesive plan. The Indianapolis Regional Transportation Plan needs to be updated every three years and amended as appropriate. The maintenance of the Indianapolis Regional Transportation Plan is an on-going activity to insure the Plan is consistent with current information guiding major transportation projects. Amendments to the official Thoroughfare Plans for Marion County and other adjoining Counties may also be required.

MPO staff, IDEM and INDOT are working with federal agencies and other MPOs in the 9-County Indianapolis Metropolitan Statistical Area to develop processes and procedures for coordinating transportation-related air quality planning. This includes consultation and determinations of Transportation per EPA final rule on July 1, 2004 (69 FR 40004). MPO staff will continue to assist IDEM to update/revise the SIP as required by the Clean Air Act.
14. **Major Review/Regional Plan Refinement Activities** – With the Census 2000 and CTPP information available in early 2006, the will advance the forecast year of the adopted 2025 Indianapolis Regional Transportation Plan to 2030 in response to changing conditions and an expanded Metropolitan Planning Area. Plan recommendations will be continuously monitored and further articulated when additional planning support is needed to advance recommendations toward implementation. Phase 1 addresses past accomplishments and assess changing conditions for the Indianapolis Regional Transportation Plan. Phase II began in 2005, and will continue to 2006.
15. **Highway Performance Monitoring System (HPMS)** - This activity will address the impact of scheduled updates to the FHWA Highway Performance Monitoring System on the MPO’s work program activities. The MPO will initiate discussions with implementing agencies the schedule and priorities for conducting traffic counts. Continued communication with FHWA and INDOT will be

maintained to determine the HPMS update process. Activities under the Traffic Counting program (below) prioritize HPMS segments. Discussions have been underway with INDOT in 2005 regarding the delineation of the Adjusted Urban Area Boundary (AUAB), which will be used to reclassify rural and urban roadway segments; this reclassification is expected to result in 2006 in new HPMS segments being assigned to the MPO's responsibility.

16. **Traffic Counting Program** – Indianapolis MPO has a long history of storing traffic counts collected by the City's Department of Public Works for arterial streets and the Indiana Department of Transportation for Interstate and State Routes. The City's traffic count program extends from 1973 to 1998 with a three year counting cycle. Due to staff retirement and attrition, the City conducted only special counts in recent years.

INDOT's Annual Counting Program is well established, dating back to 1971 and continuing to the present. This program will renew and refresh the process by integrating INDOT's Automatic Traffic Recorders program, the requirements for HPMS segments, selected classification counts and special project counts. It is anticipated that INDOT will provide the MPO with the short-term (48 hour) coverage counts, the monthly summaries for the Continuous Classification Sites and Weigh-in-Motion sites within the Indianapolis 9-County Model Area.

The program will also collect the Annual Average Daily Traffic counts for approximately 200 non-Interstate segments identified in the Highway Performance Monitoring System. Discussions will ensue in 2006 for expansion of the program; current strategic planning discussions will considerably influence the shape and form of the program in 2007.

17. **Air Quality Interagency Coordination** – In 2005, the Indianapolis Department of Public Works (DPW) with assistance from the MPO began the process for developing a compact for developing the Ozone Flex Program for the central Indiana region. Although the Early Action Compact was not approved, the Central Indiana Air Quality Advisory Group will continue to work with IDEM in 2006 to address the central Indiana status of air quality for ozone and PM 2.5 as described in the 1990 Clean Air Act Amendments. 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 on July 1, 2004 (69 FR 40004).

In 2005, discussions between the three MPO's in the Central Indiana 8-hour ozone and PM 2.5 nonattainment areas (i.e., the Anderson, Columbus, and Indianapolis MPO's) and INDOT ensued to develop draft planning agreements and memoranda of understanding. These discussions will expand in 2006 to the finalization of these documents, and the definition of "regional significance" for air quality and long-range transportation planning purposes

