2004 UNIFIED PLANNING WORK PROGRAM

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION

INDIANAPOLIS METROPOLITAN PLANNING AREA

March 1, 2004

Prepared by:

Indianapolis Metropolitan Planning Organization
Department of Metropolitan Development
200 East Washington Street, Suite 1841
Indianapolis, Indiana 46204
WHEREAS, the City of Indianapolis, Department of Metropolitan Development is the designated Metropolitan Planning Organization (Planning Agency) with the responsibility of providing for the continuing, cooperative and comprehensive transportation planning process for the Indianapolis Metropolitan Planning Area, and

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

WHEREAS, the Planning Agency has developed its 2004 Unified Planning Work Program to further its goal of providing for an efficient transportation system within the Indianapolis Metropolitan Planning Area.

NOW THEREFORE, BE IT RESOLVED THAT:

The Indianapolis Metropolitan Planning Organization’s 2004 Unified Planning Work Program for the Indianapolis Metropolitan Planning Area is approved and adopted.

_______________________
Randolph Snyder, President
Metropolitan Development Commission

Date: ___________________
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SUMMARY OF MAJOR PLANNING ACCOMPLISHMENTS FOR 2003

Maintenance of MPO Process

1. MPO completed the Planning Certification Review with supporting documentation and opportunities for comments by the CAC and IRTC members.

2. MPO completed the FTA Title VI documentation to support continuing eligibility for federal transit related technical planning activities.

3. Quarterly Status Reports - MPO completed the 2003 UPWP Status Reports with expenditure summaries to support reimbursement claims.

4. 2004 Unified Planning Work Program - MPO started the preparation of the 2004 UPWP with a discussion draft of proposed activities and budget information.

5. Attendance/Participation at the Monthly MPO Council Meetings

6. Attendance at the Statewide MPO Conference

Coordination/Community Involvement

1. Quarterly Indianapolis Regional Transportation Council Technical and Policy Committee Meetings

2. Quarterly Meetings of the Section 5310 Specialized Transportation Committee

3. Attendance at the IPTC-IndyGo Monthly Board Meetings

4. Attendance/Participation in the Knozone Public Awareness Program Committee

5. 2003 Indianapolis MPO Annual Briefing Report

6. Neighborhood/Civic Organization Presentations

7. Monthly or Bi-monthly Citizen Advisory Committee (CAC) Meetings

8. CAC Noise Abatement Subcommittee

9. CAC Senior Mobility Subcommittee

10. School Involvement Project in collaboration with the Center for Interactive Learning and Collaboration (CILC).
11. Environmental Justice Community Inclusion Project
12. Six Issues of teMPO Newsletters
13. Stepped-up Media Advisory Program

Completed 2003 UPWP Activities

1. 2025 Regional Transportation Plan Update
2. 2004-2006 Indianapolis Regional Transportation Improvement Program (IRTIP)
3. Revised IRTIP Project Selection Criteria
4. ConNECTions Draft Environmental Impact Statement and Public Hearing
5. Bicycle Route signs in Marion County
6. Street Facilities Inventory Update
7. Continuation of the Traffic Impact Study Process for Marion County
8. Coordination of the Transportation Enhancement Applications for the Indianapolis Metropolitan Planning Area
9. Coordination of the Section 5310 Applications
10. Intermodal Freight System Plan Airport Deployment Study
11. 9-County Travel Simulation Model
12. Travel Demand Model
13. Metropolitan Planning Area Boundaries
14. Glendale Special Neighborhood Study
15. TMS Update Phase 1
16. Regional Center / GIPC
17. Amendment to the Official Thoroughfare Plan for Marion County
18. Enhancements to the MPO Website
19. Rapid Transit Study (ConNECTions/DiRecTionS) Phase 1

**2003 UPWP Activities in Progress:**

1. Congestion Management System (60% complete)
2. Pedestrian System Plan Phase 2 (70% complete)
3. Market Street at I-65/I-70 Ramp Study (80% complete)
4. Regional Planning Guide/CIRCL (90% complete)

**2003 UPWP Activities Not Initiated**

1. ITS and Management & Operations (to be incorporated in 519 B of the 2004 UPWP)
2. Transportation Security and Emergency Planning (to be incorporated in 519 B of the 2004 UPWP)
3. Michigan Road Study (to be incorporated in 530 K of the 2004 UPWP)
4. Hazard Elimination Projects (to be incorporated in 580 M of the 2004 UPWP if funds and/or staff resources are available)
5. Truck Route Plan Research (to be incorporated in 580 M of the 2004 UPWP if funds and/or staff resources are available)
SUMMARY OF MAJOR PLANNING ACTIVITIES FOR 2004

The main thrust of the 2004 Unified Planning Work Program is to keep the Transportation Plan and the Transportation Improvement Program current, substantially revise the Regional Transportation Plan, integrate management & operations, freight and Intelligent Transportation Systems concerns into the planning process to make the MPO transportation planning process more relevant to prevailing community and national goals.

The 2004 Unified Planning Work Program has five subelements. These are listed below with detailed information presented in each subelement description:

519 Transportation Monitoring and Management Systems

- Transportation Monitoring System (TMS)
- Intelligent Transportation Systems (ITS) and Management & Operations Integration
- Congestion Management System (CMS)
- Transportation Security and Emergency Planning
- Intermodal Freight System Plan – Airport Deployment Study

520 Major Corridor Studies and Multi-Modal Planning Activities

- Furthering of diRecTionS: Regional Rapid Transit Study
- Indianapolis Public Transportation Corporation (IPTC)/IndyGo Activities
- Regional Greenways Plan
- Regional Pedestrian System Plan
- Ozone Public Awareness Program

530 Regional Transportation Plan

- Indianapolis Regional Transportation Plan Update
- Major Review of Regional Transportation Plan
- Travel Simulation Model/Input Data
- Central Indiana Suburban Transportation and Mobility Study
- Highway Performance Monitoring System (HPMS)
- Transportation Impact Studies (TIS)
- Coordination with Statewide Transportation Plan
- Traffic forecasting services
- Air Quality Planning Input and State Implementation Plan Coordination
• Data Development/Data Updates
• Michigan Road Study

