

2005 UNIFIED PLANNING WORK PROGRAM

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION

INDIANAPOLIS METROPOLITAN PLANNING AREA

December 30, 2004

Prepared by:

Indianapolis Metropolitan Planning Organization

Department of Metropolitan Development

200 East Washington Street, Suite 1821

Indianapolis, Indiana 46204

**METROPOLITAN DEVELOPMENT COMMISSION
OF MARION COUNTY, INDIANA**

Resolution No. 04-T-019

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 2005 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 2005 Unified Planning Work Program for the Indianapolis Metropolitan Planning Area is approved and adopted.

Sylvia Trotter, President
Metropolitan Development Commission

Date: _____

APPROVED AS TO LEGAL FORM AND LEGAL
ADEQUACY THIS _____ DAY of DECEMBER, 2004

Stephen Neff
Assistant Corporation Counsel

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SUMMARY OF MAJOR PLANNING ACCOMPLISHMENTS FOR 2004

MAINTENANCE OF MPO PROCESS

1. Quarterly Status Reports - MPO completed the 2004 UPWP Status Reports with expenditure summaries to support reimbursement claims.
2. 2005 Unified Planning Work Program - MPO started the preparation of the 2005 UPWP with a discussion draft of proposed activities and budget information.
3. Attendance/Participation at the Monthly MPO Council Meetings
4. Attendance/Participation at the Central Indiana Air Quality Advisory Group meetings in the process of developing the State Implementation Plan to address the Ozone Nonattainment Area designation for the 9-county Region.
5. 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 Ozone Public Awareness Program Committee
5. 2004 Indianapolis MPO Annual Briefing Report
6. Neighborhood/Civic Organization Presentations
7. Citizen Advisory Committee (CAC) Meetings
8. School Involvement Project in collaboration with the Center for Interactive Learning and Collaboration (CILC).
9. Environmental Justice Community Inclusion Project
10. Four Issues of teMPO Newsletters
11. Stepped-up Media Advisory Program

COMPLETED 2004 UPWP ACTIVITIES

1. 2025 Regional Transportation Plan Update, Phase I Report
2. 2005-2007 Indianapolis Regional Transportation Improvement Program (IRTIP)
3. Continuation of the Traffic Impact Study Process for Marion County
4. Coordination of the Transportation Enhancement Applications for the Indianapolis Metropolitan Planning Area
5. Coordination of the Section 5310 Applications
6. Intermodal Freight System Plan Airport Deployment Study
7. Continuing improvements within the 9-county Travel Simulation Model
8. Metropolitan Planning Area Boundaries
9. Enhancements to the MPO Website
10. Rapid Transit Study (DiRecTionS) Phases 1 and 2
11. Establishment of the Central Indiana Regional Transportation Authority (CIRTA)
12. Market Street @ I-65/I-70 Interchange Justification Study completed and Approved
13. Hosted a successful Midwest Transportation Planning Conference in September 2004 attended by over 225 persons.

2004 UPWP ACTIVITIES IN PROGRESS

1. Rapid Transit Study (DiRecTionS) Phase 3 (30% complete)
2. Congestion Management System (60% complete)
3. Pedestrian System Plan Phase 3 (70% complete)
4. Market Street at I-65/I-70 Ramp Study (80% complete)
5. Regional Planning Guide/CIRCL (90% complete)

2004 UPWP ACTIVITIES NOT INITIATED

1. Transportation Security and Emergency Planning (to be incorporated in 519 B of the 2005 UPWP)
2. Hazard Elimination Projects (to be incorporated in 580 M of the 2005 UPWP if funds and/or staff resources are available)
3. Truck Route Plan Research (to be incorporated in 580 M of the 2005 UPWP if funds and/or staff resources are available)

SUMMARY OF MAJOR PLANNING ACTIVITIES FOR 2005

The main thrust of the 2005 Unified Planning Work Program is threefold:

- A. Keep the Transportation Plan and the Transportation Improvement Program current.
- B. Substantially revise the Regional Transportation Plan.
- C. 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 2005 Unified Planning Work Program consists of the five subelements listed below. Detailed information on each subelement and task is presented within the body of the UPWP.

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
- Freight System Plan and Truck Route map

520 MAJOR CORRIDOR STUDIES AND MULTI-MODAL PLANNING ACTIVITIES

- Furthering of diRecTionS: Regional Rapid Transit Study
- Central Indiana Regional Transportation Authority (CIRTA) and Indianapolis Public Transportation Corporation (IPTC)/IndyGo Multi-Modal Planning Activities
- Coordinate Regional Bicycle and Pedestrian Facility Improvements
- Regional Pedestrian System Plan - Phase IV
- Regional Center Bicycle Parking Design
- Cultural Trail Coordination
- Ozone Public Awareness Program
- Walkable Community Workshop Series

530 REGIONAL TRANSPORTATION PLAN

- Regional Transportation Plan and Thoroughfare Plan Update
- Major Review of Regional Transportation Plan
- Travel Simulation Model/Input Data
- Central Indiana Suburban Transportation and Mobility Study Coordination
- 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
- West I-465 Coordination

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
- Environmental Justice
- MPO Website
- Environmental Process Streamlining
- Traffic Count Program
- Corridor, Subarea and Other Special Studies

585 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- Preparation of the 2006-2008 Indianapolis Regional Transportation Improvement Program
- Publication of Annual Project Implementation
- 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 roadways, public transit, airports, bicycle facilities, pedestrian facilities 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 and its successor), 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.