18. **Data Development & Updates** – The Indianapolis MPO continually updates assumptions that are inputs into its transportation planning and air quality conformity analyses. The MPO is forging partnerships with GIS data developers (including the Indianapolis-Marion County GIS Consortium [IMAGIS] and the Hamilton County GIS Office) for continuing data updates. As needed, the MPO will perform travel surveys, data analysis and other GIS/mapping activities.
19. **Policies and Procedures Manual** - With multiple activities and processes to administer, the MPO intends to spell out, in one document, the requirements of each of its major processes. Elements to be incorporated include the Regional Transportation Plan, the Transportation Improvement Program, the Unified Planning Work Program, Strategic Plan, Air Quality review processes, public involvement activities, communications policies, federal regulations, planning agreements and memoranda of understanding, contracting procedures, and any other pertinent internal and/or external documentation.
20. **Non-Metropolitan Area Agency Consultation** - This task will ensure MPO's Consultation Process acknowledge proper consultation with local officials outside of Metropolitan Planning Area and identify opportunities for continued improvement. Specifically, MPO staff will participate in

INDOT's Program Development Process (PDP) in the INDOT districts of Seymour, Greenfield, and Crawfordsville.

21. **2007-2010 Indianapolis Regional Transportation Improvement Program (IRTIP)** – Prepare a 1-year listing of projects and programs for which federal funds have been obligated in the preceding year, and make readily available for public review. Also prepare and make publicly available a 4-year listing of projects and programs for which federal funds will be obligated. The Program Development Process for metropolitan areas (PDP-M) as designed by the Programming Section of INDOT in collaboration with the MPO will be used as a guide in the preparation of the 2007-2010 IRTIP.
22. **Regional Corridor, Subarea, and Other Special Add-on Studies** – The Indianapolis MPO will secure additional local matching funds from non-Indianapolis/Marion County sources to conduct a host of additional studies to advance the regional and community multi-modal transportation planning studies. INDOT will receive regular updates and possibly participate in Corridor Studies such as Fishers Cyntheanne Road Corridor Study where there are potential impacts on INDOT facilities.

INDOT's Environmental Streamline Procedures will apply to these corridor studies to maximize the use of these studies for environmental assessment purposes in the subsequent Impact and Design phases. These studies are contingent on approval of an amended budget the MPO intends to introduce in early 2006. The list includes:

- ❖ *Avon Thoroughfare Plan/Transportation Plan*: This project includes an examination of local traffic issues and the interrelationship of local and regional trends; developing draft goals and objectives; developing a street classification system based on roadway function; developing standards for each classification; assigning classifications to existing and proposed new thoroughfares; and determining and prioritizing improvements.
- ❖ *Beech Grove Transportation/Land Use Study*: This study will develop a transportation-based urban design plan/special area plan for the city of Beech Grove, considering the village mixed-use ordinance (as specified in Marion county's Comprehensive Plan Update) and a number of capital improvement projects underway for Beech Grove.
- ❖ *Cumberland Alternative Transportation Plan*: Study of alternative transportation in an excluded city in Marion County/Hancock County.
- ❖ *Fishers Cyntheanne Road Corridor Study*: This study will prepare a transportation plan for the improvement/relocation of Cyntheanne Road from 96th Street to I-69. The project is intended to ease north-south circulation issues in this rapidly growing community.
- ❖ *Fishers 96th Street Corridor Study*: A study of alignment and configuration options for serving the eastern portion of Fishers, particularly north-south movements.
- ❖ *Hamilton County Thoroughfare Plan (MPA portion only)*: This project includes an examination of local traffic issues and the interrelationship of local and regional trends; developing draft goals and objectives; developing a street classification system based on roadway function; developing standards for each classification; assigning classifications to existing and proposed new thoroughfares; and determining and prioritizing improvements.
- ❖ *Indianapolis Downtown Stadium Circulation*: This study proposes to assess the impacts of the imminent and potential development projects in Downtown Indianapolis (notably the new Colts' Stadium, the IndyGo Transit Center, *et al*) and to prepare an overall multi-modal transportation improvement plan that mitigates existing and forecasted circulation problems in the subarea.