580  Transportation Planning Support and Special Studies

• Federal Reporting
• Maintenance of Process and Staff Training
• IRTC/Regional Transportation Coordination
• Interagency Meetings
• Community Involvement
• School Involvement Program
• Non-Metropolitan Area Agency Consultation
• Evaluation of Community Involvement Process
• Environmental Justice
• MPO Website
• Environmental Process Streamlining
• Market Street Interchange Justification Study
• Corridor, Subarea and other Special Studies

585  Transportation Improvement Program (TIP)

• Preparation of the 2005-2007 Indianapolis Regional Transportation Improvement Program
• Management and Monitoring of IRTIP
• Air Quality Conformity Analyses and other programming services
INTRODUCTION
MISSION STATEMENT
FOR THE INDIANAPOLIS REGIONAL
TRANSPORTATION PLANNING PROGRAM

The Regional Transportation Planning Program results in plans and programs for highways, transit, and other means of moving people and goods in compliance with federal transportation requirements to guide the development of an efficient multi-modal transportation system within the Indianapolis Metropolitan Planning Area.

Major goals for this Program include:

1. Identification of future transportation needs by analyzing existing conditions and trends and making projections of future changes.

2. Providing a factual basis for comprehensive public policies to meet the transportation needs of the region.

3. Preparation of plans in which streets, public transit, highways, airports and other means of moving people and goods are properly related to plans and programs for the physical, social, economic, environmental and energy needs of the region.

4. Maintain a continuing, cooperative and comprehensive planning process that will enable plans to be kept current in response to changing conditions while meeting the requirements of the Transportation Equity Act for the 21st Century (TEA-21), 1990 Clean Air Act Amendments (CAAA), Title VI and Environmental Justice.

5. Achieve all program goals in the context of actively involving all social and economic groups of the community in the transportation planning process.
GENERAL DESCRIPTION OF TRANSPORTATION PLANNING

PURPOSE

Transportation planning in the Indianapolis Metropolitan Planning Area is an interactive process involving elected officials, planners, engineers, and citizens of the Indianapolis region. The work program 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 MPO's work program consists of five (5) transportation subelements each of which contributes to maintaining and implementing the area's transportation plans in compliance with the Transportation Equity Act for the 21st Century (TEA-21) and the Mission Statement as stated. The TEA-21 has placed new emphasis on an intermodal transportation system, increased fiscal accountability, management of existing and proposed facilities, and air quality assessment. The 2004 Unified Planning Work Program is designed to address these areas of emphasis including an update of the region's Transportation Plan and addressing issues of importance to the community such as mode choices, sidewalks, access to transit and traffic noise. The work program also places greater emphasis on community involvement and the need to better communicate with the community. The work program includes special efforts to be undertaken to address Title IV and Environmental Justice requirements.

OBJECTIVES

1. To actively engage all segments of the Indianapolis Metropolitan Planning Area's regional community in the Transportation Planning Process.

2. To help guide the development of a transportation system that provides for a strong economy, a livable community, and a healthy environment by anticipating future transportation needs of the citizens of the Indianapolis Metropolitan Planning Area.

3. To fulfill the requirements of the Metropolitan Planning Organization (MPO) for the Indianapolis Metropolitan Planning Area in compliance with the TEA-21 and other local, state and federal regulations and requirements in order that the area continues to receive federal funding to improve the transportation system.

4. To ensure a comprehensive approach to transportation planning that establishes consistent policies and priorities for making improvements.

5. To provide a continuing transportation planning process for the Indianapolis Metropolitan Planning Area that is responsive to changing conditions and acknowledges the relationship between land use decisions and transportation needs.
6. To improve coordination among federal, state and local participants in the development of transportation policies and implementation of transportation projects.

INTERACTION WITH OTHER ACTIVITIES

The MPO planning function builds on the ongoing comprehensive planning throughout the region, as well as benefits from the planning resources within the Division of Planning of the Department of Metropolitan Development, and the MPO’s ongoing coordination with all of its planning partners. Of particular note is the MPO’s ongoing collaborative working relationship with IPTC-IndyGo, the Central Indiana Regional Transit Alliance, the Central Indiana Regional Community League and the Center for Interactive Learning and Collaboration.

Interrelated activities carried out cooperatively by other sections in the Division of Planning of the Department of Metropolitan Development, the Department of Public Works, IPTC-IndyGo and the Central Indiana Regional Transit Alliance include:

Economic Analysis/Data Development - The Research and Policy Analysis section of the Division of Planning develops, analyzes and processes social and economic data including processing the 2000 Census and developing future population and employment projections.

Land Use Planning - The Comprehensive and Sub-Area Planning sections of the Division of Planning develop the Comprehensive Land Use Plan, Neighborhood Plans, Corridor Plans, Sub-Area Plans and specific development studies. These activities provide information on existing land use conditions as well as future land use recommendations consistent with the Comprehensive Plan. The Comprehensive Planning section also provides existing and future land use data used in traffic impact studies requested of petitioners or prepared by the MPO. Currently, the Division is undertaking an update of its Comprehensive Land Use Plan for Marion County and a Regional Center Plan for the Indianapolis Central Business District. The MPO staff is participating in these studies and will actively engage other professional staff and agencies to make coordinated Transportation Plans and Programs an integral part of community plans.

Air Quality Analysis - is performed as a part of the MPO’s regular work assignments. In November of 1994, the U.S. Environmental Protection Agency reclassified Indianapolis/Marion County as a maintenance area for the ozone pollutant. A portion of the Indianapolis Central Business District was reclassified as attainment/maintenance for CO in February 2003. As such, approval of the Transportation Plan is contingent upon conformity with the air quality regulations for the area as required by the 1990 Clean Air Act Amendments (CAA). The Metropolitan Planning Organization staff is responsible for the air quality conformity analysis and documentation currently for
Marion County Maintenance Area and potentially for the entire nine-county region with new eight-hour air quality standards.

