



Indianapolis
Metropolitan Planning
Organization

2008 Briefing Paper

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
CMP – Congestion Management Process
CMAQ – Congestion Mitigation and Air Quality Program
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
theMPO – The Indianapolis MPO's Quarterly Newsletter
TMS – Transportation Monitoring System
UPWP – Unified Planning Work Program
USEPA – United States Environmental Protection Agency

MPO website: www.indympo.org

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

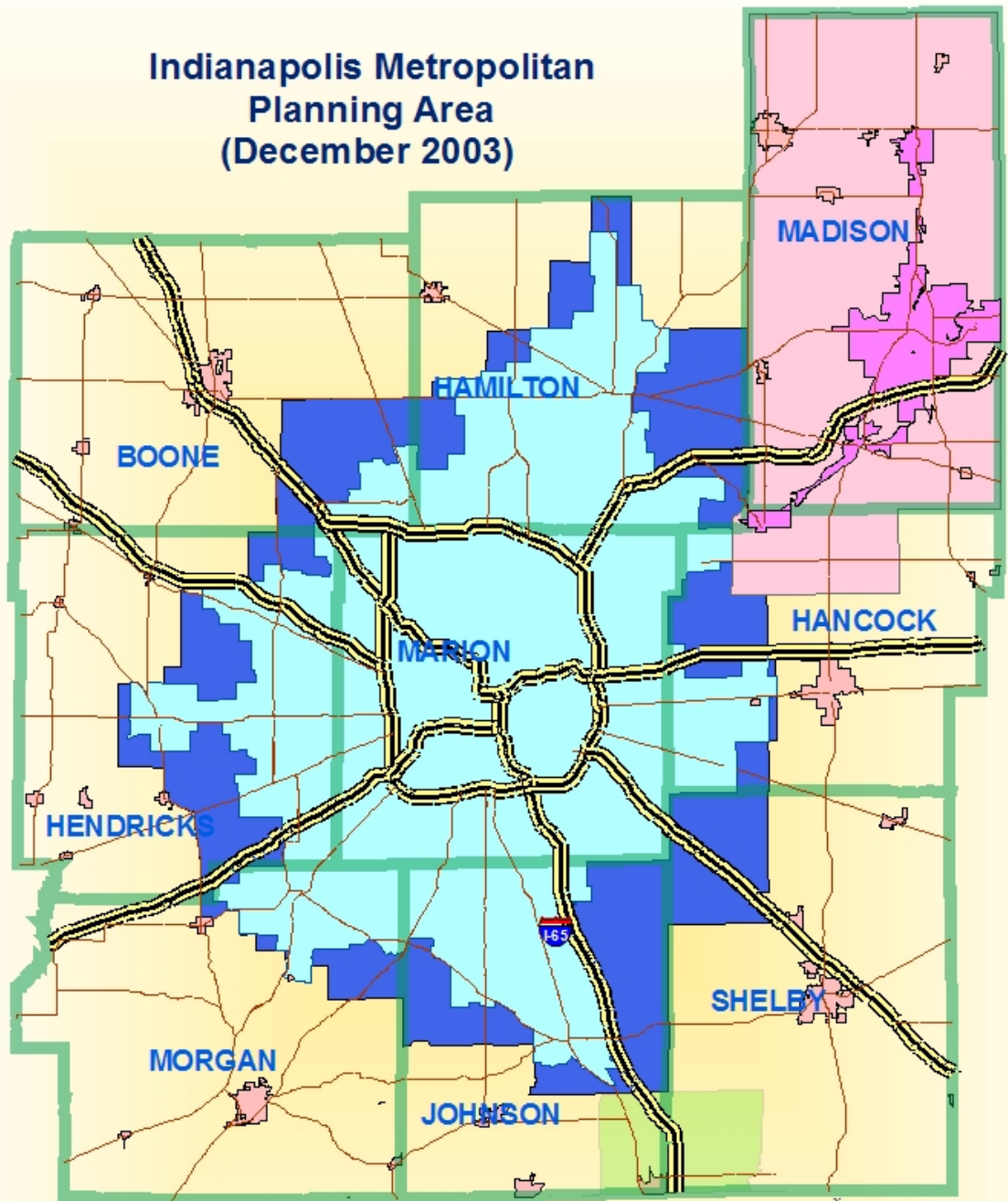
The MPO is responsible for transportation planning in the urbanized area, as defined by the most current Census, as well as the area projected to become urbanized by the year 2030. This area is known as the **Metropolitan Planning Area (MPA)**. The current MPA is based on 2000 Census data and the expanded 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	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 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 Process, added public participation and certification requirements.

