



## INDIANAPOLIS MPO TECHNICAL ASSISTANCE PROGRAM (IMTAP)

Indianapolis Metropolitan Planning Organization

2022 | [www.indympo.org/imtap](http://www.indympo.org/imtap)

# 1 PROGRAM SUMMARY

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The IMPO is hosting a call for projects for the Indianapolis MPO Technical Assistance Program (IMTAP). The program will provide funding to local public agencies to complete plans or studies and support local or regional planning efforts. The overall goal of the program is to support the implementation of the IMPO's [Metropolitan Transportation Plan](#) (MTP) and improve the region's performance on [federal performance measures](#).

The IMTAP program successfully funded projects in 2017 and 2018 providing seventeen plans for sixteen jurisdictions within the region. The 2022 call for projects is intended to continue the program's success with updated goals, project focus areas, and selection criteria in relation to the adopted MTP.

## 2 PROGRAM GOALS

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The IMPO Technical Assistance Program (IMTAP) aims to assist local communities in the advancement of the adopted goals and objectives from the IMPO's 2050 MTP as follows:

### 2.1 MOVE

Goal 1: To Enhance Transportation Options and Choices for All Users.

- Objective 1A: Improve regional connectivity of the roadway system.
- Objective 1B: Create a connected network of bikeways and pedestrian routes by expanding existing facilities and closing gaps.
- Objective 1C: Support transit initiatives to improve service quality, access to, and reliability of transit.

Goal 2: To Implement Strategies That Address Congested Segments.

- Objective 2A: Develop mobility strategies that address system performance and congested transportation segments.

### 2.2 PROSPER

Goal 3: To Support Economic Mobility for All Central Indiana Residents

- Objective 3A: Increase opportunities for residents to reduce transportation costs.
- Objective 3B: Assure investments are applied equitably without disproportionately affecting disadvantaged populations.

Goal 4: To Improve Job Access for Central Indiana Commuters.

- Objective 4A: Improve job access

Goal 5: To Ensure the Efficient Movement of Goods and Freight

- Objective 5A: Improve reliability, capacity, and competitiveness for regional freight.

## 2.3 MAKE SAFE

Goal 6: To Improve Safety for Travelers System-Wide Through

- Objective 6A: Support projects and policies that reduce the number and rate of serious injuries and fatalities for all modes.

Goal 7: To Preserve or Enhance the Existing Transportation System

- Objective 7A: Preserve or enhance the condition of on- and off-system bridges.
- Objective 7B: Preserve or enhance the quality and condition of transit resources
- Objective 7C: Preserve or enhance the pavement conditions of the roadway network.

## 2.4 SUSTAIN

Goal 8: To Minimize Negative Impacts of The Transportation System on The Natural Environment

- Objective 8A: Protect the natural environment through careful consideration of transportation impacts on projects.
- Objective 8B: Support projects that improve air quality

# 3 PROJECT ELIGIBILITY

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The (IMTAP) is available to all participating local public agencies that are in good standing and are located within the IMPO's [Metropolitan Planning Area \(MPA\)](#).

## 3.1 TRANSPORTATION PROJECTS

For the 2022 program, the following transportation planning areas have been identified as eligible in order to support the goals and implementation of the MTP.

- ADA and accessibility plans and studies
- Bike and pedestrian plans
  - Safe Routes to School
  - Safe Routes to Transit
  - Vision Zero plans and policies
  - Complete streets plans and policies
  - Other bike and pedestrian plans
- Environmental justice (EJ) studies/special outreach efforts to EJ communities
- Freight plans and studies
- Local transit plans that support or integrate [Central Indiana Transit Plan](#) recommendations
- Pedestrian or bicycle counting programs
- Safety studies and plans
  - [Road Safety Plans](#)



- Pedestrian Safety Action Plans
- Other safety plans and studies
- Plans for vulnerable road users
- Updates of existing local transportation master plans or thoroughfare plans
- Other transportation plans (please contact staff)

Past plans funded through the IMTAP program are available on the IMPO [website](#).

### **3.2 LAND USE AND HOUSING TRANSPORTATION INTEGRATION PLANS**

For the 2022 program, the following land use and housing planning areas have been identified as eligible to support the goals and implementation of the MTP. Each must include a transportation component.

- Land use and transportation integration plans
  - Comprehensive plans
  - Housing plans and studies
  - Parking management plans and studies
  - Thoroughfare plans and studies
  - Zoning and land use plans
  - Specific area plans for IMPO Regional Activity Centers
- Other land use and housing transportation integration plans (please contact staff)

Past plans funded through the IMTAP program are available on the IMPO [website](#).