The 2004 UPWP ensures that the development of the Transportation Plan and the Indianapolis Regional Transportation Improvement Program (IRTIP) comply with the 1990 CAAA requirements and the EPA/DOT Conformity Guidance. Close coordination is currently maintained throughout the process for revisions to the State Implementation Plan for ozone and carbon monoxide, Energy Contingency/Conservation Planning, the Indianapolis Regional Transportation Improvement Program and project specific environmental assessments.

Other transportation related air quality activities for Indianapolis are conducted by the city's Environmental Resources Management Division (ERMD) with assistance from the MPO staff on an as needed basis. The ERMD has primary responsibility for revisions to the State Implementation Plan (SIP) as it relates to Indianapolis. The MPO staff provides projections for vehicle miles traveled (VMT) and other planning assumptions to be utilized in the SIP development.

(Planning Emphasis Area # 7) This year the MPO staff and the city’s ERMD will work with the Indiana Dept. of Environmental Management (IDEM) in providing Vehicle Miles Traveled (VMT) data on a link-by-link basis in order for IDEM to update/revise the maintenance State Implementation Plan (SIP) as required by the Clean Air Act. Staff will also be working with IDEM to make a timely transition to Mobile6. All conformity findings after January 29, 2004, must use Mobile 6.

**Zoning and Housing Data** – Department of Metropolitan Development’s Current Planning Section compiles and maintains housing starts and losses data, improvement location permits and map rezoning approvals.

**Traffic Count Data** - Traffic on Marion County thoroughfares, excluding interstates and selected State Routes, is counted by the Indianapolis Department of Public Works. Historical traffic counts are available in a FoxPro database format in the computer network maintained by the DPW staff. Interstates and State Routes under State jurisdiction are counted by the Indiana Department of Transportation every four years. In 2003 the MPO began working with the outlying areas in a Metropolitan Traffic Counting Program. The data from this program will be fed into the Transportation Monitoring System.

**Transit Planning** – The MPO has a mutually supportive relationship with IPTC-IndyGo and the Central Indiana Regional Transit Alliance in the way of cooperative planning efforts. In 2003 IndyGo completed an Origin/Destination Study of current IndyGo riders, which was funded by the MPO. And in a joint effort, the MPO and IndyGo received CMAQ funding for a 3-year commuter assistance program in the 9-county area.
Interagency Agreements – An updated Memorandum of Agreement for transportation planning with INDOT, IPTC-IndyGo, and other agencies is included in APPENDIX A. This Memorandum of Agreement has been updated to reflect changing legislation, the modified Metropolitan Planning Area and revised list of planning and implementing agencies. A Memorandum of Understanding for transportation air quality conformity is also included in APPENDIX D.

OUTLINE OF PROGRAM AND ISSUES

The 2004 Unified Planning Work Program has five subelements. These are listed below with detailed information presented in each subelement description:

519 Transportation Monitoring and Management Systems
520 Major Corridor Studies and Multi-Modal Planning Activities
530 Regional Transportation Plan
580 Transportation Planning Support and Special Studies
585 Transportation Improvement Program (TIP)

The 2004 Unified Planning Work Program is organized to address the following principal issues associated with:

1. Complying with the TEA-21, the Americans with Disabilities Act and the 1990 Clean Air Act Amendments, including:
   
   • Collecting data and developing computer mapping capabilities needed to accomplish the transportation planning process, e.g. purchasing and processing the 2000 Census Transportation Planning Package and developing the Transportation Monitoring systems.
   • Ensuring that the Division of Planning is using the best and most effective methods, procedures and computer applications in developing its transportation plans and programs.
   • Updating the transportation plan in compliance with the TEA-21 with particular emphasis on a strong public participation component, a fiscally responsible financial plan and addressing multi-modal/transportation demand management issues including a bicycle and pedestrian component, preservation of railroad corridors and intersection improvements.
   • Completing conformity determinations on IRTIP projects and the Transportation Plan in accordance with the 1990 CAAA and the EPA/DOT Conformity Guidance.

2. Establishing a transportation system that moves people and goods in a quick, safe, comfortable and efficient manner while maximizing the potential for future development and the revitalization of neighborhoods and minimizing the displacement of residents and businesses.
3. Identifying non-traditional travel demand management and/or non-capital intensive traffic engineering solutions that address the peak hour orientation of the existing transportation system.

4. Allocating scarce fiscal resources to maintain the existing street system and construct new facilities. Specifically, the TEA-21 requires the Transportation Plan, the IRTIP and the management systems to address fiscal capabilities and the need to maintain existing transportation facilities while also accommodating the growth in the overall transportation system.

5. Continuing to improve inter-governmental cooperation within the urbanized area and participation in the transportation planning and decision-making process.

6. Continuing to refine the transportation plans to facilitate coordination of land development with transportation improvements.

Compliance with State and Federal Regulations

State and federal regulations require that the Transportation Plan and the Transportation Improvements Program be updated at a minimum of every three years in the air quality maintenance area such as Indianapolis and that the planning horizon of at least 20 years be maintained. In the process of the annual development of the Indianapolis Regional Transportation Improvement Program, the Indianapolis MPO has continuously updated its Transportation Plan annually with the consistency between IRTIP and the Transportation Plan and with the Air Quality Conformity Analysis since 1995. It is expected that this continuing process will continue. During 2003 the Indianapolis MPO updated the 2020 plan to 2025. Pending the availability of the 2000 Census and the new Urbanized Area definition, a major review of the Transportation Plan is scheduled for the 2003/2005 UPWP.

INTERDISCIPLINARY PLANNING STAFF

The MPO staff includes people with bachelor's and master's degrees in the fields of Planning, Engineering, Public Affairs, Political Science, Geography, Natural Resources, Anthropology and Psychology. To supplement these backgrounds, Division of Planning staff members have backgrounds in Planning, Architecture, Landscape Architecture, Graphic Design, Management, Sociology, History, Historic Preservation, Data Processing, Economics and Urban Design.

