

Nick Parr moved to adjourn the February 3rd Transportation Technical Committee meeting.
Gary Pool seconded the motion. A roll call vote was conducted.
The February 3rd Transportation Technical Committee meeting was adjourned at 9:45 a.m.
MOTION PASSES.

DRAFT



INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION
Planning the transportation future for the Indianapolis region

MEMORANDUM

TO: Technical Committee Members

FROM: Kristyn Sanchez, Indianapolis MPO

DATE: March 31, 2021

RE: 2022-2025 Indianapolis Regional Transportation Improvement Program

At the upcoming April 21st Transportation Policy Committee meeting, the MPO will be seeking approval of the 2022-2025 Indianapolis Regional Transportation Improvement Program (IRTIP). The Transportation Technical and Policy Committees, as well as the MPO's reviewing agencies, were notified of the public review and comment period for the draft IRTIP on February 22nd at which time it was also posted on the MPO's website. To date, the MPO has not received any comments regarding the draft program.

The existing 2020-2023 IRTIP served as the foundation for the development of the new 2022-2025 IRTIP. The previously approved State Fiscal Year (SFY) 2024 illustrative projects will be included in the active years of the new TIP. Note that no new MPO-funded projects are being added to the adoption of the new TIP due to not having a call for projects in Fall 2020 as MPO staff worked to develop Federal Exchange guidelines and procedures.

New to this TIP:

- Adds SFY 2024 illustrative projects to the active years of the TIP;
- New INDOT projects.

The draft 2022-2025 IRTIP is available on the IMPO's [website](#). Please contact me with any questions (kristyn.sanchez@indympo.org, 317-327-5137).

cc: Anna Gremling, IMPO
Steve Cunningham, IMPO
Cole Jackson, IMPO

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION

INDIANAPOLIS TRANSPORTATION POLICY COMMITTEE

Resolution Number 21-IMPO-007

A RESOLUTION approving the 2022-2025 Indianapolis Regional Transportation Improvement Program.

WHEREAS, the 2022-2025 Indianapolis Regional Transportation Improvement Program (IRTIP) incorporates projects proposed by local governments and agencies within the Indianapolis Metropolitan Planning Area; and

WHEREAS, the projects contained in the proposed IRTIP adoption have been reviewed as to their immediate impact and importance to the continued improvement of the transportation system operating within the area; and

WHEREAS, changing conditions necessitate periodic amendments to the IRTIP; and

WHEREAS, the 2022-2025 IRTIP is consistent with the 2045 Long Range Transportation Plan, as amended; and

WHEREAS, the 2022-2025 IRTIP was made available for public review and comment for 30 days and comments received were provided to the Indianapolis Transportation Policy Committee (TPC) prior to approval; and

WHEREAS, the Transportation Policy Committee is the approval body for all transportation-related activities of the Indianapolis Metropolitan Planning Organization for the Indianapolis Metropolitan Planning Area under applicable U.S. Department of Transportation regulations;

NOW, THEREFORE, BE IT RESOLVED, all persons having been heard, that the 2022-2025 Indianapolis Regional Transportation Improvement Program is approved by including therein the attached Exhibit A: 2022-2025 Indianapolis Regional Transportation Improvement Program.

The above and foregoing resolution was adopted this ____ day of _____ 2021 by the Transportation Policy Committee.

DATE: _____

Anna M. Gremling
Executive Director, Indianapolis MPO
For the TPC Chair



Memo

To: IMPO Executive Committee
From: Nick Badman
Date: March 15th, 2021
Re: Draft Public Involvement Plan Update

The Indianapolis Metropolitan Planning Organization created a revised draft Public Involvement Plan (PIP) in late 2020. The proposed revisions were mostly necessitated by the organization's separation from the City of Indianapolis and the COVID-19 pandemic's impact on in-person meetings. Changes to the PIP include:

- Updated terms and language (i.e. changed outdated Indianapolis Regional Transportation Council (IRTC) terminology to Transportation Technical / Policy Committees (TTC / TPC), new organization charts, etc.)
- Updated "Meeting Accessibility" section language to include provision of public meetings, presentations, and other engagement opportunities online, over the phone, in-person, or some combination of the three. This section also outlines requirements for the IMPO to follow when advertising these public meetings.
- Updated Social Media section to include Instagram in the IMPO's list of social media pages.
- Removed requirements for press releases for LRTP/MTP and TIP amendments.
- Conducted new four-factor analysis to assess document translation and language access plan requirements. No changes were required.