### **3.3 NON-ELIGIBLE PROJECTS**

Projects such as land acquisition, engineering, or capital investment, are not intended to be funded by this program. This funding is intended for new planning projects or additional phases of existing planning projects. While well-thought-out projects are encouraged, no vendor/consultant should be under contract by the local public agency to do the planning project at the time of the funding application.

## **4 FINANCIAL REQUIREMENTS**

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The IMPO contribution to IMTAP-funded plans is, at maximum, \$75,000. Local agencies are required to provide a minimum of a 20% local match. All funds must be obligated by the end of the 2023 calendar year. Large proposals may need to be scaled or provide a higher local match if fewer funds are available than requested.

## 5 APPLICATION PROCESS

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Interested parties should submit an application through Google Forms by clicking on the links at [indympo.org/IMTAP](https://indympo.org/IMTAP). Additional details can be attached to the Google Form or sent via email to [info@indympo.org](mailto:info@indympo.org).

The application may optionally include the scoping form which will help with RFP preparation should the project be selected. Please also include supplementary materials as appropriate to help describe the project. The IMPO reserves the right to reject any or all applications submitted, request additional information or negotiate the final application or scope with any applicant.

## 6 APPLICATION REVIEW AND SELECTION PROCESS

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Because it is likely with each call that funding requests will exceed available funds, the IMPO has developed a scoring process to assist in developing a shortlist of applications to present to the Technical and Policy committees. The scoring is meant to guide the selection process, but staff may recommend lower score projects to ensure a mix of project types and project locations within the region.

Projects will be scored separately for transportation-focused projects and housing and land-use projects. Scoring criteria were developed based on the goals of the Metropolitan Transportation Plan and key federal performance measures.

### 6.1 IMTAP TRANSPORTATION PROJECTS SCORING (100 POINTS POSSIBLE)

#### MOVE (25 points possible)

**Regional Impact** – (Up to 20 points - mark all that apply)

- Plan will have a regional impact for data, outreach, or safety = 15 points
- Plan will have a community-wide (or larger area) focus = 10 points
- Plan will support a connected network of bikeways and pedestrian routes by expanding existing facilities or closing gaps = 5 points
- Plan will support transit initiatives to improve service quality, access to, and reliability of transit = 5 points
- Plan will develop mobility strategies that address system performance and congested transportation segments = 5 points
- Application includes evidence of collaboration (letters of support from other organizations, joint applications, etc.) = 5 points

**Accessibility** – (up to 5 points)

- Plan site or area is accessible by at least three viable modes of transportation or will impact users of three viable modes of transportation = 5 points

- Plan site or area is accessible by at least two modes of transportation or will impact users of two viable modes of transportation = 3 points
- Plan site or area is accessible by only one viable mode of transportation or will impact users only of one viable mode of transportation = 0 point

**Preservation and Resiliency** – (up to 5 points)

- Plan is focused on long-term preservation or resiliency issues/strategies = 5 points
  - Developing pavement management system, establishing data collection process, trail system maintenance plan, etc.
  - Develops or supports long-term resiliency strategies
- Plan is focused on short-term preservation issues/strategies = 3 points
  - One-time counts or condition assessment, etc.
- No preservation component = 0 points

**PROSPER (25 points possible)**

**Project Readiness** (up to 10 points)

- Scope and schedule templates completed = 10 points
- Scope and schedule templates not filled out = 0 points

**Economic Development Component** (up to 15 points)

- Plan will include a direct economic development component supported by the Central Indiana Comprehensive Economic Development Strategy (CEDS) or freight component (please explain) = 15 points
- Plan will include an indirect economic development component (please explain) = 5 points

**Engagement** (up to 10 points - mark all that apply)

- Plan will include specific public involvement with stakeholders in environmental justice areas or environmental justice identified populations = 10 points

**MAKE SAFE (25 points possible)**

**Safety Component** (up to 20 points)

- Plan will reference a [proven safety countermeasure](#) or major safety component intended to reduce the number and rate of serious injuries and fatalities for multiple modes or vulnerable users = 20 points
- Plan will provide safety improvement near a school or major employment center = 10 points
- Plan will provide safety component only for one type of user = 5 points
- Plan will not include a safety component = 0 points

**Safety Prioritization** (up to 15 points - mark all that apply)

- Plan area will include a route or intersection with a [Fatality and Serious \(Incapacitating\) Injury Crash](#) within the last 5 years = 10 points

- Plan area will include an intersection included in the [2019 high crash intersection audit](#) = 5 points
- Plan will include considerations for vulnerable road users or people with disabilities in an area that currently lacks sidewalks, bike lane, or other complete street infrastructure for those users = 5 points

### **SUSTAIN (25 points possible)**

#### **Single Occupancy Vehicles (SOVs)** (up to 15 points)

- Plan will primarily support transportation options other than SOVs or safety for users who do not primarily use SOVs = 15 points
- Plan will primarily support SOVs but includes green infrastructure elements = 5 points
- Plan will primarily support SOVs and does not include green infrastructure = 0 points