Eight full-time professional MPO staff members will undertake the 2004 Unified Planning Work Program with assistance through various consultant contracts and collaborations with various planning partners.
CITIZEN PARTICIPATION

Citizen involvement in the transportation planning process is a high priority for the MPO. The Citizen Advisory Committee (CAC) has been meeting with the MPO to discuss MPO activities. The 2004 work program reflects many of the issues raised in the CAC and other neighborhood/civic meetings attended by the MPO.

In 2004 the MPO will continue to ensure that all social and economic groups are given the opportunity to participate in the transportation planning process. Full integration of Environmental Justice in its overall planning process is a priority with the MPO.

In 2004, the MPO will also expand its school involvement program by further partnering with the Center for Interactive Learning and Collaboration and the Central Indiana Regional Community League.

The Public Involvement Process for the Indianapolis Metropolitan Planning Organization is provided in APPENDIX B.

CIVIL RIGHTS

The transportation planning element of the UPWP is conducted in accordance with the following requirements:

- Title VI of the Civil Rights Act of 1964
- 49 CFR Part 23 (Minority Business Enterprise)
- Department of Transportation's Title VI regulation, 49 CFR, Part 21.9
- Urban Mass Transportation Act of 1964, as amended

Minorities are included in the planning process and their needs are reflected in the plans developed by the Division of Planning.

The City's Office of Equal Opportunity maintains a current list of minority organizations, which is used by the entire City relative to employment and contractual concerns.

A copy of the Civil Rights Assurance is included in APPENDIX C.

SPECIALIZED TRANSPORTATION

The transportation planning process has explicitly considered the needs of the elderly and persons with disabilities since the early 1970's. Most recently the Division of Planning has worked with the Indianapolis Public Transportation Corporation in complying with the Americans with Disabilities Act. That cooperation and coordination will continue with IPTC-IndyGo and the City of Indianapolis. In 2004, staff from the MPO will serve on various committees addressing the needs of the elderly and disabled including the Committee for Specialized Transportation, which serves as the
ENVIRONMENTAL JUSTICE

The MPO fully embraces the concept of Environmental Justice and the value it can bring to the planning process.

As part of the 2004 UPWP, the MPO will continue efforts initiated in 2001 and expand upon them.

The MPO will also benefit from related activities pertaining to low income and minority populations. For example, the Department of Metropolitan Development is responsible for HUD’s Consolidated Plan for the City of Indianapolis and has maintained a variety of social and human service indicators. The Community 2020 mapping software HUD uses to identify minority and low and moderate-income populations is compatible with the GIS software for the Transportation Monitoring System.

An outline of the MPO’s Environmental Justice plan follows:

Community Involvement:

- Profile minority and low income populations (completed in 2003 using 1990 data will be updated using 2000 Census information as data becomes available)
- Increase community outreach to minority and low-income populations per the MPO’s “Community Inclusion Project” developed in 2000.
  - Identify targeted neighborhoods with high concentrations of minority and low income populations.
  - Contact targeted neighborhood organizations and offer to attend neighborhood meetings to introduce the MPO and assess neighborhood transportation needs and concerns
  - Ensure representation on the CAC (completed, will continue to monitor in 2004)
  - Include those interested on mailing lists (completed, will continue to monitor in 2004)
  - Make a concerted effort to include the expanding Hispanic population in the planning process.
Assess minority needs:

- Administer survey to assess needs and concerns of targeted neighborhoods
- Host bi-monthly luncheon meetings with targeted neighborhood organization coordinators
- Investigate the effectiveness of focus groups/surveys

Assess distribution of impacts/benefits:

- Develop process to assess impacts/benefits to the minority population.

PLANNING EMPHASIS AREAS

Each year FHWA and FTA issue Planning Emphasis Areas (PEAs) to reflect changing national planning priorities. Indianapolis UPWP has included these work activities and denotes these activities in the detailed task descriptions.
## 2004 UPWP Schedule by Quarter

<table>
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DETAILED WORK PROGRAM
This function focuses on the effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies. The primary objective of this subelement will be the continuing implementation of Transportation Monitoring System (TMS), Intelligent Transportation Systems (ITS), Intermodal Freight System Plan and Congestion Management System strategies. The recommendations of these planning studies will be continuously updated and incorporated into the IRTIP criteria evaluation and technical review process. In addition, due to the large number of operating agencies involved in management systems and operations planning, a secondary purpose of this subelement is to provide a forum for the coordination of these planning efforts and to facilitate the continuing data collection, maintenance and exchange of transportation planning information. Management and operations as well as transportation security and emergency management concerns will be conducted under TMS activities.

2004 OBJECTIVES

A. Keep the Transportation Monitoring System current.

B. Facilitate integration of ITS strategies into the regional transportation system through coordination with management and operations.

C. Update the Congestion Management System.

D. Investigate security and emergency issues.

E. Complete Airport Intermodal Freight System Plan.

2003 ACCOMPLISHMENTS

A. Completed Phase One of the Transportation Monitoring System Enhancements
B. Coordinated with INDOT in the Tier II ITS National Architecture deployment workshop for the Indianapolis MPA.
C. Completed Draft Intermodal Freight System Plan Airport Deployment Study Report
D. Initiated the Congestion Management System update.
2004 TASKS

A. Update the Transportation Monitoring System

In 1996-97 the Indianapolis MPO developed a GIS-based Transportation Monitoring System containing multi-modal transportation planning information. During 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 Long Range Transportation Plan and the Indianapolis Regional Transportation Improvement Program. Continuing update and maintenance of the TMS will be undertaken during 2004 and will include refinement of existing applications and the potential addition of new applications. Discussions are ensuing with City computer services for potential migration of the TMS to the web.