**YEAR 2005 UPWP TRANSPORTATION PLANNING
PROPOSED FUNDING**

Federal	Catalog No.	Amount
Federal		
FHWA-PL	20.205	\$800,049
FHWA-PL (UPWP 2004 CONTINUING CONTRACTS)	20.205	\$215,000
FTA SEC 5303	20.505	\$288,621
Total Federal		\$1,303,670
Local		
MPO		\$325,918
Others		
Total Local		\$325,918
PROGRAM TOTAL		\$1,629,588

Ozone Public Awareness Program	UPP 520D	Amount
Federal		2005
CMAQ		\$320,000
Total Federal		\$320,000
Local		
DPW		\$80,000
Others		
Total Local		\$80,000
PROGRAM TOTAL		\$400,000

Rapid Transit Program	UPP 520A	Amount
		2005
Total Federal FTA Sec 5309		\$1,360,000
Total Local		
MPO/CIRTA		\$340,000
PROGRAM TOTAL		\$1,700,000

CONTINUING CONSULTANT CONTRACTS FROM THE 2004 UPWP

UPWP2004	TASK	UPWP2005	TASK DESCRIPTION	ESTIMATED BALANCES	
				Total	Federal
519	B	519	B Regional ITS with Management & Operations (2004 Contract)	\$35,000	\$28,000
519 Total				\$35,000	\$28,000
520	A	520	A Indianapolis Metropolitan Area Rapid Transit Study (FTA Sec. 5309 Func	N/A	N/A
520	B	520	B IndyGo Facilities Maintenance Plan (2004 Contract)	\$0	\$0
520	D	520	D Regional Pedestrian Plan - Phase III (2004 Contract)	\$0	\$0
520	E	520	G Ozone Public Awareness Program (CMAQ Funds)	N/A	N/A
520 Total				\$0	\$0
530	B	530	B Major Review of Regional Plan - Phase I (2004 Contract)	\$0	\$0
530	C	530	C Travel Demand Model (2004 Contract)	\$40,000	\$32,000
530 Total				\$40,000	\$32,000
580	E	580	E Community Involvement Program (2004 Contract)	\$0	\$0
580	F	580	F School Involvement Program (2004 Contract)	\$0	\$0
580	M	580	L Special Studies (2004 Contract)	\$10,000	\$8,000
580 Total				\$10,000	\$8,000
Grand Total				\$85,000	\$68,000

*Projects not funded with FHWA PL or FTA 5303 Unified Planning Work Program Funds

UPWP2004	TASK	UPWP20054	TASK DESCRIPTION	BUDGET	
				Total	Federal
520	A	520	A DiRecTionS Rapid Transit Study (FTA Section 5309 Capital Investment Program, New Starts Funds)	995,000	\$796,000

2005 FUNDING SUMMARY TABLE FOR 2004 CONTINUING CONTRACTS

(UPWP05co.XLS)

	TOTAL	FHWA/PL Federal	FHWA/PL Local	FTA SEC 5303 Federal	FTA SEC 5303 Local
519 Transportation Monitoring and Management Systems					
Salaries	\$0	0	0	0	0
Fringe Benefits	\$0	0	0	0	0
Supplies	\$0	0	0	0	0
Other Direct	\$0	0	0	0	0
Consultant Services	\$35,000	21,801	5,450	6,199	1,550
Indirect	\$0	0	0	0	0
Total	\$35,000	21,801	5,450	6,199	1,550
520 Major Investment Studies and Multi-Modal Plan					
Salaries	\$0	0	0	0	0
Fringe Benefits	\$0	0	0	0	0
Supplies	\$0	0	0	0	0
Other Direct	\$0	0	0	0	0
Consultant Services	\$0	0	0	0	0
Indirect	\$0	0	0	0	0
Total	\$0	0	0	0	0
530 Transportation Plan					
Salaries	\$0	0	0	0	0
Fringe Benefits	\$0	0	0	0	0
Supplies	\$0	0	0	0	0
Other Direct	\$0	0	0	0	0
Consultant Services	\$40,000	24,915	6,229	7,085	1,771
Indirect	\$0	0	0	0	0
Total	\$40,000	24,915	6,229	7,085	1,771
580 Transportation Planning Support					
Salaries	\$0	0	0	0	0
Fringe Benefits	\$0	0	0	0	0
Supplies	\$0	0	0	0	0
Other Direct	\$0	0	0	0	0
Consultant Services	\$10,000	6,229	1,557	1,771	443
Indirect	\$0	0	0	0	0
Total	\$10,000	6,229	1,557	1,771	443
585 Transportation Improvement Program					
Salaries	\$0	0	0	0	0
Fringe Benefits	\$0	0	0	0	0
Supplies	\$0	0	0	0	0
Other Direct	\$0	0	0	0	0
Consultant Services	\$0	0	0	0	0
Indirect	\$0	0	0	0	0
Total	\$0	0	0	0	0
TRANSPORTATION PLANNING					
Salaries	\$0	\$0	\$0	\$0	\$0
Fringe Benefits	\$0	\$0	\$0	\$0	\$0
Supplies	\$0	\$0	\$0	\$0	\$0
Other Direct	\$0	\$0	\$0	\$0	\$0
Consultant Services	\$85,000	\$52,945	\$13,236	\$15,055	\$3,764
Indirect	\$0	\$0	\$0	\$0	\$0
Total	\$85,000	\$52,945	\$13,236	\$15,055	\$3,764

2005 FUNDING SUMMARY TABLE

	TOTAL	FHWA/PL Federal	FHWA/PL Local	FTA SEC 5303 Federal	FTA SEC 5303 Local
519 Transportation Monitoring and Management Systems					
Salaries	\$57,098	35,777	8,944	9,901	2,475
Fringe Benefits	\$16,854	10,561	2,640	2,923	731
Supplies	\$483	303	76	84	21
Other Direct	\$11,406	7,147	1,787	1,978	494
Consultant Services	\$85,000	53,260	13,315	14,740	3,685
Indirect	\$20,105	12,598	3,149	3,486	872
Total	\$190,946	119,645	29,911	33,112	8,278
520 Major Investment Studies and Multi-Modal Planning					
Salaries	\$74,475	46,665	11,666	12,915	3,229
Fringe Benefits	\$21,984	13,775	3,444	3,812	953
Supplies	\$629	394	99	109	27
Other Direct	\$14,879	9,323	2,331	2,580	645
Consultant Services	\$130,000	81,457	20,364	22,543	5,636
Indirect	\$26,224	16,432	4,108	4,548	1,137
Total	\$268,191	168,046	42,011	46,507	11,627
530 Transportation Plan					
Salaries	\$81,923	51,332	12,833	14,206	3,552
Fringe Benefits	\$24,182	15,152	3,788	4,193	1,048
Supplies	\$692	434	108	120	30
Other Direct	\$16,367	10,255	2,564	2,838	710
Consultant Services	\$290,000	181,711	45,428	50,289	12,572
Indirect	\$28,846	18,075	4,519	5,002	1,251
Total	\$442,010	276,959	69,240	76,649	19,162
580 Transportation Planning Support					
Salaries	\$88,543	55,480	13,870	15,354	3,839
Fringe Benefits	\$26,136	16,377	4,094	4,532	1,133
Supplies	\$748	469	117	130	32
Other Direct	\$17,689	11,084	2,771	3,067	767
Consultant Services	\$465,879	291,915	72,979	80,788	20,197
Indirect	\$31,177	19,535	4,884	5,406	1,352
Total	\$630,172	394,859	98,715	109,279	27,320
585 Transportation Improvement Program					
Salaries	\$52,960	33,184	8,296	9,184	2,296
Fringe Benefits	\$15,633	9,795	2,449	2,711	678
Supplies	\$448	281	70	78	19
Other Direct	\$10,580	6,629	1,657	1,835	459
Consultant Services	\$0	0	0	0	0
Indirect	\$18,648	11,685	2,921	3,234	808
Total	\$98,269	61,574	15,394	17,041	4,260
TRANSPORTATION PLANNING					
Salaries	\$354,999	\$222,439	\$55,610	\$61,561	\$15,390
Fringe Benefits	\$104,789	\$65,660	\$16,415	\$18,172	\$4,543
Supplies	\$3,000	\$1,880	\$470	\$520	\$130
Other Direct	\$70,921	\$44,438	\$11,110	\$12,298	\$3,075
Consultant Services	\$970,879	\$608,342	\$152,086	\$168,361	\$42,090
Indirect	\$125,000	\$78,324	\$19,581	\$21,676	\$5,419
TOTAL	\$1,629,588	\$1,021,082	\$255,271	\$282,588	\$70,647

