

teMPO

KEEPING PACE WITH OUR TRANSPORTATION NEEDS

SPRING 2000

VOLUME FOUR

ISSUE ONE

SPRING AHEAD

It's that time of year again when your Metropolitan Planning Organization (MPO) looks ahead to the priorities, problems, places and projects likely to dominate throughout the coming year . . . *and beyond!* Find out how our Regional Transportation Plan is being updated to plan projects for the next quarter century. Learn what major activities have been recommended for immediate implementation *this year* in the MPO's 2000 Overall Work Program. Read all about the transportation and development options under consideration for the future of the 96th Street Corridor between Michigan Road and Keystone Avenue. And, discover which of *conNECTIONS'* congestion and mobility strategies have been green lighted for detailed analysis this year. It's all here and it's all yours as you spring ahead with the MPO and look down the road with *teMPO!*

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2025 REGIONAL PLAN UPDATE

A year ago, in the Spring 1999 issue of *teMPO*, MPO Manager Mike Peoni described the Regional Transportation Plan as a "living document" that helps guide the development of our area's transportation system for decades to come. "If it weren't," he explained, "we wouldn't have been able to respond to changing conditions as we do now."

Monitoring changing conditions has always been a cooperative effort among the citizens, planners, engineers and public officials who contribute to the plan. With their help, the Regional Transportation Plan ensures that facilities and services necessary to support the mobility needs of our area and its future growth are anticipated and available. It also provides decision-makers



cont on page 7, see Plan Update

2000 OVERALL WORK PROGRAM

Spring is a time when a young man's fancy turns to thoughts of . . . transportation planning. At least, if he works for the MPO. "Actually, we develop our next Overall Work Program (OWP) throughout the previous year," says Mike Peoni, MPO Manager. "People just associate it with spring because that's when we usually announce it following approval by the Indiana Department of Transportation, the Federal Highway Administration and the Federal Transit Administration."

As proof of the year-round deliberation that went into the 2000 Overall Work Program, Peoni points to three projects in particular that were inspired in part by the frequent requests and comments of various planning partners: the I-465 Noise Impact Study, the Preliminary Outer Beltway Study and a Special Neighborhood Study that will assess the feasibility of retrofitting older neighborhoods with sidewalks. "These are all hot topics," Peoni says, "and we've heard about



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ACRO-NYMBLE

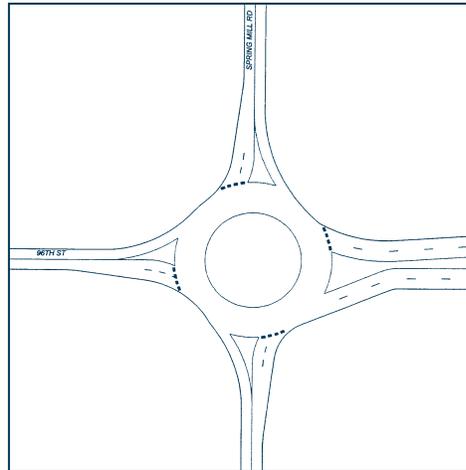
Here's a list of the agency and program acronyms mentioned in this issue. Refer to it to keep your understanding letter-perfect.

- ADA - Americans with Disabilities Act
- AICP - American Institute of Certified Planners
- CAC - Citizens Advisory Committee
- CEC - Corporation for Educational Communication
- CIRCL - Central Indiana Regional Citizens League
- CMAQ - Congestion Mitigation & Air Quality
- DCAM - Department of Capital Asset Management
- FHA - Federal Highway Administration
- FTA - Federal Transit Administration
- IDEM - Indiana Department of Environmental Management
- INDOT - Indiana Department of Transportation
- IPTC - Indianapolis Public Transportation Corporation
- IRTC - Indianapolis Regional Transportation Council
- IRTIP - Indianapolis Regional Transportation Improvement Program
- ITS - Intelligent Transportation Systems
- LOS - level of service
- MIS - Major Investment Study
- MPA - Metropolitan Planning Area
- MPO - Metropolitan Planning Organization
- MSA - Metropolitan Statistical Area
- OWP - Overall Work Program
- SOV - single occupant vehicle
- STP - State Transportation Plan
- TAZ - Travel Analysis Zones
- TCSP Grant - Transportation, Community & System Preservation
- TDD -
- TEA-21 - Transportation Equity Act (for the 21st Century)
- TIS - Traffic Impact Study
- TMS - Traffic Monitoring System
- TWG - Technical Working Group
- USEPA - United States Environmental Protection Agency