B. Coordination of ITS Strategies with Management and Operations
(Planning Emphasis Area #3)

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. 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 a Regional ITS Architecture has been started in coordination with INDOT. An initial prospectus to complete the Indianapolis Regional ITS Architecture will be undertaken in 2004. 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. ($75,000 – 2004 Consultant Contract)

C. Congestion Management System Plan Update

In 1996, the Indianapolis MPO developed a Congestion Management System containing strategies, performance measures and proposed projects to reduce congestion. During 2004 the MPO will update the CMS to keep it current with changing
conditions and to expand the system to include any other transportation planning and programming attributes, as applicable. *(2003 Continuing Consultant Contract)*

**D. Transportation Security and Emergency Planning**  
(Planning Emphasis Area #1)

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, emergency preparedness and any other transportation planning and programming attributes, as applicable.

**E. Intermodal Freight System Plan - Airport Deployment Study**

A draft of the Indianapolis Intermodal Freight System Plan Airport Deployment Study was completed during 2001. It has recommended a series of implementation strategies including infrastructure and Intelligent Transportation System (ITS) improvements. The draft and its executive summary report will be finalized. *(2003 Continuing Consultant Contract)*

**2004 PRODUCTS**

A. Updated Transportation Monitoring System  
B. Regional ITS Architecture Deployment in the Indianapolis MPA  
C. Updated Congestion Management System Plan  
D. Transportation Security and Emergency Planning  
E. Intermodal Freight System Plan – Airport Deployment Study Report
### COST SUMMARY

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### WORKWEEKS

80

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520 MAJOR CORRIDOR STUDIES AND MULTI-MODAL PLANNING ACTIVITIES

This subelement incorporates the activities necessary to complete Major Corridor Studies and Environmental Impact Statements. It also includes a variety of multi-modal planning activities in response to major emphasis areas of the Transportation Equity Act for the 21st Century (TEA-21) including transit, bicycle, pedestrian and environmental issues. The MPO will coordinate and cooperate with the Indiana Department of Transportation (INDOT), the Indianapolis Public Transportation Corporation/IndyGo, the Federal Highway Administration, the Federal Transit Administration and other agencies and jurisdictions as appropriate to ensure that the transportation planning activities of the region are multi-modal in focus and environmentally sensitive.

2004 OBJECTIVES

A. Conduct diReCtionS – Rapid Transit Study.

B. Plan for and encourage implementation and use of transit, bicycle and pedestrian facilities through the efforts of the Multi-Modal Task Force and other opportunities.

C. Provide planning support and, or coordinate with the Indianapolis Public Transportation Corporation (IPTC)/IndyGo, the Indianapolis Airport Authority, rail companies such as CSX, Norfolk Southern and short-line railroads, pedestrian/bicycle groups and other groups or organizations associated with alternative modes of transportation.

D. Assist the Department of Public Works in the implementation of the ozone public awareness program.

2003 ACCOMPLISHMENTS

2. Initiated Regional Pedestrian Plan.
3. Regional Center Parking Study Year-End Summary Report.
4. Glendale Special Neighborhood Study.
5. Coordination with Indianapolis DPW in the Implementation of the “Knozone” Public Education Program.
2004 TASKS

A. Indianapolis Metropolitan Area Rapid Transit Study (aka diRecTionS)

The MPO will study alternatives for the implementation of rapid transit for the metropolitan area. Phase I examined and prioritized transit corridors (such as a connection from downtown Indianapolis to the Indianapolis International Airport) and technologies, and was completed in September 2003. During 2004, Phase II (begun in 2003) will determine route alignments and Phase III will develop a regional system proposal. ($1,500,000 – 2003 Consultant Contract, FTA Section 5309 Capital Investment Program, New Starts).

B. Provide planning support to the region’s Multi-Modal Planning Partners:

1. Assist IPTC-IndyGo with general planning activities and with the Commuter Assistance Program. In addition, assist IndyGo in the development of a Facilities Maintenance Plan to conduct a general assessment of the facility and all major subsystems, i.e., electrical, structural, ventilation, environmental, physical accessibility, and emergency. ($100,000 - 2004 Consultant Contract)

2. Provide planning support to the Central Indiana Regional Transit Alliance.

3. Coordinate Section 5310 (formerly Section 16) Elderly and Persons with Disabilities Program grant applications and the Section 5310 Transportation Committee.

4. Complete the annual update summary to the Regional Center Parking Study in collaboration with Indianapolis Downtown Inc.

5. Assist the Indianapolis International Airport with planning activities

6. Participate in rail planning activities at the local and statewide levels including High Speed Rail activities.

C. Coordinate Bicycle, Pedestrian and Transit Improvements

Collaborate with Indy Greenways, IndyGo, other City departments, as well as 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 reflect the new 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 who 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.

D. Regional Pedestrian System Plan

Prepare in collaboration with IndyGo and other regional stakeholders in addressing the need for improved pedestrian amenities within the region. The first phase of Plan development was completed in 2003 and Phase 2 was initiated and completed in 2003. It is anticipated that the third phase of Plan development will begin in 2004. Phase 3 will be initiated with additional funds in the 2004 UPWP to complete the Plan. ($50,000 – 2004 Consultant Contract)

E. Ozone Public Awareness Program

The Indianapolis MPO will assist the Indianapolis Department of Public Works (DPW) in implementing the ozone public awareness program using Congestion Mitigation/Air Quality (CMAQ) funds in MPO’s Budget. The Ozone Awareness Program partners with the Indianapolis Public Transit Corporation (IPTC) / IndyGO in implementing a fare reduction program to the public for using transit service, and with the Indiana Department of Transportation (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 2004 to prepare programs for the upcoming 2004 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.

2004 PRODUCTS

A. A preferred Regional System Report
B. Documentation from planning support activities
C. Report on Bicycle and Pedestrian System Recommendations and Improvements
D. Regional Pedestrian System Plan Phase 3
E. Documentation of the Knozone Public Awareness Program
## 520 MAJOR TRANSPORTATION INVESTMENT STUDIES AND MULTI-MODAL PLAN

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### WORKWEEKS

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This function provides for the ongoing refinement of the Regional Transportation Plan (the Plan) for the Indianapolis Metropolitan Planning Area. The Plan includes the Thoroughfare Plan, a Transit Plan, a Bike/Pedestrian Plan, a Congestion Management System, and associated Air Quality Conformity and Cost Feasibility analyses. Major activities in 2004 will include initiation of Major Review of the Regional Transportation Plan in the next three years. Plan refinements may also include issues raised at Citizen Advisory Committee meetings. On-going thoroughfare plan refinement and data collection activities as well as the maintenance of the traffic impact study process are also included.

