

**Indianapolis Metropolitan Planning Organization
Transportation Technical Committee Meeting Minutes**

August 5, 2020

9:00 a.m.

Online via Zoom

Committee Members Present

Ryan Cannon – Town of Avon	Dennis Buckley – City of Beech Grove
Nick Parr – Boone County	Todd Barker – Town of Brownsburg
David Littlejohn – City of Carmel	Tami Houston* - City of Fishers
Mark Richards – City of Franklin	Daniel Johnston – City of Greenwood
Brad Davis – Hamilton County	Jason Koch – City of Greenfield
Ericka Miller – City of Indianapolis	John Ayers – Hendricks County
Srikanth Venugopalan – City of Lawrence	Neil VanTrees – Johnson County
Alison Krupski – City of Noblesville	Ryan Crum – Town of McCordsville
John Nail* – City of Westfield	Wendell Walters – Town of Speedway
Ryan Wilhite* – IndyGo	Lance Lantz – Town of Zionsville
Scott Bailey – INDOT	Jennifer Gebhard – CIRTA

* = Proxy

Others Present

Anna Gremling – MPO	Jen Higginbotham – MPO
Sean Northup – MPO	Nick Badman – MPO
Rose Scovel – MPO	Danielle Gerlach – MPO
Kristyn Sanchez – MPO	Steve Cunningham – MPO
Shari Hinds O’Riley – USI	John Myers - HNTB
Christy Campoll – RLS Associates	Jeremy Kashman – City of Carmel
Julia Surber – VS Engineering	

1. WELCOME & INTRODUCTIONS

Anna Gremling called the meeting to order at 9:03 a.m. and welcomed Technical Committee members. Roll call was conducted.

ITEMS FOR APPROVAL

2. APPROVAL OF FEBRUARY 5TH, 2020 MINUTES

Member	Result
Avon	Approve
Brownsburg	Approve
Franklin	Approve
Hendricks County	-
Lawrence	Approve
Speedway	Approve
IndyGo	Approve
Greenfield	-

Member	Result
Beech Grove	Approve
Carmel	Approve
Greenwood	Approve
Indianapolis	Approve
McCordsville	Approve
Westfield	Approve
CIRTA	Approve

Member	Result
Boone County	Approve
Fishers	Approve
Hamilton County	Approve
Johnson County	-
Noblesville	Approve
Zionsville	Approve
INDOT	Approve

Mayor Dennis Buckley moved to approve the February 5th, 2020 minutes as presented.

Ryan Cannon seconded the motion.

The minutes of the February 5th, 2020 Technical Committee Meeting were approved. MOTION PASSED

3. **LONG-RANGE TRANSPORTATION PLAN AMENDMENT #5 (RES. 20-IMPO-017)**

Jen Higginbotham announced that there are three proposed amendments, which includes two requests by INDOT and one from IndyGo. A public comment was submitted that focused primarily on requesting information on the role of bike infrastructure in the Long-Range Transportation Plan and has been posted to the MPO's website in this meeting packet.

Member	Result
Avon	Approve
Brownsburg	Approve
Franklin	Approve
Hendricks County	Approve
Lawrence	Approve
Speedway	-
IndyGo	Approve
Greenfield	-

Member	Result
Beech Grove	Approve
Carmel	Approve
Greenwood	Approve
Indianapolis	Approve
McCordsville	Approve
Westfield	Approve
CIRTA	Approve

Member	Result
Boone County	Approve
Fishers	Approve
Hamilton County	Approve
Johnson County	Approve
Noblesville	Approve
Zionsville	Approve
INDOT	Approve

John Ayers moved to recommend approval of Long Range Transportation Amendment #5 (Resolution 20-IMPO-017).

Jeremy Kashman seconded the motion.