NEW CONSULTANT CONTRACTS FOR THE 2005 UPWP

(UPWP2005CONSULTANTS.XLS)

UPWP 2005	TASK	DESCRIPTION	BUDGET	
			Total	Federal
519	B	Regional ITS Architecture (2005 Contract)	\$50,000	\$40,000
519 Total			\$50,000	\$40,000
520	A	Indianapolis Metropolitan Area Rapid Transit Study (FTA Sec 5309 Fun	* see below	
520	B	Central Indiana Regional Transportation Authority (2005 Contract)	\$80,000	\$64,000
520	D	Regional Pedestrian Plan - Phase IV (2005 Contract)	\$50,000	\$40,000
520	G	Ozone Public Awareness Program (CMAQ Funds)	* see below	
520 Total			\$130,000	\$104,000
530	B	Major Review of Regional Plan - Phase 2 (2005 Contract)	\$200,000	\$160,000
530	C	Travel Demand Model (2005 Contract)	\$50,000	\$40,000
530 Total			\$250,000	\$200,000
580	E	Community Involvement Program (2005 Contract)	\$175,000	\$140,000
580	F	School Involvement Program (2005 Contract)	\$25,000	\$20,000
580	K	Traffic Counting Program - Phase I (2005 Contract)	\$150,000	\$120,000
580	L	Special Studies (2005 Contract)	\$105,879	\$84,703
580 Total			\$455,879	\$364,703
Grand Total			\$885,879	\$708,703

* Projects not funded with FHWA PL or FTA 5303 Unified Planning Work Program funds:

UPWP 2005	TASK	DESCRIPTION	BUDGET	
			Total	Federal
520	A	diRecTionS: Rapid Transit Study (FTA Section 5309 Capital Investment Program, New Starts Funds from 2003 UPWP)	\$1,700,000	\$1,360,000
520	G	Ozone Public Awareness Program (CMAQ Funds in Indianapolis Department of Public Works Budget)	\$400,000	\$320,000

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. 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 2005 Unified Planning Work Program is designed to address these areas of emphasis, including an update of the region's Transportation Plan and 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, better communication with citizens, and special efforts to address Title IV and Environmental Justice requirements.

OBJECTIVES

1. Actively engage all segments of the Indianapolis Metropolitan Planning Area's regional community in the Transportation Planning Process.
2. 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. 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 to ensure continued federal funding for transportation system improvements.
4. Ensure a comprehensive approach to transportation planning that establishes consistent policies and priorities for making improvements.
5. 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. Improve coordination and cooperation 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 ongoing comprehensive planning throughout the region, and benefits from the planning resources within the Division of Planning of the Department of Metropolitan Development and other planning partners. Of particular note are the MPO's ongoing collaborative relationships 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 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. These data will be shared with IDEM to assist with preparation of the SIP.

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 and future land use recommendations consistent with the Comprehensive Plan. The Comprehensive Planning section also provides land use data used in traffic impact studies requested of petitioners or prepared by MPO staff. 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.

Further, the MPO staff realizes the need to consider land use across the region in our planning activities and will do whatever is necessary to coordinate with comprehensive land use planning efforts in jurisdictions within the metropolitan area outside of Marion County. MPO staff will actively engage other professional staff and agencies to make coordinated Transportation Plans and Programs an integral part of community plans.

AIR QUALITY ANALYSIS – This is performed as a part of the MPO's regular work assignments. In June of 2004, the U.S. Environmental Protection Agency designated the 9-county Metropolitan Statistical Area as a Nonattainment area for the ozone pollutant. 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 (CAAA).

The MPO staff is currently responsible for the air quality conformity analysis and documentation for the Marion County Maintenance Area, and potentially for the entire 9-county region regarding new eight-hour ozone air quality standards. Responsibilities for Air Quality Analysis are currently being delineated by the MPO,

the Indiana Department of Environment Management, the Indiana Department of Transportation and MPOs in Anderson and Columbus.

The 2005 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) and the Indiana Department of Environment Management (IDEM) with assistance from MPO staff on an as needed basis. The ERMD has primary responsibility for revisions to 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.

In 2005, the MPO staff and the city's ERMD will work IDEM to implement interim Transportation Air Quality Conformity requirements to meet the Ozone Nonattainment Area designation for the 9-county region, and continue to assist IDEM to develop the State Implementation Plan (SIP) as required by the Clean Air Act. Staff will coordinate these activities with other affected MPOs. Additional conformity requirements may be needed with the anticipated new Particulate Matters 2.5 (PM 2.5) designation.

ZONING AND HOUSING DATA - Department of Metropolitan Development's Current Planning Section compiles and maintains data on housing starts and losses, building improvement permits and rezoning approvals.