**2004 OBJECTIVES**

A. Keep the Plan up-to-date in order to continue to guide the development of major transportation facilities and services.

B. Continue to involve the IRTC, the CAC and the community at large in the continued refinement of the Plan with special emphasis with respect to Title VI and Environmental Justice requirements.

C. Continue to maintain the cost feasibility aspect of the Plan to keep it reasonable and realistic.

D. MPO staff and the city’s Environmental Resources Management Division (ERMD) will work with the Indiana Dept. of Environmental Management (IDEM) on the update of the maintenance State Implementation Plan (SIP), and transition to Mobile 6.

E. Anticipate efforts/coordination needed to respond to air quality conformity demonstration for areas outside of Marion County.

F. Continue to consider all modes of travel in meeting the region’s mobility needs.

**2003 ACCOMPLISHMENTS**

A. Updated Traffic Count maps and computer files.
B. Continuation of the Airport/Six Points Road/I-70 Interchange planning activities.
C. Continuation of traffic forecasting and subarea/impact studies.
D. Amendment to the Indianapolis Regional Transportation Plan and the Official Thoroughfare Plan for Marion County.
E. Traffic Impact Study Follow-Up Study
2004 TASKS

A. Regional Transportation Plan & Thoroughfare Plan

The Indianapolis Regional Transportation Plan will be updated or amended as appropriate. The maintenance of the 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 Plan for Marion County may also be required.

MPO staff and the city’s Environmental Resources Management Division (ERMD) will work with the Indiana Dept. of Environmental Management (IDEM) in providing Vehicle Miles Traveled (VMT) data on a link-by-link basis in order for IDEM to update/revise the maintenance State Implementation Plan (SIP) as required by the Clean Air Act. Staff will also be working with IDEM to make a timely transition to Mobile6. All conformity findings after January 29, 2004, must use Mobile 6.

B. Major Review of Regional Transportation Plan

With the Census 2000 and CTPP information available in early 2004, the MPO needs to advance the forecast year of the adopted 2025 Regional Transportation Plan to 2030 in response to changing conditions and 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 will address past accomplishments and assess changing conditions for the Regional Transportation Plan. Subsequent phases will continue evaluation of alternatives, analysis of impacts and recommend implementation strategies. This activity will be carried out in three phases over three consecutive UPWP as follow:

Phase I: Existing Conditions and Travel Model (Initiated in 2003 and will be continued in 2004 UPWP)

- Past Accomplishments and Background – Expanded Metropolitan Planning Area, Participants in the Transportation Planning Process, Public Involvement Program, Goals and Objectives and Consideration of Seven Planning Factors.


• Deficiencies in Existing Transportation System – Deficiencies and Issues in meeting Travel Demand for Highway System, Public Transportation, Air and Rail Transportation and Freight System. (2003 Continuing Consultant Contract)

Phase II: Evaluate Alternatives (2004 UPWP)

• Develop E+C Networks
• Assess Alternative Growth Scenarios
• Select Policy Growth Scenario
• Develop Transportation Alternatives
• Evaluate Alternatives

($200,000 – 2004 Consultant Contract)

Phase III: Recommendations and Final Report (Anticipated to be scheduled in 2005 UPWP)

• Recommended Regional Transportation Plan – Plan Components, Performance and Cost Effectiveness of the Recommended Plan
• Cost Feasible Plan – Revenue Forecast, Project Priorities and Phasing, System Performance, Air Quality Conformity Analysis, Identification of Major Corridors for Integrated Environmental and Transportation Solutions, Integration with Management and Operations and Intelligent Transportation Systems Initiatives
• Implementation Strategies
• Final Report

(Additional Consultant Contract Anticipated in 2005 UPWP)

This activity includes all plan components, including the Regional Mass Transit Service Plan, the Regional Bicycle and Pedestrian System Plan and Major Roadway Expansion Projects identified in the Executive Summary of the Regional Plan.

C. Maintenance of the Travel Simulation Model/Input Data

Monitoring and refining the travel simulation model and the data needed to run the model is an ongoing activity to ensure the MPO is using state-of-the-art-planning tools. Update regional TRANPLAN/TransCAD travel model as necessary and perform needed data files to support the Transportation Plan and other related activities. (2003 Continuing Contract and $50,000 additional 2004 Consultant Contract)

D. Central Indiana Suburban Transportation and Mobility Study

The MPO staff will actively participate in the INDOT’s Central Indiana Suburban Mobility Study. This study will provide an analysis of the transportation needs for the suburban
areas and a series of recommendations on how to improve the overall transportation system that serves Central Indiana.

E. **Highway Performance Monitoring System**  
(Planning Emphasis Area # 6)

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.

F. **Continue the ongoing Traffic Impact Study (TIS) Process**

This process assesses the impacts of proposed developments on City streets and makes recommendations to the zoning staff and petitioner on ways to mitigate negative the impacts.

G. **Statewide Transportation Plan Coordination**

To ensure compatibility between the INDOT/statewide and MPO/regional long range plans, coordination between MPO and INDOT planners will take place.

H. **Traffic Forecast Services**

Facilitate implementation of roadway expansion projects by providing implementing agencies traffic forecasts and or review traffic forecasts prepared by consultants.

I. **Air Quality Interagency Coordination**

In 2003 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 2004 address the central Indiana status of air quality for ozone and other pollutants 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 as specified in Appendix D.

J. **Data Development/Data Updates**

Perform needed travel surveys, data analysis and GIS/mapping activities including:

- Update existing traffic count maps
- Update street facilities inventory and convert to GIS mapping format
• Develop data files as needed to support the Transportation Plan and other related studies
• Collect traffic counts/other transportation data as needed
• Review projects for conformance with adopted plans
• Provide INDOT with regional performance data for the HPMS
• Continue review of and participation with the CTPP, NPTS, Census and other national travel surveys.