The Transportation Technical Committee recommended approval of Long Range Transportation Amendment #5 (Resolution 20-IMPO-017). MOTION PASSED

4. **INDIANAPOLIS REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS (RES. 20-IMPO-019)**

Kristyn Sanchez presented an update on the 3rd Quarter 2020 TIP and accompanying report. **Ryan Cannon** asked if the City of Indianapolis' amendment would affect allocation for any other projects. **Sanchez** said this request in itself would not affect any other projects, however all projects scheduled for December and January could be affected and members should be aware that they are on the bubble. **Neil VanTrees** asked for clarification on Indianapolis' cost increase. **Ericka Miller** said the original bid was too expensive and the city instead changed what elements and locations would be included. It was bid again and the cost still came back very high, therefore Indianapolis needs to request more funds to cover increased bid costs.

VanTrees asked if Indianapolis DPW had the ability to take care of smaller projects in house. **David Borden** said DPW's operations division is focused on other maintenance issues and capital projects are not something their team can do in house. This is the fifth set of HSIP projects that Indianapolis has done and they have used bid data from these other projects to estimate cost on this project. The market has driven up costs and despite trimming the scope, the project still has higher than average costs. Indianapolis DPW has been working to drive down bid costs to accommodate project contractors.

Member	Result
Avon	Approve
Brownsburg	Approve
Franklin	Approve
Hendricks County	Approve
Lawrence	Approve
Speedway	-
IndyGo	Approve
Greenfield	-

Member	Result
Beech Grove	Approve
Carmel	Approve
Greenwood	Approve
Indianapolis	Approve
McCordsville	Approve
Westfield	Approve
CIRTA	Approve

Member	Result
Boone County	Approve
Fishers	Approve
Hamilton County	Approve
Johnson County	Approve
Noblesville	Approve
Zionsville	Approve
INDOT	Approve

Dennis Buckley moved to recommend approval of the Indianapolis Regional Transportation Improvement Program Amendments (Resolution 20-IMPO-019).

Srikanth Venugopalan seconded the motion.

The Transportation Technical Committee recommended approval of the Indianapolis Regional Transportation Improvement Program Amendments (Resolution 20-IMPO-019). MOTION PASSED

Anna Gremling told members that she signed the federal exchange agreement on July 24th. The agreement is currently making its way through INDOT's authorization process. The MPO will be examining what the process will be under the new funding agreement over the next year and will be hiring a consultant to assist with the project. **Gremling** also thinks that because of the new transportation bill that is being discussed in congress, it would be a good year to hire a federal lobbyist. She will also most likely travel to Washington DC to speak with Indiana's legislators on proposed Davis-Beacon requirements and how it would adversely impact the MPO's members projects under the federal exchange agreement.

5. UNIFIED PLANNING WORK PROGRAM (RES. 20-IMPO-020)

Sean Northup said the work program is similar to the MPO's budget. It is federally required so that there is increased transparency showing what the MPO is spending federal dollars on. The MPO will be back with a standard budget in September. The work program will be approved by the Transportation Policy Committee and the Executive Committee will approve the MPO budget. He referenced the different sources of revenue that will be coming into the MPO, and described anticipated costs as shown in the Activities Table included in the packet. The Activities Table included new sections for economic development, housing/land use, and water/environment activities. These will be the future planning areas of the new MPO.

Ryan Wilhite asked how the UPWP aligns with the Data Analytics and Modeling Plan. **Northup** said it aligns almost exactly with the DAM plan. The only difference is that there was a pause on traffic counts, which will be reassessed in the future.

Member	Result
Avon	Approve
Brownsburg	Approve

Member	Result
Beech Grove	Approve
Carmel	Approve

Member	Result
Boone County	Approve
Fishers	Approve

Franklin	Approve
Hendricks County	Approve
Lawrence	Approve
Speedway	-
IndyGo	Approve
Greenfield	-

Greenwood	Approve
Indianapolis	Approve
McCordsville	Approve
Westfield	Approve
CIRTA	Approve

Hamilton County	Approve
Johnson County	Approve
Noblesville	Approve
Zionsville	Approve
INDOT	Approve

Ryan Cannon moved to recommend approval of the 2021 Unified Planning Work Program (Resolution 20-IMPO-020).

Mark Richards seconded the motion.