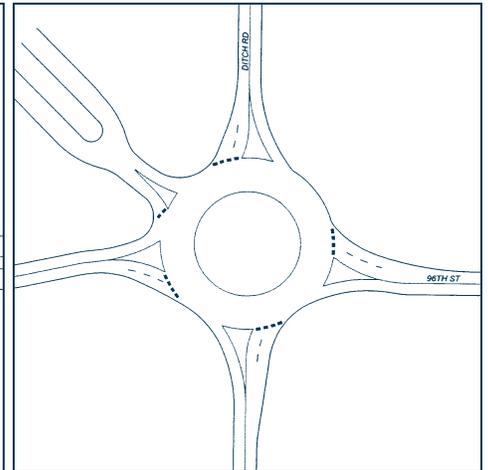
96TH ST. STUDY FINDINGS

“It’s taken us nearly a year to develop the findings and recommendations of this study,” says Steve Cunningham, the MPO Senior Planner primarily responsible for overseeing the 96th Street Corridor Study. “But I think all of the planning agencies involved, and the residents of the 96th Street corridor who participated, are satisfied with both the process and the results.” Included in the process of data collection, land use assumptions, traffic forecasts, alternatives development and evaluation, recommendations, implementation planning and documentation/ coordination were monthly meetings of the study’s Technical Working Group (TWG) and three public forums held in February, September and October, 1999 and attended by nearly 300 people.

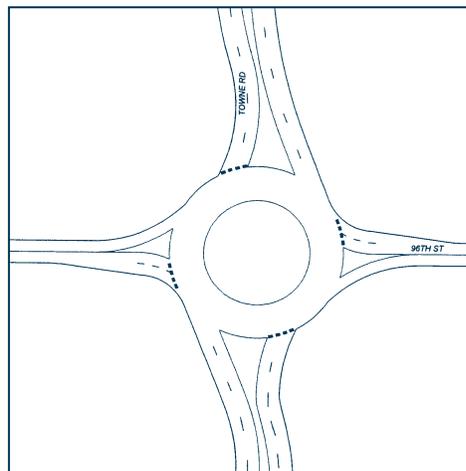
Proposed 96th St. Roundabouts



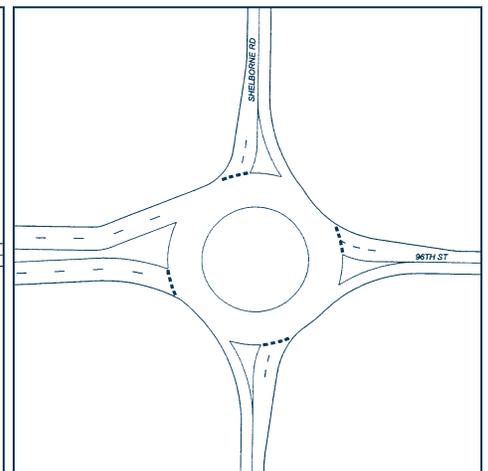
96th & Springmill Rd.



96th & Ditch Rd.



96th & Towne Rd.



96th & Shelborne Rd.

The 96th Street Corridor Study was commissioned by the Indianapolis Metropolitan Planning Organization (MPO) in cooperation with the City of Indianapolis, Hamilton County and the City of Carmel. Participating agencies with land use or transportation jurisdictional authority in the area included the Hamilton County Council, the Carmel Department of Community Services, the

cont on page , see 96th St.

INDIANAPOLIS METROPOLITAN PLANNING AREA

 **METROPOLITAN PLANNING AREA**
(PROJECTED URBANIZATION BY THE YEAR 2020)

 **MPO MODELING AREA**
(STUDIED BECAUSE OF ITS PROXIMITY TO, AND INFLUENCE ON, MPA TRAFFIC)



Note: all roads on boundary lines are excluded except Marion County's east and south county lines.