K. Michigan Road Study

The Division of Planning will be doing an economic analysis of a portion of Michigan Road in the Crooked Creek Community Council neighborhood that will look at realistic possible approaches to overcoming economic development issues in the area in sufficient detail to recommend specific businesses that would work well in the area given current economic conditions. The study will also include an actual site plan of the way development should be located in the area to be successful. An important part of the study will be a transportation analysis of pedestrian, bicycle, bus rider and access issues. (2003 Continuing Consultant Contract)

2004 PRODUCTS

A. Indianapolis Regional Transportation Plan Updates
B. Major Review Phase 2 Report
C. Updated Travel Demand Model
D. HPMS Data
E. Technical assistance to INDOT consultants
F. Traffic Impact Study Review Comments
G. Compatibility Assurances with INDOT Statewide Transportation Plan
H. Project Specific Forecasts
I. Air Quality Input and Coordination
J. Recommendations for Subarea Transportation Improvements
## 530 TRANSPORTATION PLAN

### COST SUMMARY

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TRANSPORTATION PLANNING SUPPORT AND SPECIAL STUDIES

This subelement provides for the overall management and policy direction, fiscal analysis, accounting and personnel services for the Metropolitan Planning Organization's Transportation Planning Program. It also provides for staff training, professional development workshops, and administrative meetings. In addition, this subelement provides the forum for elected officials to discuss and decide on the transportation planning and programming issues, which have area-wide impacts, and provides implementing agencies with an opportunity to coordinate projects. This function also provides a source for public information and citizen involvement in the planning process.

Transportation planning often involves a series of technical activities leading to the implementation of transportation projects or services in the Indianapolis Metropolitan Planning Area. This subelement is designated to facilitate any general annual and quarterly planning support activities to meet state and federal requirements and other specific special studies that have been deemed necessary to assist in addressing transportation issues in the area. Ad hoc studies and policy refinement analyses in support of local program implementation are often conducted in this subelement.

This function also includes the continuing usage of various interdisciplinary planning resources available in the DMD's Division of Planning. Services such as population and employment projections, land use forecasts, and IMAGIS mapping and information system will continue to be available to the Transportation Planning staff.

2004 OBJECTIVES:

A. Effectively manage the MPO function to serve the transportation needs of the Metropolitan Planning Area.

B. Facilitate cooperation and coordination among all stakeholders in the transportation planning process with special emphasis with respect to minority populations.

C. Maintain MPO planning certification from the Federal/State reviewing agencies.

D. Ensure significant public involvement in the transportation planning process.

E. Ensure that the administrative functions are completed accurately and in a timely manner.

F. Provide training to the professional staff.

G. Conduct miscellaneous planning studies.
2003 ACCOMPLISHMENTS

A. Fulfilled the administrative and budgetary requirements associated with the MPO function, including completion of the 2004 UPWP - Transportation Planning Element, the 2003 UPWP quarterly progress reports and the 2003 UPWP annual completion report.

B. Conducted annual planning support activities to meet state and federal requirements for the Indianapolis Metropolitan Planning Area.

C. Performed project development activities to assist in addressing transportation issues within the Indianapolis Metropolitan Planning Area.

D. Attended various Indiana MPO Council, INDOT, FTA, FHWA and other regional meetings.

E. Attended various professional conferences and training workshops.

F. Attended the Indiana Statewide MPO Conference.

G. Conducted monthly Citizens Advisory Committee (CAC) meetings, bimonthly Community Inclusion (Environmental Justice) meetings, distributed 6 teMPO newsletters, continued development and enhancement of MPO web site and attended various public meetings.

H. Completed and/or reviewed various traffic projections for INDOT and other projects.

2004 TASKS

A. Prepare required program documentation for Federally-funded projects:
   • Annual Completion Report with expenditure summary.
   • Quarterly Progress Reports with expenditure summary.
   • Monitoring of the 2004 UPWP and any necessary amendments to the UPWP.
   • Preparation of the 2005 UPWP.

B. Maintenance of the on-going transportation planning process:
   (Planning Emphasis Area # 5)
   • Attendance at senior staff meetings
   • Process consultant contracts, budget amendments and other fiscal matters as required.
   • MPO Staff training
   • IRTC Member training (to enhance the technical capacity to support decision-making)
   • Citywide personnel training
   • National Highway Institute Courses
   • American Planning Association, Institute of Transportation Engineers, Transportation Research Board, National Transit Institute, Federal Highway
Administration and Federal Transit Administration - attended workshops and conferences

- Provide overall management and policy direction for the transportation planning function in the Indianapolis Metropolitan Planning Area
- Provide coordination with other functional areas in the Division of Planning including various land use, neighborhood and township planning and other information and mapping activities such as IMAGIS

C. IRTC/Regional Transportation Coordination

Perform interagency coordination functions for the Indianapolis Regional Transportation Council. Undertake additional administrative and cooperative duties in coordinating TEA-21 and other regional transportation coordination activities particularly as it relates to INDOT’s PDP process briefly summarized here. The Indiana Department of Transportation has a procedure by which ideas for new projects can be proposed. It is known as the Program Development Process or PDP for short. In late autumn, INDOT notifies each of its district offices that it is time to submit proposals for new projects to be programmed and developed. This is done with the participation of local elected officials, Metropolitan Planning Organizations (MPOs), and other interested persons or parties. In this way persons outside of INDOT have a chance to discuss the existing projects in the program as well as new proposals regardless of their source. Once these “early coordination meetings” are concluded, the final proposals are submitted to INDOT to be evaluated and prioritized on a statewide basis. In the following August, the first three years of the updated program are presented to the public at meetings held at the districts.

D. Interagency Meetings

Attend statewide MPO Council meetings and other regional planning meetings. In 2004, the Indianapolis MPO will host a Midwest Planning Conference for rural and urban planning agencies in the Federal Highway Administration Region V area. The Conference can be either coordinated or combined with the Indiana’s Annual MPO Conference.