Indianapolis Metropolitan Planning Area (December 2003)



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

Created by the Indianapolis MPO, February 2008
This is a graphic representation only and does not represent a legal document.

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.

➤ **Multi-Modal Transportation Planning**

The Indianapolis MPO conducts a number of multi-modal transportation planning initiatives. Multi-modal transportation is comprised of all modes of transportation, such as transit, bicycle, pedestrian, and the automobile. Specifically, the MPO's Multi-Modal Transportation Section's focus is transit, bicycle, and pedestrian planning. The MPO's multi-modal section has produced the Regional Pedestrian Plan, Regional Public Space Design Guidelines, Regional Rapid Transit plans, including the Comprehensive Operational Analysis (COA) for IndyGo, and is currently developing a Multi-Modal System Plan. These multi-modal plans inform the MPO's Congestion Management Process and are expected to be the multi-modal component of the MPO's Long Range Transportation Plan.

The Multi-Modal Planning Section collaborates with and engages multiple agencies in the planning process; the agencies include local jurisdictions within the MPA, INDOT, IDNR, IDEM, and FHWA. Likewise, the Multi-Modal Section works with not-for-profit groups, such as the Indiana Bicycle Coalition, Central Indiana Bicycle Association, National Road Heritage Trail, Inc, Indiana Trail Fund, B&O Trail, and the Greenway Foundation

➤ **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 SAFETE-LU 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 standard¹. 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.

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 2007 Program recap and a complete listing of Year 2007 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 Process (CMP)**

As a Transportation Management Area, the Indianapolis region must have in place a Congestion Management Process that meets the requirements of 23 CFR 500. The CMP 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 CMP 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 CMP. With the nine-county area being designated non-attainment for air quality, the importance of the CMP is heightened, as operational strategies become the baseline against which all added-capacity projects must be measured.

➤ **Data Development & Updates**

The Indianapolis MPO continually updates assumptions that are inputs into its transportation planning and air quality conformity analyses. The MPO has forged partnerships with GIS data developers (including the Indianapolis-Marion County GIS Consortium [IMAGIS] and the Hamilton County GIS Office) for continuing data and orthophotography updates. The MPO is expanding in-house data development activities to include traffic counts, data collection and development activities to support the traffic demand model, microsimulation modeling, and general plans and studies carried out by the MPO.

General Funding Programs

➤ **Transportation Enhancement (TE)**

¹ The nonattainment area was redesignated as a maintenance area in October 2007; procedurally, however, there are few changes from nonattainment status.

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 website by early summer. The application must be signed by the highest elected official for the town, city, or county prior to being submitted to the Indianapolis MPO by mid-summer. 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. 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).

➤ **Coordinated Public Transit Human Services Transportation Plan**

Several categories of transit funds are available through the Federal Transit Administration (FTA) for human services providers. One of these programs, the Section 5310 for Elderly Persons 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, and is available through application to the Indiana Department of Transportation (INDOT). Two other programs, the Section 5316 Job Access

Reverse Commute (JARC) Program and the Section 5317 “New Freedoms” Program, provide transit services for special needs populations (respectively, low-income persons and persons with disabilities), and are available through application to the Indianapolis Public Transportation Corporation (IPTC). Eligible applicants include private non-profit organizations and organizations that coordinate specialized transportation service.

Federal regulations require that activities funded by these programs be consistent with a Coordinated Public Transit Human Services Transportation Plan, which is developed and updated by the MPO. 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 \$27.5 million dollars in Surface Transportation Program (STP) funds each year for Fiscal Years (FY) 2008 and 2009. 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 Philip Roth, Assistant Manager, at 317-327-5149 or via email at proth@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