- ❖ *IPTC/IndyGo Transit Planners*: Funding staff positions to do route planning consistent with DiRecTionS and the IndyGo Comprehensive Operational Analysis.
- ❖ *McCordsville Mt. Comfort Road Corridor*: An alignment/options study for Mt. Comfort Road in McCordsville, which is seeing dramatic increases in VMT as it becomes viewed as a “bypass” for I-69/I-465 traffic. This is a new portion of the metropolitan planning area.
- ❖ *Mooreville Thoroughfare Plan*: A thoroughfare plan in a new portion of the metropolitan area, a rapidly growing southwestern suburb of Indianapolis.
- ❖ *Morgan County Thoroughfare Plan (MPA portion only)*: A thoroughfare plan in a new portion of the metropolitan planning area, in the vicinity surrounding Mooreville, and to be conducted in conjunction with that community’s thoroughfare plan.
- ❖ *Pittsboro Orderly Growth Plan (MPA portion only)*: The elements proposed in this study include a forecast of future needs, an update of transportation standards for Pittsboro’s subdivision ordinance, thoroughfare plan special studies, a specific interchange feasibility study, a bicycle-pedestrian plan, and a capital improvement plan.
- ❖ *Plainfield/Mooreville Transportation Corridor Study*: A joint roadway alignment/land use study for a corridor between Plainfield and Mooreville, partially encompassing a new portion of the metropolitan planning area.
- ❖ *Southport Access Management*: This study is structured to define the City’s responsibilities and priorities with regards to transportation infrastructure within its jurisdiction. The study is primarily about alternative travel modes, including pedestrian safety and mobility, railroad crossing safety, and traffic operations.
- ❖ *Speedway Subarea Transportation Plan*: The purpose of this study is to review the roadways serving the Speedway redevelopment area in the context of the regional transportation system.
- ❖ *Westfield Corridor Plan*: A study of alignment and configuration options for serving the central portion of Westfield, particularly north-south movements.
- ❖ *Westfield Transportation Plan*: This study includes an examination of local traffic issues and the interrelationship of local and regional trends; developing draft goals and objectives; developing a street classification system based on roadway function; developing standards for each classification; assigning classifications to existing and proposed new thoroughfares; and determining and prioritizing improvements.

Appendices

MPO Staff

Indianapolis Regional Transportation Council – Policy Committee

Indianapolis Regional Transportation Council – Technical Committee

2006 IRTC and IRTIP Schedule

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 Dearing, Manager, Master Planner

Mike 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 Area Rapid Transit Study and other follow up activities related to the ConNECTions study of Northeast Corridor Transportation, the MPO’s Community Inclusion Project as well as the School Involvement Program and the Citizen’s Advisory Committee. In addition, Mike lends supervisory guidance to the activities of other MPO personnel. Mike can be contacted at 327-5139 or at mdearing@indygov.org.

Philip Roth, AICP, MPO Assistant Manager/Master Planner

Philip, a certified planner through the American Institute of Certified Planners, joined the MPO in February of 2002. His responsibilities include being planner-in-charge of implementing the Indianapolis Regional Transportation Plan Major Review and the update of the Congestion Management System. His management responsibilities include oversight of the Senior Planners and Planners, quality assurance, and organizational strategic planning. Philip can be contacted at 327-5149 or at proth@indygov.org.

Sweson Yang, AICP, Principal Planner

Sweson is a certified planner through the American Institute of Certified Planners 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@indygov.org.

Steve Cunningham, Principal Planner

Steve is planner-in-charge of the Indianapolis Regional Transportation Improvement Program (IRTIP) and the Transportation Enhancement Grant Program. He also oversees the Marion County Thoroughfare Plan, the Transportation Impact Analysis Process, the street functional classification system, railroad and airport issues, and contract coordination and monitoring. He is also involved in air quality conformity analysis, travel simulation model and the Regional Transportation Plan issues. In addition, he works closely with the Department of Public Works on local street and traffic issues. Steve can be contacted at 327-5403 or at scunning@indygov.org.