TRAFFIC COUNT DATA - The Indianapolis Department of Public Works is responsible for maintaining traffic count data for Marion County thoroughfares (excluding interstates and selected State Routes). Historical traffic counts are available in a FoxPro database format in the computer network maintained by DPW staff. Traffic counts on interstates and routes under State jurisdiction are collected by the Indiana Department of Transportation every four years. In addition, the MPO began working with the outlying areas in 2003 on a Metropolitan Traffic Counting Program. The data from these programs will be incorporated into the Transportation Monitoring System.

TRANSIT PLANNING - The MPO has a mutually supportive relationship with IPTC/IndyGo and the Central Indiana Regional Transit Alliance with regard to cooperative planning efforts. In 2003, IndyGo completed an Origin/Destination Study of current IndyGo riders, which was funded by the MPO. With 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 a revised list of planning and implementing agencies. Further, a revised Memorandum of Understanding for agencies involved with transportation air quality conformity is presented in APPENDIX D.

OUTLINE OF PROGRAM AND ISSUES

The 2005 Unified Planning Work Program contains the five subelements listed below. Detailed information is 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 2005 Unified Planning Work Program is organized to address the following principal issues associated with:

1. Compliance 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 System).
 - 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, an updated Congestion Management System.
 - Addressing multi-modal/transportation demand management issues including bicycle and pedestrian components, 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 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 non-attainment 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 updated its Transportation Plan on an annual basis, demonstrating consistency between the IRTIP, the Transportation Plan, and the Air Quality Conformity Analysis since 1995. It is expected that this on-going process will continue.

Because the air quality non-attainment area that includes the Indianapolis MPO also includes three other transportation planning jurisdictions (the Anderson and Columbus MPO's and the Indiana Department of Transportation), a situation of interdependence exists in order to demonstrate air quality conformity. Mutual agreement and consistency on timetables, model assumptions, and transportation plan horizons must be present. The Indianapolis MPO has been collaborating with these agencies and with FHWA and IDEM to develop and document these agreed-upon principles and will continue to do so. One such outcome of these meetings was the decision to establish the year 2030 as the transportation plan horizon, and establishing interim conformity tests and model years.

In addition to the usual requirements of a Congestion Management System (CMS), the air quality non-attainment status triggers the need to review all regionally-significant capacity projects with a Single-Occupancy Vehicle Analysis prior to their inclusion in the Transportation Plan and Transportation Improvement Program. The MPO staff has been in close communication with FHWA staff on the update of the CMS.

INTERDISCIPLINARY PLANNING STAFF

The MPO staff includes people with bachelor and master's degrees in the fields of Planning, Engineering, Public Affairs, Political Science, Geography, Natural Resources, Anthropology and Psychology. To supplement these educational backgrounds, Division of Planning staff members have experience 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 2005 Unified Planning Work Program with assistance through various consultant contracts and in collaboration with 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 2005 work program reflects many of the issues raised in the CAC and other neighborhood/civic meetings attended by the MPO.

In 2005, 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.

Also in 2005, 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 current Public Involvement Process for the Indianapolis Metropolitan Planning Organization is provided in APPENDIX B. In 2005, the Public Involvement Process will be updated with procedures for public notice and public comment on planning activities.

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 2005, MPO staff will coordinate with Section 5310 (formerly Section 16) Elderly and Persons with Disabilities Program Transportation Advisory Committee (TAC) and the Regional Transportation Forum (facilitated by the Central Indiana Council on Aging (CICOA)), described below.

The Local TAC serves as an information resource to Section 5310 applicants and has many on-going responsibilities. The TAC identifies and assesses transit needs and resources within the urban service area, and establishes goals and objectives for coordinated transportation service delivery. Further, the TAC reviews and prioritizes applications for funding with regard to these goals and objectives. Finally, the TAC serves as a coordinator and host for technical assistance efforts including training, workshops and seminars, and conducts meetings on a quarterly basis. INDOT reviews minutes from these meetings.

The Regional Transportation Forum, facilitated by CICOA, incorporates both urban and rural providers and examines specialized transportation issues on a regional level. It is proposed to coordinate/combine the efforts of the TAC and the Forum to form a 501(c)(3) Regional Transportation Advisory Group. If formed, the group would engage transportation providers throughout the Central Indiana region and work toward the development of an effective specialized transportation system serving the needs of the elderly and disabled individuals.

The MPO staff will support the consolidation effort of the TAC and the Regional Transportation Forum, and also coordinate the efforts of the newly formed Regional Transportation Advisory Group with the Central Indiana Regional Transportation Authority.

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 2005 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)
- 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 2005)
 - Include those interested on mailing lists (completed, will continue to monitor in 2005)
 - Make a concerted effort to include the expanding Hispanic population in the planning process. This process began in 2004 with mailings announcing MPO-sponsored meetings. These efforts will be further developed in 2005.

ASSESS MINORITY NEEDS:

- Administer survey to assess needs and concerns of targeted neighborhoods
- Host bimonthly 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. These have been included in the Indianapolis UPWP, and are denoted within the detailed task descriptions.

The five planning emphasis areas established are:

1. Incorporation of safety and security within planning processes
2. Integration of planning and environmental processes
3. Incorporation of management and operations within planning processes
4. Consultation with local officials in non-metropolitan areas
5. Enhancing the technical capacity of planning processes to support decision-making