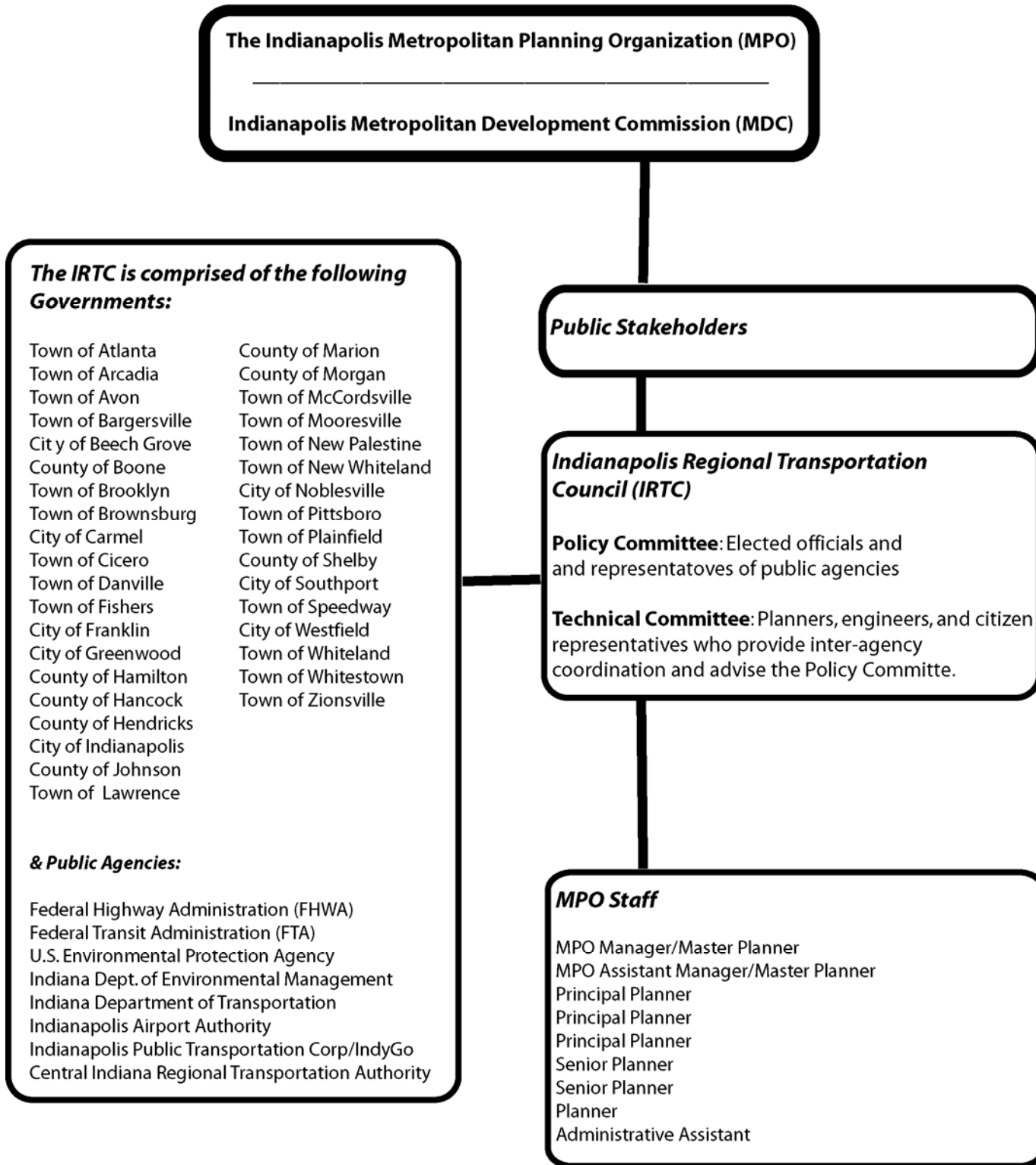
The Citizens Advisory Committee (CAC) advises the IRTC on a variety of transportation-related topics. Although its members were appointed to ensure diverse regional and philosophical representation, this loosely

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



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).



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
- 2008 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 it serves a Transportation Management Area² (TMA), the MPO planning process has traditionally been reviewed every four 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 last scheduled certification was held in 2006, and the next is anticipated in 2010.

² TMA's are MPO's that serve a population in excess of 200,000. Additional procedural and regulatory requirements exist for TMA's.

2007 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 2007 Work Program was \$3,348,042

Completed 2007 UPWP Activities include:

- 2007-2010 Indianapolis Regional Transportation Improvement Program (IRTIP) Amendments and 2009-2012 IRTIP Initiation
- Continuation of the Traffic Impact Study Process for Marion County
- Coordination of the Transportation Enhancement Applications for the Indianapolis Metropolitan Planning Area
- Coordination of Section 5310 Applications
- Continuing improvements within the 9-county Travel Simulation Model
- Continuation of Regional Rapid Transit Study (DiRecTionS) and associated funding and land use studies
- Continued support for the Central Indiana Regional Transportation Authority (CIRTA), including overseeing the hiring of an Executive Director
- Revising and adopting the Congestion Management Process
- Aerial photography and GIS data development
- Multimodal System Planning
- Completing a Thoroughfare Plan for the City of Lawrence
- Conducting traffic counts throughout the Planning Area

2008 Work Program Highlights

The 2008 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 current the Indianapolis Regional Transportation Plan and Indianapolis Transportation Improvement Program. 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 2008 include but are not limited to:

- 1. Implementing a Household Travel Survey** - One of the primary responsibilities of the MPO is to model traffic flows under varying conditions, a task which requires quality data for inputs. A household travel survey is a vital component of the data array for forecasting, and has not been conducted for several years. The travel model requirements of the Federal Transit Administration's "New Starts" rapid transit funding program have triggered the need to conduct such a survey in 2008.
- 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 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 CMP, the TMS, and the study of the state transportation system.