ACCESS JOHNSON COUNTY

Getting people where they need to go is the deceptively

simple goal of ACCESS Johnson County, a community-wide transportation initiative started in 1995. "It takes a lot of planning, support, funding, cooperation and luck to make it work," acknowledges Becky Price, Transportation Director, "But the need is so great, it's worth all the hard work." In 1994, the Johnson County United Way released the results of its Needs Assessment, in which "transportation" ranked number one. ACCESS Johnson County began a year later and has operated as a subsidiary of Gateway Services ever since.

Has the need been met? "The short answer is 'yes,'" says Price. "But, the fact is Johnson County's need for transporta-



tion has grown and changed over the last five years, so our service has had to, as well."

In 1996, its first full year of operation, ACCESS traveled just under 100,000 miles, providing nearly 13,500 passenger trips. This year, estimated miles of travel total around 300,000, and comprise nearly 40,000 passenger trips. "Initially, our customers were mainly people with disabilities, even though our service has always been open to everyone," Price explains. "Now, our client mix is pretty diverse: 41% are elderly or medically dependent, 38% are disabled, 14% are part of job-training or welfare-to-work programs, and 7% are mobility-disadvantaged in some other way."

To serve the transportation needs of this changing clientele, ACCESS Johnson County operates nine modified type "C" vans, which can accommodate 12 passengers each, and one light transit vehicle which can carry 18 passengers. All are wheelchair accessible and all ACCESS drivers are trained in safety and passenger assistance procedures. To reserve a ride, passengers need to call a minimum of 24 hours in advance. Regular or subscription

BUS

trips to the same destination may be scheduled up to a month in advance. Under the Americans with Disabilities Act of 1990

(ADA), only 50% of all ACCESS' trips can be subscription, in nature. Standard trip fare is \$1.50 per passenger. Advance tickets are sold at a discount in packets of 10 or 20.

"We're always looking for new and better ways to serve our constituents," Price notes. As proof, she cites the new Greenwood Connector run Access operates in cooperation with IndyGo, the region's mass transit provider. Since January 24 of this year, ACCESS has made twelve daily runs between the Greenwood Park Mall and the Kmart on Village Lane, stopping at all regular IndyGo bus stops along the way. "This joint venture allows for more frequent bus service during the day between downtown Indianapolis and the Mall," Price says.

"And that means the needs of more people are being met."

ACCESS Johnson County's Year 2000 Budget of \$441,528 covers everything, including driver-related costs (54.9%), licensing & insurance (2.3%), vehicle maintenance (7.3 %) and fuel (6.4%). Funding comes from Gateway Discretionary Funds, Federal Section 18 funding, grants from United Way and Johnson County, corporate sponsorships and private contributions. "We run a tight ship, and that helps prove the benefit of our investment," Price

says. "Our research tells us that 147 Johnson County residents could not be employed this year without a transportation program

like ACCESS. So we prove that transportation for the mobility-disadvantaged is a quality-of-life issues that reaps economic benefits."

For more information on ACCESS Johnson County, call Rebecca Price at 317/ 738-5523 (317/738-3951, TDD) or e-mail her at bprice@iquest.net.



NEW IRTIP AMENDMENTS

As previously reported in *teMPO* (Vol.1, Issues 1 and 3), the Indianapolis Regional Transportation Improvement Program (IRTIP) is a document that reflects a staged, multi-year program of transportation improvements that are endorsed by the MPO. Like the Indianapolis Regional Plan of which it is a part, the IRTIP is multi-modal, meaning it incorporates various modes of transportation as required by federal legislation. A project must first appear in the IRTIP to qualify for federal funding.

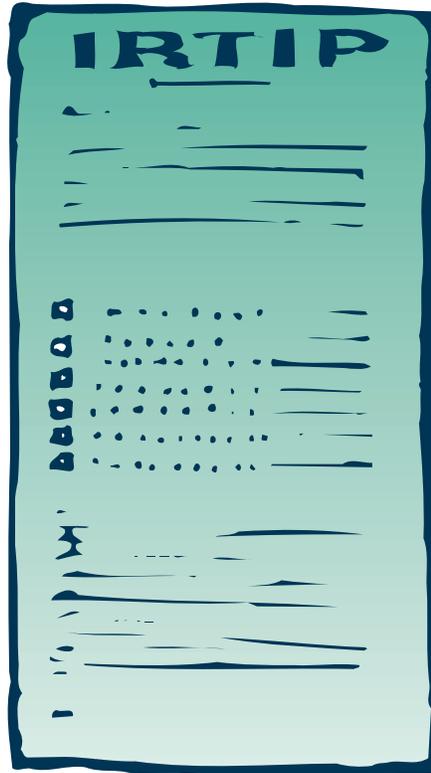
To Mike Dearing, MPO Senior Planner, however, the IRTIP is even more. "It's proof positive that our transportation planning process is continuous, comprehensive and, above all, cooperative," says Dearing. "It has to be to reflect the ever changing needs and concerns of the people it serves."