E. Community Involvement Program

Continue and expand efforts to actively involve the community in the transportation planning process. Conduct quarterly Citizens Advisory Committee meetings, prepare CAC meeting minutes, hold bi-monthly Community Inclusion meetings prepare regular issues and one special issue of the teMPO newsletter as required, conduct media outreach, and prepare effective presentation materials.

F. School Involvement Program (2004 Consultant Services Contract $40,000)
Continue School Involvement Program in collaboration with the Center for Interactive Learning and Collaboration. 2004 activities will include the third annual Student Institute, and involving regional middle and high school students in the transportation planning process under the theme of the DiRecTionS Regional Rapid Transit Study.

G. Non-Metropolitan Area Agency Consultation
(Planning Emphasis Area # 4)

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.

H. Evaluation of the Community Involvement Process

This evaluation is to ensure the effectiveness of the MPO’s Community Involvement Process and to identify opportunities for continued improvement.

I. Refinement of the Environmental Justice Process

Special efforts to involve minorities and low income populations in the transportation planning process through the MPO's Community Inclusion Project. In addition to coordinating and facilitating bi-monthly luncheons with stakeholders (including neighborhood coordinators, neighborhood organizations, IPTC representatives, Dept. of Public Works representatives, and other representatives from other local government agencies and utilities as needed), the MPO will identify additional neighborhood groups with which to begin this process.

J. 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. Develop electronic versions of documents, reports, project submittal forms, and other important information for the website to facilitate ease of access for the public, jurisdictions and other users.

K. Environmental Process Streamlining
(Planning Emphasis Area # 2)

The MPO will integrate FHWA Indiana Division’s procedures intended to incorporate environmental issues into early planning activities, before major decisions are made about a project.

L. Interchange Justification Study - Market Street / I-65 / I-70
Conduct an Interchange Justification Study to determine needs and location of a new interchange on the I-65/I-70 innerloop to potentially replace or modify the current Market Street interchange. *(2003 Continuing Consultant Contract)*

**M. Special Studies**

Conduct studies on various ad-hoc planning and project development issues in the Metropolitan Planning Area, including corridor and subarea plans and continuation of INDOT and DPW on-going projects. *($58,456 – 2004 Consultant Contracts)*

**2004 PRODUCTS**

A. Program documentation for Federally funded projects including 2004 UPWP Quarterly Progress Reports, 2004 UPWP Completion Report and 2005 proposed budget and 2005 UPWP.

B. Staff meeting minutes, documentation pertaining to training, internal coordination and planning certification.

C. Notification, correspondences and minutes for the Indianapolis Regional Transportation Council.

D. Minutes of the statewide MPO Council meetings and minutes and other materials from various regional meetings.

E. Documentation of Citizen Advisory Committee meetings, teMPO Newsletters, preparation of updated Regional Bicycle Route Map and revised public involvement procedures as necessary.

F. Active regional middle and high school participation in the planning process.

G. Agency Coordination.

H. Recommendations for Improving the Community Involvement Process.

I. Documentation of Environmental Justice Process Integration

J. Enhanced MPO website

K. Environmental Streamlining

L. Interchange Justification Report

M. Special Study Reports
### 580 TRANSPORTATION PLANNING SUPPORT AND SPECIAL STUDIES

#### COST SUMMARY

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<td>Other Direct</td>
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#### WORKWEEKS

112

#### FUNDING SUMMARY

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This subelement provides for the quarterly and annual programming activities of the Indianapolis Regional Transportation Improvement Program (IRTIP). The IRTIP is a program of regional transportation projects proposed to be undertaken over the next three years. A project's inclusion in the IRTIP is a prerequisite for eligibility for certain federal transportation funding sources. This subelement also includes the quarterly monitoring of the Federal Surface Transportation Program (STP) projects and the ongoing analysis of fiscal resources available for transportation improvements.

2004 OBJECTIVES

A. Coordinate regional transportation projects and programs.
B. Coordinate programming and funding for all modes of transportation in the area.
C. Assess amount of Federal money available for transportation improvements and recommend priority projects and programs for implementation.
D. Perform required air quality conformity evaluation for the Transportation Plan and IRTIP programs.
E. Provide assistance in the orderly programming and implementation of projects and programs.
F. Continue to refine the electronic conveyance of information between MPO and other agencies.

2003 ACCOMPLISHMENTS

A. Coordination of programming and funding for regional transportation projects and programs.
B. Conformity evaluations for the Transportation Plan and the IRTIP.
C. Monthly monitoring of federally funded projects and programs.
D. Amendments to the IRTIP.
E. Presentation of IRTIP materials to the IRTC and the Metropolitan Development Commission.
F. Continued effort to provide electronic conveyance of information between MPO and other agencies.
2004 TASKS

A. **Prepare the 2005-2007 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 that list readily available for public review. Also prepare a 3-year listing of projects and programs for which federal funds will be obligated and make that list available for public review. 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 2005-2007 IRTIP.

B. **Manage and monitor the Indianapolis Regional Transportation Improvement Program (IRTIP)**

- Assess transportation funding levels including the continuing refinement of the TIP and TP financial data
- Monitor federally-funded transportation projects and programs on a monthly basis
- Prepare quarterly amendments to the IRTIP

C. **Air quality conformity and other special studies**

Perform air quality conformity analysis as required and coordinate with INDOT, IDEM, the Indianapolis Environmental Resources Management Division (ERMD), FTA and FHWA.

2004 PRODUCTS

A. 2005 - 2007 IRTIP.
B. Quarterly IRTIP amendments with staff comments and/or recommendations and Quarterly federal-fund monitoring reports, and documentation regarding status and management of IRTIP projects and programs.
C. Air Quality Conformity Documentation for meeting Section 176(c)(3) requirements of the Clean Air Act Amendments of 1990.
### 585 TRANSPORTATION IMPROVEMENT PROGRAM

#### COST SUMMARY

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#### WORKWEEKS

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#### FUNDING SUMMARY

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APPENDICES