The Transportation Technical Committee recommended approval of the 2021 Unified Planning Work Program (Resolution 20-IMPO-020). MOTION PASSED

STATUS REPORTS

6. 5307 FUNDING

Jen Higginbotham said the MPO now has a list of tentative recommendations. Hamilton, Hancock, and Johnson Counties will act as single-county reporters and report 100% of their trips to the National Transit Database (NTD) as urban trips. Hendricks and Morgan Counties will act as a joint reporter. The next recommendation is to distribute 5307 funding in 2022 based on proportional loss. Staff also recommend that providers should research additional funding opportunities, and some resources will be listed in the final report. The Section 5339 program will have a small increase to this program, which funds capital expenses such as new vehicles. The MPO is still trying to understand the best method of reporting for Hendricks and Morgan Counties, and this may require an annual trip analysis that can be done by the MPO. Not-for-profits cannot receive 5307 money directly, so different administrative structures are being considered, which were presented. The MPO received an estimate for administrative costs from IndyGo and is waiting on an estimate from CIRTA. CIRTA has an upcoming study to consider consolidating scheduling between organizations. **Higginbotham** also presented different procurement or other funding scenarios that could be used to fund service. The project team is planning to request board resolutions supporting the study's recommendations in October.

7. SCENARIO PLANNING

Rose Scovel referred the members to the detailed memo in the packet on scenario planning. She said the 2050 Long-Range Transportation Plan will be incorporating scenario planning for the first time in the organization's history. The MPO plans on inviting stakeholder and public comment on alternative scenarios, after which the MPO will create a preferred/hybrid scenario. Staff will need to determine how the hybrid scenario would affect performance measures and identify policy changes that would support that scenario's development. **Scovel** listed and described the different place types being used. The baseline scenario is developed by combining the region's future land use plans and developing a regional baseline land use plan. She provided an overview of four scenarios: Business as Usual (also known as the Baseline Scenario), Clean Suburban Scenario, Moderate Infill Scenario, and Transit-Supportive Scenario. **Scovel** also said that scenario planning will not affect the 2050 LRTP call for projects. The MPO will be incorporating the base scenario into the transportation-demand model, which generates outputs related to LRTP project scoring. The hybrid scenario will provide policy recommendations for the intersection of transportation and land use decisions.

8. REGIONAL ACTIVITY CENTERS

Rose Scovel presented the final PowerPoint that was provided by the project's consultant. She explained that activity centers are nodes of activity in a region; understanding where the centers are and how they work is important for understanding transportation needs in the region. Benefits include making efficient use of infrastructure and public investment and attract people to live, work, and play. The centers were determined by looking at high levels of

employment, population, and traffic. The MPO Land Use Advisory Panel provided input into identifying the centers as well. A technical report will be published and updated at least every five years. Typology boundaries were based on a grid that was converted to TAZ zones for use in performance measure analysis. **Scovel** gave an overview of the different center types and presented a map of the activity centers in the region. She also said the MPO is working towards using regional activity centers in the LRTP prioritization. The current employment, future employment, and freight corridor scores could be updated to include activity centers.

9. LONG-RANGE TRANSPORTATION PLAN PERFORMANCE MEASURES ANNUAL REPORT

Scovel provided a brief overview of the 2020 LRTP Performance Measures and their differences from the previous year. She said targets and trends have not been set, but next year there will be enough data to create them. **Ryan Cannon** asked about the reduction in people with access to fixed route transit. **Scovel** said that IndyGo had modified some of its routes to provide more frequent service instead of widespread service to increase efficiency.

OTHER BUSINESS

10. OTHER ITEMS OF BUSINESS

Anna Gremling said the Vision Zero Toolkit will be out in October. She also notified the committee that a direct email has been sent to all Transportation Policy Town members. Those members will have to vote on a new representative for the town seat on the Executive Committee.

Jeremy Kashman asked for a point of clarification on the call for projects. **Gremling** said the MPO is not doing a call for projects this year because they need to develop a process based on the new funding exchange agreement. The MPO is already programmed out to 2025, and staff believes that the federal exchange will reduce the existing five-year time frame needed for project development. The next call for projects will be in fall of 2021 for partial 2025 and 2026.

11. ADJOURNMENT

Dennis Buckley moved to adjourn the meeting.

Ryan Cannon seconded the motion.

The Transportation Technical Committee voted in favor of adjournment at 10:48 a.m.