Since 199_, it has been Dearing's responsibility as a member of your MPO staff to coordinate the IRTIP's annual update with the more than 70 different groups who have input into the program, including four County Boards of Commissioners, nearly 20 city or town governments, and dozens of state agencies and private sector not-for-profits. "Naturally, most of these planning partners have special interest in the projects that directly benefit their own jurisdictions," he acknowledges, "But, each year, we're able to jointly agree on the projects that best serve the area's transportation system as a whole."

Because it serves as gatekeeper for more than \$XX,000,000 worth of federal transportation funding in the Indianapolis Metropolitan Planning Area (see map, page 3), the job of reaching consensus is the responsibility of the Metropolitan Planning Organization. For this reason, Dearing acts on behalf of both the area's transportation system (and the people who use it) and the Transportation Equity Act for the 21st Century (TEA-21) -- the federal legislation which allocates government funds for local transportation-related projects. "Our goal is to fairly represent all of our planning partners and, ultimately, make recommendations that offer maximum benefit to our regional transportation system," he explains.

As part of this effort, Dearing presented information on newly proposed IRTIP amendments at the January and February meetings of the Citizens Advisory Committee (CAC). "The public is our primary planning partner and CAC meetings are a great way to reach them," he says. Monthly CAC meetings are open to the public who are encouraged to participate in the discussion of all

agenda topics. The meetings are then subsequently re-broadcast throughout the month on government access channel WCTY (Channel 16, Comcast). The purpose of these presentations, as well as a series of mailings made to implementing agencies, was to offer substantial opportunity for review and comment on all proposed amendments, including:



- re-configuring the IndyGo Transit portion of the IRTIP to eliminate two projects (involving office support equipment and a vehicle leasing contract) and consolidating various projects under the collective headings (e.g. "technology", "equipment", "facilities", etc.)
- adding the W. Washington Street Signal Interconnect from Waldemere Drive to the White River Parkway-West Drive to the IRTIP's fiscal year 2000. The project is funded with Congestion Mitigation and Air Quality (CMAQ) dollars and had been delayed from fiscal year 1999.
- moving up from fiscal year (FY) 2001 to FY 2000 the preliminary engineering phases of several pavement replacement projects on the west leg of I-465 and the construction of 14 new bridges, at the request of the Indiana Department of Transportation (INDOT)
- adding to FY 2000 the replacement cost of the McFarland Road bridge over Little Buck Creek at the request of the Department of Capital Asset Management (DCAM)
- adding to FY 2000 the preliminary engineering phase of four projects for which Indianapolis is being reimbursed for relinquishing state roads inside of I-465 at DCAM's request
- adding to FY 2000 three railroad improvement projects that have been approved for 100% funding with federal Railroad Crossing Safety dollars at DCAM's request
- and, adding to FY 2000 at DCAM'S request two signal interconnect projects involving 32 intersections that will be paid for with Congestion Mitigation & Air Quality (CMAQ) federal funds.

Comments concerning these amendments were presented to the Technical Committee of the Indianapolis Regional Transportation Council (IRTC) as part of its approval review the week of March 6 and to the IRTC Policy Committee and the Indianapolis Metropolitan Development Commission the week of March 15. All proposed amendments were approved. For more information on the IRTIP update, or a list of all currently programmed IRTIP Capital Projects with their costs, call Mike Dearing at 327-5139 or e-mail him at mdearing@indygov.org.

CONNECTIONS NARROWS FOCUS

Readers of *teMPO* have come to expect regular reports on the study of Northeast Corridor Transportation, called *conNECTIONS*, which began in May of 1998. But the current update may be a surprise for several reasons. "We had purposely slowed the study down from its original December '99 completion date, in part, to allow our new Mayor and his administration the opportunity for input," explains Mike Peoni, AICP, MPO Manager. "So, people haven't heard any new study developments for a while. But also, the study has been expanding its range of consideration up to this point. Now we're eliminating half of the 14 highway, bus and bus/rail alternatives we previously proposed to mitigate congestion and lack of mobility in our busiest corridor."