The Draft PIP was posted for public comment on February 19th, 2021 and the comment period will remain open for 45 days, terminating on April 4th, 2021. No comments had been received before the date of this memo. The public notice and draft document are available via this [link](#).

If you have questions on any of these items, please feel free to contact me at 317.327.5431 or Nicholas.Badman@IndyMPO.org.

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION

INDIANAPOLIS TRANSPORTATION POLICY COMMITTEE

Resolution Number 21-IMPO-008

A RESOLUTION adopting a Public Involvement Plan for use by the Indianapolis Metropolitan Planning Organization (IMPO) as guidance for all public participation procedures.

WHEREAS, the IMPO provides for a continuing, cooperative, and comprehensive transportation planning process for the Indianapolis Metropolitan Planning Area (MPA);

WHEREAS, the Congress of the United States has enacted certain legislation (23 CFR 450.316 - Interested parties, participation, and consultation) that requires development of a Public Involvement Plan by all Metropolitan Planning Organizations;

WHEREAS, the Public Involvement Plan will be followed by the IMPO as guidance for all public involvement activities; and

WHEREAS, the Public Involvement Plan has been posted for public review and comment for at least the required minimum 45-day comment period and resulting comment has been incorporated into the Public Involvement Plan and presented to the Transportation Policy Council; and

WHEREAS, a public hearing was held on April 21, 2021, for comment on the Public Involvement Plan; and

WHEREAS, the Transportation Policy Committee is the approval body for all transportation-related activities of the IMPO for the MPA under applicable U.S. Department of Transportation regulations;

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Policy Committee adopts the Public Involvement Plan developed by the IMPO.

The above and foregoing resolution was adopted this 21st day of April 2021 by the Transportation Policy Committee.

Andrew J. Cook
Chair, Indianapolis MPO Transportation Policy Committee

Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization



To: IMPO Transportation Policy Committee

From: Anna Gremling, Executive Director

Date: April 7, 2021

Re: Coronavirus, Response and Relief Supplemental Appropriations Act (CRRSAA)

On February 24, 2021 the U.S. Department of Transportation issued implementation guidance on the \$9.8 billion in supplemental Highway Infrastructure Program (HIP) funds apportioned to state departments of transportation by the Coronavirus, Response and Relief Supplemental Appropriations Act (CRRSAA), 2021. The legislation provided additional funds through the Federal Highway Administration to address the significant impacts of COVID-19 on the nation's transportation systems.

The State of Indiana was allocated \$236,385,835 in CRRSAA funds and the Indianapolis MPO's urbanized area was allocated \$13,398,652 of those funds. These funds are available for obligation immediately and are available until September 30, 2024. Any funds not obligated on or before September 30, 2024, will lapse and after September 30, 2029, any unexpended balances of obligated CRRSAA funds will be cancelled.

The CRSSA legislation permitted funding allocation for a diverse set of projects including activities eligible under the Surface Transportation Block Grant (STBG) section of the United States Code (Section 133(B) of Title 23) (see attached). Funds may also be used for cost increases on existing programmed projects and advanced construction (if the advanced construction project is already programmed in the STIP). STBG eligible projects must be identified in the Statewide Transportation Improvement Program (STIP) or Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan. Projects must be located with the current Indianapolis Urbanized Area Boundary (UAB).

These funds may also be used for HMA overlays and preventative maintenance but must be part of an Asset Management plan approved by FHWA. The legislation also allows these funds to be used for routine maintenance, operations, personnel, salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments, and coverage for other revenue losses. However, INDOT has issued guidance to the State's MPOs recommending the use of these funds for infrastructure projects.

CRRSAA funds may not be used for a road functionally classified as a local road or a rural minor collector with exception certain bridge projects (not new bridges) and items four through eleven of United States Code Title 23 Section 133(B) including highway and transit safety infrastructure, recreational trails, bike and pedestrian projects, and ADA improvement projects.

LPAs may use these funds for up to an 80% federal match. Some non-infrastructure uses may be up to a 100% federal match but, again, INDOT requests funds be used for infrastructure projects. CRRSAA funds



may not be used as the non-Federal match for another Federal program. LPAs should note that all federal project requirements still apply (NEPA, prevailing wage, etc.).