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. Community Involvement Program - In 2006, the Public Involvement Program was 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 ninth year in collaboration with the Center for Interactive Learning and Collaboration. Activities.

4. 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.

5. 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. These data were incorporated in the process for the Major Review of the Indianapolis Regional Transportation Plan, which will continue in 2008. 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.

6. 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.

7. 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 2008, to be completed in 2009

8. 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 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.

9. Multi-Modal Planning – With design guidelines and facilities identification for bicycle and pedestrian facilities now complete, the MPO has embarked on a multi-year project to coordinate and integrate plans for multi-modal transportation. This multi-modal plan is currently completing its Center Township (Marion County) phase, and will be turning its attention to the ring townships of Marion County in 2008 and the ring counties of the Planning Area in 2009.

10. 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.

11. 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 2008, 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.

12.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.

13.Major Review/Regional Plan Refinement Activities – With the Census 2000 and CTPP information available in early 2006, the MPO will advance the forecast year of the adopted 2025 Indianapolis Regional Transportation Plan to 2035 in response to changing conditions and an expanded Metropolitan Planning Area. Plan recommendations are continually monitored and further articulated when additional planning support is needed to advance recommendations toward implementation. Phase I addresses past accomplishments and assess changing conditions for the Indianapolis Regional Transportation Plan. Phase II will continue through 2008.

14.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 new HPMS segments being assigned to the MPO's responsibility.

15.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. In 2008, the program will begin to expand outside of the traditional consultant-based program, with some counts being conducted by MPO staff.

16.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 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).

- 17. Data Development & Updates** – The Indianapolis MPO continually updates 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.
- 18. 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.
- 19. 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.
- 20. 2009-2012 Indianapolis Regional Transportation Improvement Program (IRTIP) Finalization** – 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 2009-2012 IRTIP. Work will also begin on preparation of the 2010-2013 IRTIP.
- 21. 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.

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 (317)327-5139 or at mdearing@indygov.org.

Anita Bjork, Administrative Assistant

Anita Bjork joined the MPO in June, 2007.. Anita was born and raised in Midland, Michigan and relocated to Indiana in 1991. She earned an Associate degree in education from Delta College, will be completing her B.A. in Management from Indiana Wesleyan and plans to enter the Graduate Program at the University. Her responsibilities include contract management; scheduling meetings and recording of minute meetings for the IRTC; acting as a liaison between MPO and other agencies/departments; and daily office operations. Anita can be contacted at (317)327-5136 or at abjork@indygov.org.

Philip Roth, MPO Assistant Manager/Master Planner

Philip 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 Process. In addition, Philip is the planner-in-charge of the strategic planning, the unified planning work program, and air quality conformity analysis. Philip can be contacted at (317)327-5149 or at proth@indygov.org.

Steve Cunningham, Principal Planner

Steve is planner-in-charge of the Indianapolis Regional Transportation Improvement Program (IRTIP). He also oversees the Marion County Thoroughfare Plan, the Transportation Impact Analysis Process, the street functional classification system, and railroad and airport issues. 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 (317)327-5403 or at scunning@indygov.org.

Andy Swenson, Principal Planner

Andy joined the MPO in June of 2007. He began his planning career as a long-range transportation planner for the Indianapolis MPO in 1984, but since 1986 has had various other positions with different Indianapolis-Marion County government agencies specializing in municipal information systems development, public information access policy, and enterprise data development. Andy oversees data development and travel modeling, and is planner-in-charge of the 2008 household survey and the 9-county travel model update. Andy can be contacted at (317)327-5132 or at aswenson@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. Kevin can be contacted at (317)327-5135 or kmayfiel@indygov.org.

Catherine Kostyn, M.A., Planner

Catherine joined the MPO in February of 2002 and manages the MPO website. She is also involved with data development and maintenance, assisting with modeling activities, technical support for other staff members and other projects as assigned. Catherine completed her graduate work in Geography at Indiana State University in December 2003. Catherine can be contacted at (317)327-5142 or at ckostyn@indygov.org.