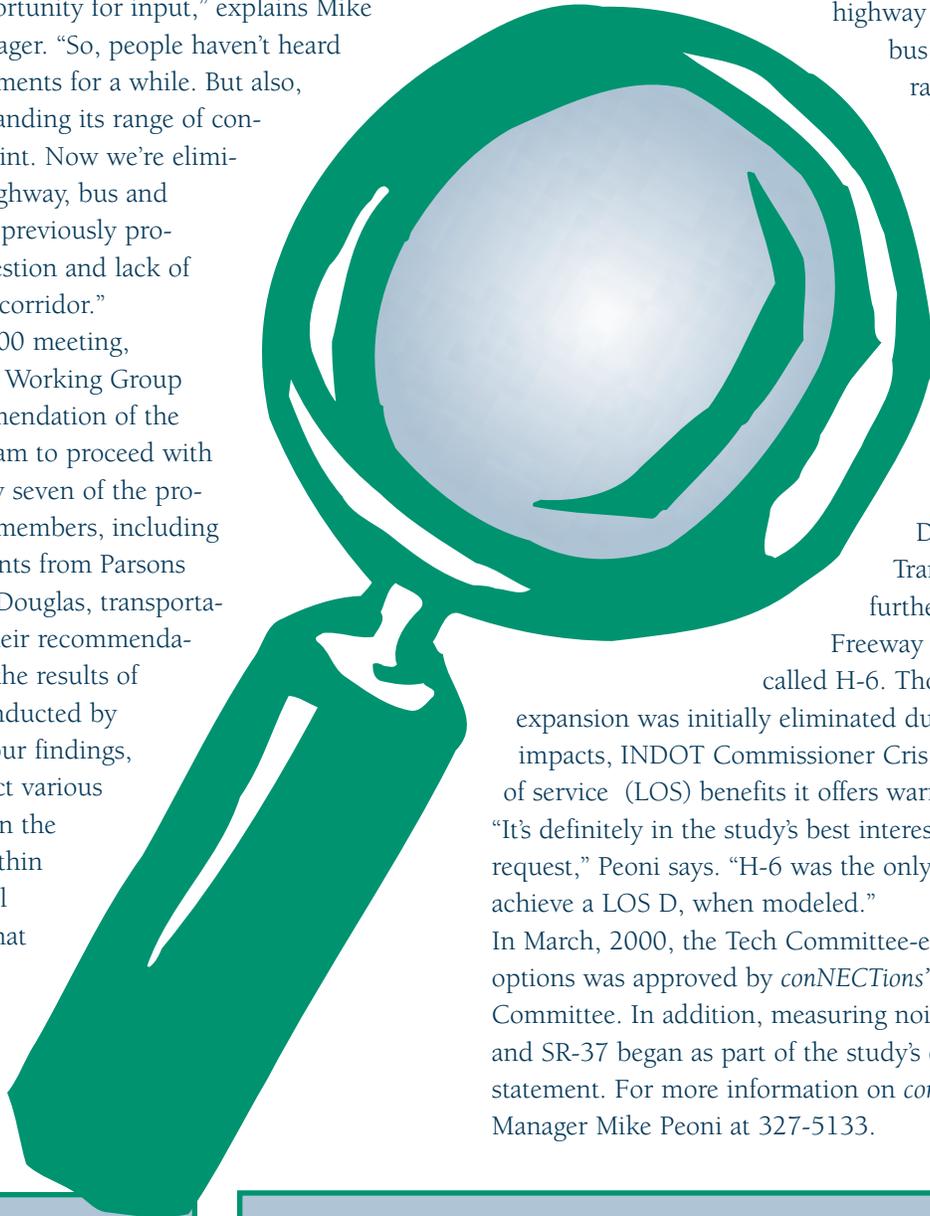
At its February 2, 2000 meeting, *conNECTIONS*' Technical Working Group agreed with the recommendation of the study's Management Team to proceed with detailed analysis of only seven of the proposed strategies. Team members, including MPO staff and consultants from Parsons Brinckerhoff Quade & Douglas, transportation engineers, made their recommendation based, in part, on the results of computer modeling conducted by Parsons. "Armed with our findings, we can assess the impact various alternatives may have on the travel characteristics within each of the 1008 Travel Analysis Zones (TAZ) that make up the Indianapolis planning area," explains Bill Wiedelman, the Parsons

Brinckerhoff Supervising Engineer primarily responsible for the modeling process. "As specific routes are impacted to greater or lesser degrees by each alternative, our simulation software changes their travel times and/or speeds." This information is part of what established each alternative's perceived benefits or disadvantages.