2005 UPWP SCHEDULE BY QUARTER

UPP	TASK	DESCRIPTION	1ST QT	2ND QT	3RD QT	4TH QT
519	A	Update Transportation Monitoring System	X	X	X	X
519	B	Regional ITS and M & O's (2004 and 2005 Contracts)	X	X	X	X
519	C	Update Congestion Management System	X	X	X	X
519	D	Transportation Security and Emergency Planning	X	X	X	X
519	E	Freight System Plan and Truck Route Map	X	X	X	X
520	A	Indianapolis Metropolitan Area Rapid Transit Study (FTA S 5309)	X	X	X	X
520	B	Multi-Modal Planning Support (2005 Contract)	X	X	X	X
520	C	Coordinate Bicycle, Pedestrian, and Transit Improvements	X	X	X	X
520	D	Regional Pedestrian Plan – Phase IV (2005 Contract)	X	X	X	X
520	E	Regional Center Bicycle Parking Design	X	X	X	X
520	F	Cultural Trail Coordination	X	X	X	X
520	G	Ozone Public Awareness Program (CMAQ – DPW)	X	X	X	X
520	H	Walkable Community Initiatives Workshop	X	X	X	X
530	A	Regional Transportation Plan & Thoroughfare	X	X	X	X
530	B	Major Review of Regional Plan (2005 Contract)	X	X	X	X
530	C	Travel Demand Model (2004 and 2005 Contracts)	X	X	X	X
530	D	Central Indiana Suburban Transportation and Mobility Study	X	X	X	X
530	E	Highway Performance Monitoring System (HPMS)	X	X	X	X
530	F	Conduct Traffic Impact Studies (TIS)	X	X	X	X
530	G	Statewide Transportation Plan Coordination	X	X	X	X
530	H	Traffic Forecasting Services	X	X	X	X
530	I	Air Quality Interagency Coordination	X	X	X	X
530	J	Data Development and Updates	X	X	X	X
530	K	West I-465 Coordination	X	X	X	X
580	A	Federal Reporting	X	X	X	X
580	B	Maintenance of Process & Training Federal Reporting	X	X	X	X
580	C	IRTC/Regional Transportation Coordination	X	X	X	X
580	D	Interagency Meetings	X	X	X	X
580	E	Community Involvement Program (2005 Contract)	X	X	X	X
580	F	School Involvement Program (2005 Contract)	X	X	X	X
580	G	Non-Metropolitan Area Agency Consultation	X	X	X	X
580	H	Environmental Justice	X	X	X	X
580	I	Enhance MPO Website	X	X	X	X
580	J	Environmental Process Streamlining	X	X	X	X
580	K	Traffic Counting Program	X	X	X	X
580	L	Special Studies (Corridor, Subarea and other Special Projects) (2005 Contract)	X	X	X	X
585	A	Preparation of 2006-2008 IRTIP	X	X	X	X
585	B	Publication of Annual Project Implementation	X	X	X	X
585	C	Management & Monitoring of IRTIP	X	X	X	X
585	D	Air Quality Conformity and Other Special Studies	X	X	X	X

DETAILED WORK PROGRAM

519 TRANSPORTATION MONITORING AND MANAGEMENT SYSTEMS

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.

2005 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

2004 ACCOMPLISHMENTS

- A.** Initiated update of Congestion Management System to ensure stronger link to plans and programs as required by Federal Code for non-attainment areas.
- B.** Initiated process of designing regional ITS architecture

2005 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 2005 and will include refinement of existing applications and the potential addition of new applications. Discussions are ensuing with City computer services regarding potential migration of the TMS to the internet.

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.

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

Development of 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 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. *(\$35,000-2004 Continuing Consultant Contract and \$50,000- 2005 Consultant Contract)*

C. CONGESTION MANAGEMENT SYSTEM (CMS) UPDATE AND AIR QUALITY MITIGATION IMPROVEMENTS

In 1996, the Indianapolis MPO developed a Congestion Management System containing strategies, performance measures and proposed projects to reduce congestion. During 2005 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.

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. 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 Regional Transportation Plan and Improvements 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.

2005 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 Refinements and Updated Truck Route Map

**519 TRANSPORTATION MONITORING AND MANAGEMENT SYSTEMS
COST SUMMARY**

Salaries	\$57,098
Fringe Benefits	\$16,854
Supplies	\$483
Other Direct	\$11,407
Consultant Services	\$85,000
Indirect	\$20,105

TOTAL	\$190,946
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WORKWEEKS

69

FUNDING SUMMARY

FHWA PL	Federal Share (80%)	\$118,938
	Local Match (20%)	\$29,734
FTA Section 5303	Federal Share (80%)	\$33,819
	Local Match (20%)	\$8,455

TOTAL		\$190,946
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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 INDOT, IPTC/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.

2005 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.** With the establishment of the Central Indiana Regional Transportation Authority, the MPO needs to hire the Executive Director as a startup consultant and support the Authority by recording and distributing minutes at Board meetings.
- D.** Provide planning support and/or coordinate 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.
- E.** Assist the Department of Public Works in the implementation of the ozone public awareness program.

2004 ACCOMPLISHMENTS

- A.** DIRECTIONS – the Transit Component Preferred Alternatives MIS/DEIS and Public Hearing
- B.** Completed Phase III of Regional Pedestrian Plan
- C.** Cultural Trail Traffic Operations Analysis
- D.** Coordination with Indianapolis DPW in the Implementation of the “Knozone” Public Education Program

2005 TASKS

A. INDIANAPOLIS METROPOLITAN AREA RAPID TRANSIT STUDY (AKA diRECTIONS)

The MPO will continue to conduct an Alternatives Analysis (AA) to meet the requirements of the Federal Transit Administration's (FTA) "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: a comprehensive analysis of existing local bus service; refinements to the Indianapolis Travel Demand Model; an investigation of local funding sources; a plan for interim service within the evolution of a regional rapid transit system; and the development of a New Starts application to submit to the FTA. (*\$995,000 – 2004 Consultant Contract, FTA Section 5309 Capital Investment Program, New Starts*).

Following submittal of the New Starts application, the MPO will initiate a Draft Environmental Impact Statement (DEIS) for the LPA in late 2005, to be completed in late 2006. The DEIS will likely consist of 5% - 10% engineering costs. (*\$1,700,000 – 2005 Consultant Contract, FTA Section 5309 Capital Investment Program, "New Starts"*).

B. PROVIDE PLANNING SUPPORT TO THE REGION'S MULTI-MODAL PLANNING PARTNERS:

1. Hire Executive Director of the **Central Indiana Regional Transportation Authority (CIRTA)** as planning consultant for one year (*\$80,000 - 2005 Consultant Contract*).
2. Provide staff support (meeting agendas and minutes) for the **CIRTA Board**.
3. Assist **IPTC/IndyGo** with general planning activities and with the Commuter Assistance Program. In addition, assist IndyGo with the development of a **Facilities Maintenance Plan** to assess the facility and all major subsystems (electrical, structural, ventilation, environmental, physical accessibility, and emergency). Provide planning support to the **Central Indiana Regional Transit Alliance**.
4. Coordinate **Section 5310** (formerly Section 16) Elderly and Persons with Disabilities Program grant applications. Collaborate with the Section 5310 Transportation Advisory Committee and Regional Transportation Forum in their joint efforts to form a Regional Transportation Advisory Group.
5. Complete the annual update summary to the **Regional Center Parking Study** in collaboration with Indianapolis Downtown Inc.
6. Assist the **Indianapolis International Airport** with planning activities.
7. 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, and governmental agencies in the Metropolitan Planning Area to coordinate comprehensive bicycle, pedestrian and transit improvements. The improvements may include bicycle/pedestrian routes/paths and sidewalks recommended in the Indianapolis Regional Bicycle and Pedestrian System Plan, the Indy Greenways Plan, the Project Report of the Indianapolis Bicycle Plan and User Map, and the initial phases of the Regional Pedestrian System Plan. Improvements will also be coordinated with the new National Road Heritage (Vandalia) Trail and the Bike & Bus Program sponsored by Indy Greenways and IndyGo.