For the past six years, the IMPO has been operating under INDOT's Annual Allocation Policy which provide very little flexibility from year to year and requires the IMPO to obligate our annual allocation each fiscal year or risk losing funds. The IMPO has overprogrammed by 15% each year this INDOT's policy giving the IMPO and our LPAs some limited flexibility to accommodate unexpected project delays and advancement. The result of this, additional project delays, project amendments and bid trends is that State Fiscal Year 2022 is currently significantly over programmed.

The IMPO is proposing that the additional funds allocated from the CRRSA be used in SFY 2022 for the following reasons:

- Would allow more projects currently scheduled for letting in 2022 to go to letting
- Would reduce the number of projects pushed to SFY 2023
- Projects using CRRSA funds would not be restricted by the current letting schedule limitations
- Would follow INDOT's recommendation to add the funds to the current program of projects
- Would more immediately obligate funds to construction as intended by CRRSA and INDOT
- Would allow more projects to go to letting prior to SFY 2023 and 2024 when demand on contractors will be significantly higher due to INDOT's program of projects
- Would reduce the number of projects that would be pushed closer to SFY 2025 when the Federal Fund Exchange begins

IMPO staff intends to bring a resolution to the TPC supporting this recommendation at the June 1st joint meeting. If approved at that meeting, staff will immediately begin to work with our LPAs to adjust the program accordingly in preparation for State Fiscal Year 2022 on July 1st. The IMPO will also work with the LPAs and INDOT to track these funds along with the normal Annual Allocation to ensure all allocated funds in SFY 2022 are used to move the highest number of projects to letting in the fiscal year as possible.

If you have any questions or need additional information, please do not hesitate to contact me.

Technical Committee Members,

The Indianapolis MPO will be having a Functional Class System Annual Update Call again for 2021. This will follow the same format as last year's call but we will have an abbreviated schedule this year due to the TIP Call for Projects opening this summer. The purpose of having an annual call is so we can see all the proposed changes at the same time and evaluate our entire road network at once.

LPAs may start submitting their applications to the MPO starting today, March 22. Your submission packets will be due to the MPO on May 14th. The schedule and deadlines for 2021 are outlined below.

1. FCS annual call begins	March 22
2. FCS annual update submission due from LPAs	May 14
3. MPO staff reviews submissions	May 14 – May 28
4. MPO staff provides recommendations to LPAs	May 28
5. LPAs put together INDOT Submission Packet	May 28 – June 11
6. LPAs return INDOT Submission Packet to MPO	June 11
7. MPO reviews/ ED signs off/ Returns to LPA	June 11 – June 25
8. LPAs forward INDOT Submission Packet to INDOT	June 25 – July 9
9. INDOT reviews and approves submissions	July 9 - Aug 31

There are several helpful resources available on the MPO's website. All our FCS resources can be found under "Functional Classification System Amendments" on our LPA resources page <https://www.indympo.org/maps-resources/lpa-resources>.

- You can find the current INDOT FCS map on our website here <https://www.indympo.org/maps-resources/maps/functional-classification>.
- The MPO's Functional Classification Process document can be found here https://d16db69sqbolil.cloudfront.net/mpo-website/downloads/LPA-Resources/MPO-Functional-Classification-process_2021.pdf
- FHWA functional class guidelines can be found on pages 22-23 of the Highway Functional Classification: Concepts, Criteria, and Procedures
https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/fcauab.pdf
- INDOT's "Roadway Functional Classification System Application" (also attached) can be found here <https://d16db69sqbolil.cloudfront.net/mpo-website/downloads/LPA-Resources/New-FC-Change-Request-Application.pdf>

All requests should include the following:

- A completed INDOT Roadway Functional Classification System Application with detailed justification. Please submit a separate application for each individual change (if you have several interconnected changes it is acceptable to use one application). If the road passes through another LPA's jurisdiction you will need to include a signed letter of concurrence from that LPA.
- A color map of the existing functional classification for the subject area
- A color map of the proposed changes which clearly shows the start and end of the proposed change.
- Traffic counts
- Other supporting documentation such as thoroughfare plans, land use plans, etc. may be included to further justify the requested change

Don't hesitate to contact me with any questions - jennifer.dunn@indympo.org or 317-327-5495.