#### **Emissions Reduction** (up to 10 points)

- Plan will include components reduces greenhouse gas emissions and/or reduces the use of carbon-based fuel = 10 points

## **6.2 IMTAP LAND USE AND HOUSING TRANSPORTATION INTEGRATION PROJECTS SCORING (100 POINTS POSSIBLE)**

### **IMPACT (30 points possible)**

#### **Regional Impact** (up to 15 points)

- Plan will have a regional impact = 15 points
- Plan involves two or more jurisdictions = 10 points
- Plan will have a community-wide (or larger) focus = 7 points
- Application includes evidence of collaboration (letters of support from other organizations, joint applications, etc.) = 5 points

#### **Type of Location** (up to 15 points)

- Plan area will focus on existing dense site = 15 points
- Plan area will focus on existing non-dense site or mix of dense and non-dense sites = 10 points
- Plan area will focus on development on currently undeveloped land = 0 points

### **INCLUSION (30 points possible)**

#### **Attainable Housing** (up to 15 points – mark all that apply)

- Plan will include an affordable (targeted to under 80% of AMI) or workforce housing (targeted to 80-120% of AMI) component = 5 points
- Plan will include an “aging in place” component = 5 points
- Plan will include “missing middle housing” component = 5 points
- Plan will include accessibility component = 5 points

- Plan will include equity component = 5 points

**Economic Development** (up to 10 points)

- Project implements strategy outlined in the Central Indiana Comprehensive Economic Development Strategy (CEDS) = 10 points
- Project includes other economic development component = 5 points
- Project will include an IMPO Regional Activity Center = 5 points

**Engagement** (up to 5 points – mark all that apply)

- Plan will include specific public involvement with stakeholders in environmental justice areas or environmental justice identified populations (5 points)

**TRANSPORTATION INTEGRATION (30 points possible)**

**Transportation Access** (up to 10 points)

- The site is accessible by at least three viable modes of transportation or project will address adding viable modes = 10 points
- The site is accessible by at least two viable modes of transportation or project will address adding viable modes = 5 points
- The site is accessible by only one viable mode of transportation = 0 points

**Land Use** (up to 20 points – mark all that apply)

- A project zoning district has eliminated parking mandates or will study eliminating parking mandates = 15 points
- The project will include a food and/or grocery store access component = 15 points
- The project zoning district allows or will study allowing for shared parking reductions, Transportation Demand Management Reduction strategies, bike or car-sharing parking reductions, or other methods of reducing surface parking land consumption = 10 points
- The project zoning district requires or will study requiring parking behind, to the side, or underneath buildings = 5 points
- The project zoning district allows or will study allowing for greater than 16 dwelling units/acre = 10 points
- The project zoning district allows or will study allowing for between 6 and 16 dwelling units/acre = 5 points

**SUSTAINABILITY (10 points possible)**

**Sustainability** (up to 10 points – mark all that apply)

- Plan will study preserving or restoring environmentally sensitive lands, cultural resources and agricultural lands and/or includes an environmental mitigation or resiliency planning element = 5 points
- Plan will promote increased non-motorized travel or transit = 5 points



## 7 PROJECT CONTRACTING WITH THE IMPO

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The IMTAP is being funded with IMPO Planning dollars and, therefore, the IMPO must hold the contract with the selected vendor per Federal Highway Administration guidelines. The IMPO will, therefore, follow the [IMPO Procurement Policy](#) for each contract. The IMPO will require a contract with the vendor and the local public agency. A [sample contract](#) may be found on the IMPO website.

The vendor selection committee must be made up of an IMPO project manager and at least two representatives from the local public agency, of their choosing. The IMPO project manager will assist the local public agency and the vendor through the contracting process and support the critical milestones of the project. The local public agency will maintain the day-to-day interactions of the project and vendor. The IMPO, local public agency, and vendor will be expected to meet regularly to discuss the project. Upon receiving each invoice on the project, the IMPO's project manager will contact the LPA to verify work and updates on the project before approval.

### 7.1 LOCAL MATCH

Once the vendor has been selected and the scope/fee finalized, a local match check is required. Notice to proceed will not be given to the vendor without a paid-in-full local match. If the final project fee is more than the amount approved for the project, the LPA will pay the difference. If less, the LPA will pay the match percentage included in the project application. The LPA will also be expected to promote a public outreach period of at least 10 days for the plan.

## 8 2022 IMTAP PROGRAM SCHEDULE

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July 1 – IMTAP 2022 Call for Projects Opens

September 1 – IMTAP applications due

September 1 to September 27 – Staff review

October 5 – Technical Committee Review

October 19 – Policy Committee Review