In 2003, a Multi-Modal Task Force was formed with representatives of the MPO, Indy Greenways, the Center for Interactive Learning and Collaboration, DPW, Marion County Health Department, private sector representatives and bicycle enthusiasts. The Mission Statement for the Task Force is to create sustainable and livable communities by facilitating collaboration between public and private entities 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 PHASE IV

Prepare in collaboration with IndyGo and other regional stakeholders in addressing the need for improved pedestrian amenities within the region. Phases I and II of plan development were completed in 2003, and Phase III was initiated and completed in 2004. It is anticipated that Phase IV will be initiated with additional funds in the 2005 UPWP to complete the Plan. (*\$50,000 – 2005 Consultant Contract*)

E. REGIONAL CENTER BICYCLE PARKING DESIGN

MPO staff will work closely with local bicycle user groups to identify potential high-demand locations for bicycle parking facilities. The study will identify optimal locations and recommend the types of facilities appropriate for the Indianapolis Regional Center.

Important considerations include siting and design standards, signs and markings, and determining the optimal amount of parking. For instance, bicycle parking facilities should be secure, well lit, accessible, and plentiful. Racks need to support the whole bike and enable the use of a cable or U-shaped lock.

Facilities can be classified into Class 1 (lockers or covered facilities) and Class 2 (unprotected) facilities. Indianapolis may elect to create separate guidelines for parking facilities suitable for long-term (daily) and short-term (hourly) parking based on the need in a particular location.

F. CULTURAL TRAIL COORDINATION

The Indianapolis Metropolitan Planning Organization (MPO) sponsored a public workshop in 2003 to gain citizen input for a proposed downtown "Cultural Trail" concept. The trail would link the downtown's newly designated cultural districts with a dedicated bicycle and pedestrian path system through and around downtown. The project represents a convergence of the Cultural Development initiative, the successful Indy

Parks Greenways program, and the MPO's planning for a walkable and bicycle friendly community.

A follow-up workshop was held in 2004 to present the results and further illustrate the design of the proposed cultural trail. The Indianapolis Department of Public Works has since conducted a traffic operations analysis on the proposed Trail and offered refinements to the system. Market Square Development may accelerate the implementation of certain elements of the project. The MPO staff will continue to provide technical and programming assistance to the project.

G. OZONE PUBLIC AWARENESS PROGRAM

The Indianapolis MPO will assist the Indianapolis Department of Public Works (DPW) in implementing the ozone public awareness program across the 9-county region using Congestion Mitigation/Air Quality (CMAQ) funds. The Ozone Awareness Program partners with IPTC/IndyGO in implementing a fare reduction program to the public for using transit service, and with INDOT in utilizing the Intelligent Transportation System's Variable Message Signs, providing ozone related information to the public. These services are provided whenever a "Knozone Action Day" is called. The Ozone Awareness Program committee will meet in March 2005 to prepare programs for the upcoming 2005 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.

H. WALKABLE COMMUNITIES WORKSHOP SERIES

In collaboration with INDOT, the Marion County Health Department and area municipalities, MPO staff will sponsor the Walkable Communities Workshop Series, which is designed for elected officials, planners, engineers, law enforcement, public health professionals, and citizens at large. National experts in the field of bicycle and pedestrian planning and engineering will present information on how to make communities pedestrian and bicycle friendly places with innovative approaches in design and traffic operations. Workshop participants will have a chance to visit a site in their community where the techniques being discussed may be applied.

MPO staff will solicit involvement and support for the Series from agencies such as the American Heart Association and the American Lung Association. This educational activity will help to meet the multi-modal transportation objectives of the Indianapolis MPO.

2005 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 IV
- E.** Documentation of the Ozone Public Awareness Program
- F.** Other pertinent documents

**520 MAJOR TRANSPORTATION INVESTMENT STUDIES AND
MULTI-MODAL PLAN**

COST SUMMARY

Salaries	\$74,475
Fringe Benefits	\$21,984
Supplies	\$629
Other Direct	\$14,879
Consultant Services	\$130,000
Indirect	\$26,224

TOTAL	\$268,191
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WORKWEEKS

90

FUNDING SUMMARY

FHWA PL	Federal Share (80%)	\$167,053
	Local Match (20%)	\$41,763
FTA Section 5303	Federal Share (80%)	\$47,500
	Local Match (20%)	\$11,875

TOTAL		\$268,191
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530 REGIONAL TRANSPORTATION PLAN

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 2005 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.

2005 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 6.2. Perform interim conformity tests for new 8-hour ozone standards and prepare for PM 2.5 conformity standards.
- 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 mobility needs of the region.

2004 ACCOMPLISHMENTS

- A.** Updated Traffic Count maps and computer files
- B.** Completed 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
- E.** Traffic Impact Study follow-up study

2005 TASKS

A. 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 Regional Transportation Plan needs to be updated every three years and 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 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 determination of Transportation Conformity per *40 CFR Parts 51 and 93* and *23 CFR Part 450.310 (c)*. MPO staff will continue to assist IDEM to update/revise the SIP as required by the Clean Air Act. Specific activities to continue in 2005 will include, but are not limited to:

- Continue Mobile 6.2 implementation.
- Memorandum of Understanding on Transportation and Air Quality Coordination on a region-wide basis.
- Extending the horizon year from 2025 to 2030.
- Perform interim Air Quality Conformity Analysis for the 2030 Regional Transportation Plan and the 2005-2007 IRTIP for the new 8-hour Ozone Nonattainment designation.
- Continue to assist IDEM on the update of the Maintenance Plan and the State Implementation Plan.
- Accommodate new issues and projects pertinent to the recent expansion of the Indianapolis Metropolitan Planning Area.
- Align the Regional Transportation Plan with the Congestion Management System.
- Anticipate potential PM 2.5 conformity requirements.