Kevin Mayfield, Senior Planner

Committee Chairman for the Indianapolis Area Section 5310 (formally Section 16) Specialized Transportation Program. Section 5310 provides capital transportation federal dollars to human service agencies serving elderly and persons with disabilities. Other responsibilities include Traffic Impact Study-preliminary review, MPO Staff liaison for Ozone Public Awareness Program, Citizen's Advisory Committee / Community Involvement / Environmental Justice, Thoroughfare Plan for Marion County, Street Facilities Inventory Plan, project manager of the Highway Performance Monitoring System (HPMS), Staff assistant on the Indianapolis Regional Transportation Improvement Program (IRTIP), and project manager for the Congestion Mitigation & Air Quality (CMAQ) application / projects.

Amy Inman, M.S., Senior Planner

Amy joined the MPO in November 2003 and is a native of Indiana having grown up in Bloomington. Amy has a Bachelor of Science degree in Environmental Science and a Master of Science degree in Geography and Planning. Her responsibilities include being project manager of alternate transportation studies, including the rapid transit, major investment study, DiRecTionS, and the Regional Pedestrian Plan Study and Design Guideline Initiative. Amy is Chair of the MPO's Multi Modal Task Force and serves on a number of steering committees related to alternate transportation. In addition to planning activities, Amy is called upon to make special presentations and coordinate a myriad of agencies and initiatives to ensure efficient alternate transportation planning in Central Indiana. Amy also serves as staff to the IRTC Rapid Transit Task Force and Central Indiana Regional Transportation Authority. Amy may be contacted at 327-5646 or ainman@indygov.org.

Catherine Kostyn, M.A., Planner

Catherine joined the MPO in February of 2002 and helps to oversee the public involvement activities of the MPO which includes managing the MPO website. Catherine completed her graduate work in Geography at Indiana State University in December 2003. Her duties include MPO website management and maintenance, mapping, database management, electronic tools and data management, technical support for other MPO staff members, and other projects as assigned. Catherine can be contacted at 327-5142 or at ckostyn@indygov.org.

Heather Stouder, M.S., Planner

Heather is an Indianapolis-area native, and began with the MPO in August 2004 after completing graduate work in Urban & Regional Planning at the University of Wisconsin-Madison. In 2006, Heather will coordinate the air quality conformity process related to the Regional Transportation Plan and IRTIP, assist with the update of the travel demand model, and help to oversee the Major Review of the 2030 Regional Transportation Plan. She will also continue to provide staff support for meetings of the Indianapolis Regional Transportation Council and the Central Indiana Regional Transportation Authority. Heather can be contacted at 327-5136 or hstouder@indygov.org.

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2006 IRTC Meetings, IRTIP Schedule, and Plan/AQ Conformity Schedule

| Technical Committee | Policy Committee | Indianapolis Regional Transportation Improvement Program (IRTIP) | Regional Transportation Plan & Air Quality Conformity |
|--|------------------|---|---|
| February 1st Joint Meeting 9:00 AM @ INDOT Traffic Management Center | | January 31st Submit New Projects for 2007-2009 IRTIP | February 1st IRTC App. of PM2.5 Conformity February 15th MDC App. of PM2.5 Conformity Early March Final Federal Approval of PM2.5 AQ Conf. March 22nd IRTC App. of 06 Plan Amendment & AQ Conf. April 5th MDC App of 06 Plan Amendment & AQ Conf. Early May Final Federal Approval Expected 2006 Plan Amendment & AQ Conformity |
| March 15th March 22nd 9:00, Fishers Train Station | | February 1st 1st Quarter IRTIP Amendment Deadline April 19th MDC Approval of IRTIP Amendments May 24th 2nd Quarter IRTIP Amendment Deadline | |
| June 21st June 28th 9:00-11:00, Plainfield Recreation & Aquatics Center | | July 19th MDC Approval 2006-2008 IRTIP Amendments July 26th 3rd Quarter IRTIP Amendment Deadline August 3rd 2007-2009 IRTIP to INDOT | |
| August 23rd August 30th 9:00-11:00, Southport Shelter House | | September 20th MDC Approval IRTIP Amendments October 4th 4th Quarter IRTIP Amendment Deadline October 27th MPO Call for submittal of new local projects for 2008-2010 IRTIP (Due January 30, 2007) | |
| November 1st November 8th 9:00-11:00, Cumberland Town Hall | | December 6th | |

Please note that meetings and approval dates are subject to change should unforeseen circumstances arise.