



DEVELOPMENT AND CONTENT OF A LONG-RANGE TRANSPORTATION PLAN FACT SHEET

These 10 items must be included in any Long Range Transportation Plan developed by a Metropolitan Planning Organization according to federal regulations (23 CFR 450.322(f)).

1. The projected transportation demand of people and goods in the metropolitan planning area over the period of the transportation plan.
2. Existing and proposed transportation facilities, including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors. Facilities that serve important national and regional transportation functions are given priority.
3. Operational and management strategies to improve the performance of existing transportation facilities, relieve vehicular congestion, and maximize the safety and mobility of people and goods.
4. Consideration of the results of the congestion management process in metropolitan areas with populations greater than 200,000, including the identification of projects that increase capacity for single occupant vehicles in metropolitan areas that are designated nonattainment for ozone or carbon monoxide.
5. Assessment of capital investment and other strategies to preserve the existing and future metropolitan transportation infrastructure and increase multimodal capacity based on regional priorities and needs. The plan may consider projects and strategies to alleviate current or projected congestion effecting the efficient functioning of the metropolitan area's transportation system.
6. Design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail to develop cost estimates.
7. A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. This discussion may focus on policies, programs, or strategies, rather than at the project level.
8. Pedestrian walkway and bicycle transportation facilities.
9. Transportation and transit enhancement activities.
10. A financial plan that demonstrates how the adopted transportation plan can be implemented.



2035 LONG RANGE TRANSPORTATION PLAN (LRTP) UPDATE FACT SHEET

Overview of the MPO - The Indianapolis Metropolitan Planning Organization (MPO) is the transportation policy-making agency for the Indianapolis urbanized area. Based on federal legislation passed in 1962, MPOs are required for all urbanized areas in the U.S. with a population greater than 50,000. The urbanized area encompassed by an MPO is based on the area that is currently considered by the latest U.S. Census to be urbanized, plus the contiguous area that is expected to become urbanized within the 20-year forecast period. For the Indianapolis region, this area includes all of Marion County and portions of Boone, Hamilton, Hancock, Hendricks, Shelby, Morgan and Johnson Counties. MPOs are responsible for overseeing transportation projects and programs in the region and ensuring that expenditures for these programs meet federal requirements for a continuing, cooperative and comprehensive planning process.

The Indianapolis MPO works hand-in-hand with the Indianapolis Regional Transportation Council (IRTC) in developing the region's transportation plans and recommendations. The IRTC is governed by a Policy Committee comprised of representatives of counties, cities, towns and transportation agencies within the region, as well as federal and state oversight agencies. The IRTC's Technical Committee, comprised of planners and engineers from within the region, serves in an advisory capacity to the Policy Committee.

The Indianapolis MPO is responsible for developing a Long-Range Transportation Plan (LRTP) which covers a 20-year planning horizon, and a Transportation Improvement Program (TIP) which includes a four-year priority list of proposed transportation projects for the region, along with a financial plan that demonstrates how they will be implemented. The processes for developing these two documents include numerous opportunities for involving the general public and targeted stakeholder groups.

Long Range Transportation Plan Update Process - While the Indianapolis MPO's Long-Range Transportation Plan is amended on an annual basis, based on the region's changing conditions and needs, a full update of the LRTP is required every four years. Since the last complete update of the LRTP occurred in 2005, the Indianapolis MPO has embarked on the process of developing an updated Plan. The new Plan will identify a fiscally-constrained system of transportation improvements and programs for a 20-year planning horizon. It will promote and ensure mobility and access for both people and goods, and address management strategies for preserving the transportation system. The planning process is currently in its early stages with an anticipated completion in early-2011.

The new Plan will serve as an umbrella for a number of transportation initiatives currently underway in the region, and provide a combined and comprehensive outreach process for them. The purpose of this comprehensive approach is to ensure a clearer



2035 LONG RANGE TRANSPORTATION PLAN UPDATE GOALS AND OBJECTIVES FACT SHEET

These Goals & Objectives were approved by the Indianapolis Regional Transportation Council (IRTC) to guide the development of the 2035 Long Range Transportation Plan Update.

Goal 1: Preserve, make safe, and improve utilization of the existing transportation system.

Objective 1: Maintain the existing network in a state of good repair.

Objective 2: Use cost-effective transportation system management, travel demand management, intelligent transportation system, and operational improvements and techniques to increase the efficiency and safety of the existing transportation system.

Goal 2: Enhance regional transportation mobility and accessibility.

Objective 1: Provide cost effective transportation improvements to address identified mobility problems and reduce the growth in traffic congestion.

Objective 2: Provide appropriate travel options and choices for all users, including auto, transit, paratransit, bicycle, and pedestrian.

Objective 3: Improve accessibility to regional employment and activity centers.

Objective 4: Enhance connections between modes.

Objective 5: Support commercial goods movement within and through the region.

Goal 3: Plan, design, and implement a coordinated transportation system so that improvements are consistent with regional values.

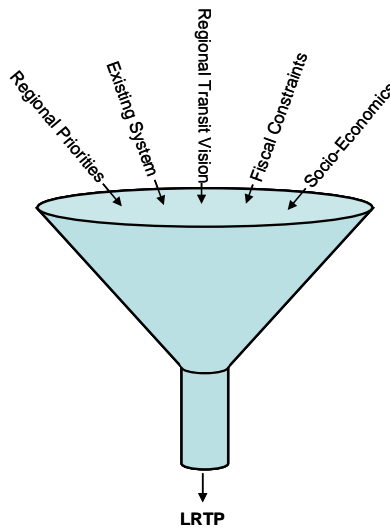
Objective 1: Partner with state and local jurisdictions to ensure transportation and land use are complementary.

Objective 2: Enhance transportation system sustainability and minimize impacts of the transportation system to the built and natural environment.

Objective 3: Support regional economic development.

Objective 4: Support transportation security.

understanding by interested parties of how each of these initiatives fit into the big picture as part of the region's overarching Plan.



Major Factors Influencing the L RTP Update - With the changes that are continuously occurring in the Indianapolis region, the Plan will take into account how these changes are influencing the current demands on the region's transportation system and the needs that will continue to evolve through the 20-year planning horizon. Changes in the region's demographic and socio-economic profile will certainly play a major role in influencing the demands that will be placed on the region's transportation system. Based on these changes, travel patterns in the region have also changed, and will continue to evolve. New data on the region's travel patterns is now available from two recently completed surveys, a household travel survey and a transit survey. The results of these surveys will be used to update the regional Travel Demand Model. This model will be used to predict travel flows throughout the 20-year planning process.

The Plan will be developed using a performance-based approach that is consistent with a national trend among transportation agencies. This framework will set the stage for a process that is data-driven and transparent, instilling accountability into the decision-making process. In developing this framework, a set of performance measures will be identified for tracking progress toward the region's goals and objectives. The intent of this approach is NOT to create a purely mechanical system, devoid of public input and policy decisions. Rather it is intended to support and integrate with planning and policy decisions.

As part of the planning process, the Indianapolis MPO is also engaged in the development of a transit vision for the region. This vision, which will be incorporated into the Plan, will highlight special opportunities for transit in Central Indiana. It will establish options for what a regional transit system could look like, provide more details on potential transit hub facilities in downtown Indianapolis, and define implementation strategies.