B. MAJOR REVIEW OF REGIONAL TRANSPORTATION PLAN

With the Census 2000 and CTPP information available in early 2005, the will advance the forecast year of the adopted 2025 Regional Transportation Plan to 2030 in response to changing conditions and an expanded Metropolitan Planning Area. Plan recommendations will be continuously monitored and further articulated when additional planning support is needed to advance recommendations toward implementation. Phase 1 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 UPWPs as follows:

Phase I: Existing Conditions and Travel Model (Initiated in 2003 and completed in 2004)

- 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.
- Assessment of Existing Conditions – Historical Population and Employment Trends, Land Use Pattern, Growth Opportunities and Constraints and State of Existing Transportation Facilities.
- Travel Model Update – Data Collection, Model Development, Model Area, Traffic Analysis Zone System, External Stations, 2000 Zonal Data Update, Development of Transportation Network, Trip Generation, Trip Distribution, Traffic Assignment, Calibration, Mode Choice and Transit Assignment.
- Deficiencies in Existing Transportation System – Deficiencies and Issues in meeting Travel Demand for Highway System, Public Transportation, Air and Rail Transportation and Freight System.

Phase II: Evaluate Alternatives (2005 UPWP)
(\$200,000–2005 Consultant Contract)

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

Phase III: Recommendations and Final Report
(Anticipated to be scheduled with Consultant Contract in 2006 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

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 updates to support the Transportation Plan and related activities (*\$40,000- 2004 Continuing Consultant Contract; \$50,000-2005 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 (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.

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 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 on major projects transportation improvement projects, including but not limited to the following:

- I-465 added travel lanes on the west and north sides of the Metro area (see **K.** below).
- U.S. 31 expansion north of I-465;
- The possible new alignment of I-69 between Indianapolis and Evansville;
- The further expansion of the Ronald Reagan Parkway (North-South Corridor) in Hendricks County;
- The possible new alignment of an "East / West" corridor in Morgan, Johnson and Shelby Counties;

- The "Northeast Corridor" starting in downtown Indianapolis and progressing east and north via I-70, I 465, I-69 and SR 37 to Noblesville;
- U.S. 36 / Rockville Road expansion between SR 267 and I-465;
- 126th Street expansion in Fishers between SR 37 and Ohio Road
- 146th Street extension in Hamilton County between SR 37 and I-69
- Market Street / Washington Street @ I-65/ I-70 interchange modification.

H. TRAFFIC FORECAST SERVICES

Facilitate the implementation of roadway expansion projects by preparing traffic forecasts for implementing agencies and/or review traffic forecasts prepared by consultants.

I. AIR QUALITY INTERAGENCY COORDINATION

In 2004, 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 2005 to 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

The Indianapolis MPO continually updates assumptions that are inputs into its transportation planning and air quality conformity analyses. As needed, the MPO will perform 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. WEST I-465 COORDINATION

The Indiana Department of Transportation is undertaking a reconstruction, with added lanes and interchange modifications, on west I-465. This project will require planning and public information coordination similar to that used for the HyperFix project the I-65/I-70 portion of the downtown inner loop. The MPO will participate and contribute to all pre-construction planning and coordination activities to ensure minimal project disruption and promote comprehensive management of transportation system and services to the public.

2005 PRODUCTS

- A.** Indianapolis Regional Transportation Plan Update
- B.** Major Review of Regional Transportation Plan: 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

Salaries	\$81,923
Fringe Benefits	\$24,182
Supplies	\$692
Other Direct	\$16,366
Consultant Services	\$290,000
Indirect	\$28,846

TOTAL	\$442,010
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WORKWEEKS

99

FUNDING SUMMARY

FHWA PL	Federal Share (80%)	\$275,322
	Local Match (20%)	\$68,831
FTA Section 5303	Federal Share (80%)	\$78,286
	Local Match (20%)	\$19,571

TOTAL		\$442,010
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580 TRANSPORTATION PLANNING SUPPORT AND SPECIAL STUDIES

This subelement provides for the overall management and policy direction for the Metropolitan Planning Organization's Transportation Planning Program, and includes the following areas: staff training and professional development; administrative and personnel issues; a forum for elected officials to guide transportation planning and programming in the region; coordination with implementing agencies; annual and quarterly activities to meet state and federal requirements; special studies deemed necessary to assist in addressing transportation issues in the area; usage of various interdisciplinary planning resources available in the DMD's Division of Planning; and a forum for public information and citizen involvement in the planning process.

2005 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 on minority populations.
- C.** Maintain MPO planning certification from the Federal and 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.

2004 ACCOMPLISHMENTS

- A.** Fulfilled the administrative and budgetary requirements associated with the MPO function, including completion of the 2005 UPWP - Transportation Planning Element, the 2004 UPWP quarterly progress reports and the 2004 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 Indiana MPO Council, INDOT, FTA, FHWA and other regional meetings.
- E.** Attended various professional conferences and training workshops.

- F. Hosted and attended the combined Indiana Statewide MPO Conference and Midwest Transportation Planning Conference.
- G. Conducted quarterly Citizens Advisory Committee (CAC) meetings, 4 Community Inclusion (Environmental Justice) meetings, distributed 5 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 agencies.

2005 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 2005 UPWP and any necessary amendments to the UPWP
- Preparation of the 2006 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
- As budget allows, attend courses, workshops and conferences organized by the following: National Highway Institute, American Planning Association, Institute of Transportation Engineers, Transportation Research Board, National Transit Institute, Federal Highway Administration, Federal Transit Administration, and other relevant transportation-related entities
- 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 including the administration of quarterly meetings for the IRTC Policy and Technical Committees and IRTC subcommittee meetings as needed. Undertake additional administrative and cooperative duties in coordinating TEA-21 and other regional transportation coordination activities.

D. INTERAGENCY MEETINGS

Attend statewide MPO Council meetings and other regional planning meetings.

E. COMMUNITY INVOLVEMENT PROGRAM

In 2005, The Public Involvement Program will be updated to outline procedures for public notice and public comment. The MPO will continue and expand efforts to actively inform and involve the community in the regional transportation planning process by:

- coordinating and conducting quarterly Citizens Advisory Committee meetings
- holding bi-monthly Community Inclusion meetings
- 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

This program will further develop strategies specific to the MPO goals of enhancing outreach to Hispanic communities by disseminating Spanish translations of all MPO Media Advisories and Display Ads to local Latino newspapers, television and radio stations. On-site presentations will be given to Spanish-speaking groups with assistance from the Mexican Consulate, the City's Director of Latino Affairs, and various Hispanic community resource specialists. Finally, staff will work with the City of Indianapolis to establish Spanish-translation options for the MPO's Public Participation Hotline of upcoming events - (317) 327-IMPO and 24-hr. Comment Line - (317) 327-8601 (*\$175,000- 2005 Consultant Contract*).

F. SCHOOL INVOLVEMENT PROGRAM

The School Involvement Program will begin its sixth year in collaboration with the Center for Interactive Learning and Collaboration. Activities planned for 2005 include the fourth annual Student Institute and the involvement of regional middle and high school students in the transportation planning process with the theme of making central Indiana a more "Livable Community". Students will make their voices heard with end-of-school-year presentations on their class projects to representatives from the MPO and the City of Indianapolis (*\$25,000- 2005 Consultant Contract*).

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. Specifically, MPO staff will participate in INDOT's Program Development Process (PDP) in the INDOT districts of Seymour, Greenfield, and Crawfordsville.

The PDP is the procedure by which ideas for new projects can be proposed to INDOT. 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. At "early coordination meetings", local elected officials, Metropolitan Planning Organizations (MPOs), and other interested parties have a chance to discuss existing and proposed projects, regardless of their funding source. After these meetings, final proposals are submitted to INDOT for evaluation and prioritization on a statewide basis. In the following August, the first three years of the updated program is presented to the public at meetings held in each INDOT district.

H. ENVIRONMENTAL JUSTICE PROCESS

The MPO's Environmental Justice Program was initiated in May of 2001. Since that time special efforts to involve minorities and low-income populations in the transportation planning process has been demonstrated through the MPO's Community Inclusion Project. Approximately eighteen bi-monthly meetings have been held since May of 2001. Thirteen different inner-city neighborhood associations have attended these meetings in the last 3.5 years. Participants include Township Administrators from the Indianapolis Department of Metropolitan Development, neighborhood coordinators, neighborhood organizations, representatives from IPTC/IndyGo, the Indianapolis Department of Public Works, the Indianapolis Department of Parks & Recreation, the Indianapolis Police Department, the Health & Hospital Corporation and other local government agencies as needed. Six bi-monthly meetings are scheduled for 2005.

In addition to the MPO's Community Inclusion Project meetings, MPO staff members have attended at least nine neighborhood association meetings since the initiation of the E.J. Program. The Registered Neighborhood Associations (RNA's) in Center Township of Marion County were chosen because their geographic areas are comprised of a high percentage of minority and low-income households. Topics presented at these meetings include current MPO planning studies such as the Regional Pedestrian Plan and the Directions Rapid Transit Study. The MPO also asks for input from those in attendance on topics of transportation mobility and accessibility.

The MPO staff will continue to work with the Township Administrators of the City of Indianapolis to define Registered Neighborhood Associations that the MPO staff could effectively interact with in order to enhance the Environmental Justice Program.

I. ENHANCEMENT OF MPO WEBSITE

The MPO staff will continue to make the MPO website a more user friendly and effective communications tool, as well as making it accessible to special browsers under the Web Content Accessibility Standards and U.S. Section 508 Guidelines. Electronic versions of documents, reports, project submittal forms, and other important information will be developed and shared on the website to facilitate easy access for citizens, staff from included jurisdictions, and other users. In 2005, the website will also be updated and incorporated into the new Web Content Management System currently being developed by the City's Webmaster.

J. 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.

K. TRAFFIC COUNTING PROGRAM- PHASE I

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. The program will also collect the Annual Average Daily Traffic counts for approximately 200 non-Interstate segments identified in the Highway Performance Monitoring System. Budget for consulting services is estimated to be \$150,000, with \$30,000 local match to be provided by the Indianapolis Department of Public Works *(\$150,000 - 2005 Consultant Contract)*.

L. 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 *(\$10,000-2004 Continuing Consultant Contracts, \$105,879 - 2005 Consultant Contracts)*.

2005 PRODUCTS

- A.** Program documentation for Federally funded projects including 2005 UPWP Quarterly Progress Reports, 2005 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, correspondence, 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, 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.** Special Study Reports

580 TRANSPORTATION PLANNING SUPPORT AND SPECIAL STUDIES

COST SUMMARY

Salaries	\$88,543
Fringe Benefits	\$26,136
Supplies	\$748
Other Direct	\$17,689
Consultant Services	\$465,879
Indirect	\$31,177

TOTAL	\$630,172
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WORKWEEKS

107

FUNDING SUMMARY

FHWA PL	Federal Share (80%)	\$392,526
	Local Match (20%)	\$98,132
FTA Section 5303	Federal Share (80%)	\$111,612
	Local Match (20%)	\$27,903

TOTAL		\$630,172
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585 TRANSPORTATION IMPROVEMENT PROGRAM

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 for implementation 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 on-going analysis of fiscal resources available for transportation improvements.

2005 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.

2004 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.

2005 TASKS

A. PREPARE THE 2006-2008 INDIANAPOLIS REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (IRTIP)

Prepare a 1-year listing of projects and programs for which federal funds have been obligated in the preceding year, and make readily available for public review. Also prepare and make publicly available a 3-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 2006-2008 IRTIP.

B. PUBLICATION OF ANNUAL PROJECT IMPLEMENTATION

Prepare a listing of transportation projects and programs implemented in the preceding years for public review and information.

C. 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.

D. 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.

2005 PRODUCTS

A. 2006 - 2008 IRTIP.

B. Annual Project Implementation Report

C. 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.

D. 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

Salaries	\$52,960
Fringe Benefits	\$15,633
Supplies	\$448
Other Direct	\$10,580
Consultant Services	\$0
Indirect	\$18,648

TOTAL	\$98,269
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WORKWEEKS

64

FUNDING SUMMARY

FHWA PL	Federal Share (80%)	\$61,210
	Local Match (20%)	\$15,303
FTA Section 5303	Federal Share (80%)	\$17,405
	Local Match (20%)	\$4,351

TOTAL		\$98,269
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