The *conNECTIONS* Tech Committee agreed to proceed with detailed analysis of three highway (H-1A, H-3, H-5), two bus (B-1, B-2) and two rail/bus options (RB-1, RB-4). For a complete description of these and all *conNECTIONS* proposed alternatives, see *teMPO* Special Report #1, 1999. In addition, study planners have agreed to honor a request from the Indiana Department of Transportation (INDOT) to further consider the Major Freeway Expansion Option, called H-6. Though this 12-lane I-465

expansion was initially eliminated due to its right-of-way impacts, INDOT Commissioner Cris Klika believes the level of service (LOS) benefits it offers warrant documentation. "It's definitely in the study's best interest to honor INDOT's request," Peoni says. "H-6 was the only highway option to achieve a LOS D, when modeled."

In March, 2000, the Tech Committee-endorsed short list of options was approved by *conNECTIONS*' Policy Steering Committee. In addition, measuring noise along I-465, I-69 and SR-37 began as part of the study's draft environmental statement. For more information on *conNECTIONS*, call MPO Manager Mike Peoni at 327-5133.



teMPO

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You may also contact the MPO via its website at www.indygov.org/indympo

PLAN UPDATE *(from page 1)*

with information upon which to make 'first things first' choices. "Advance knowledge of the region's mobility needs is key to the allocation of resources, preservation of rights-of-way and coordination of land use decisions," Peoni explained in 1999. "That's why the plan is updated every couple of years and why we always look at least twenty years ahead."

It's also why the plan is regional in scope, covering the entire Indianapolis Metropolitan

Planning Area (see MPA map, page 3) which includes all of Marion County and portions of Hamilton, Boone, Hendricks, Morgan, Johnson, Shelby and Hancock Counties. Included in this area are the towns of Fishers, Noblesville, New Whiteland, Speedway, Westfield and Whiteland and the cities of Brownsburg, Carmel, Greenwood, Indianapolis, Plainfield and Zionsville. This planning area consists of the area defined by the 1990 Census as urbanized plus the adjacent areas expected to be urbanized by the year 2020, the Regional Transportation Plan's previous planning horizon (see related Census story, page 1).

And that's the problem.

"Because the Transportation Equity Act for the 21st Century (TEA-21) -- the federal legislation governing transportation planning -- requires at least a 20-year planning horizon to assure that our process remains continuing and comprehensive, we need to update our Regional Transportation Plan to the year 2025, five years beyond its previous horizon," explains Peoni. "Doing so, as

accurately and efficiently as possible, is an intricate process," he notes, "involving the need for new population/employment growth projections, traffic impact extrapolations, input from all of our planning partners and implementing agencies, planning consideration of newly proposed transportation projects made possible by the addition of five-more years of available funding and, finally, reconciliation of our Needs and Cost-Feasible Plans." The entire Regional Transportation Plan Update process, which began

(month), is scheduled for completion (month).

When developing a plan for twenty-five years into the future, accurately gauging the area's anticipated growth is a key factor. For this reason, The Polis Center at IUPUI was hired in (month, 1999) to develop new population and employment forecasts to the year 2025. "Our figures are based on allocations of county-level forecasts produced by Woods & Poole Economics," explains John Neal of The Polis Center. "We tailored these forecasts for the entire Metropolitan Planning Area (MPA), incorporating locally measured and documented population growth, business movement, land use policy and employment trends."

The resulting forecasts predict that the area's total 2025 population will be 10% higher than the 2020 forecast used in the Regional Transportation Plan's last update. Because of recent growth trends, the new forecasts for both Hamilton and Hendricks Counties were substantially increased. Although the portion of Hamilton County included in this area is projected to gain the greatest number of new residents between 2020 and 2025 (62,804), Hendricks County is anticipated to experience the area's fastest rate of growth (43%)!

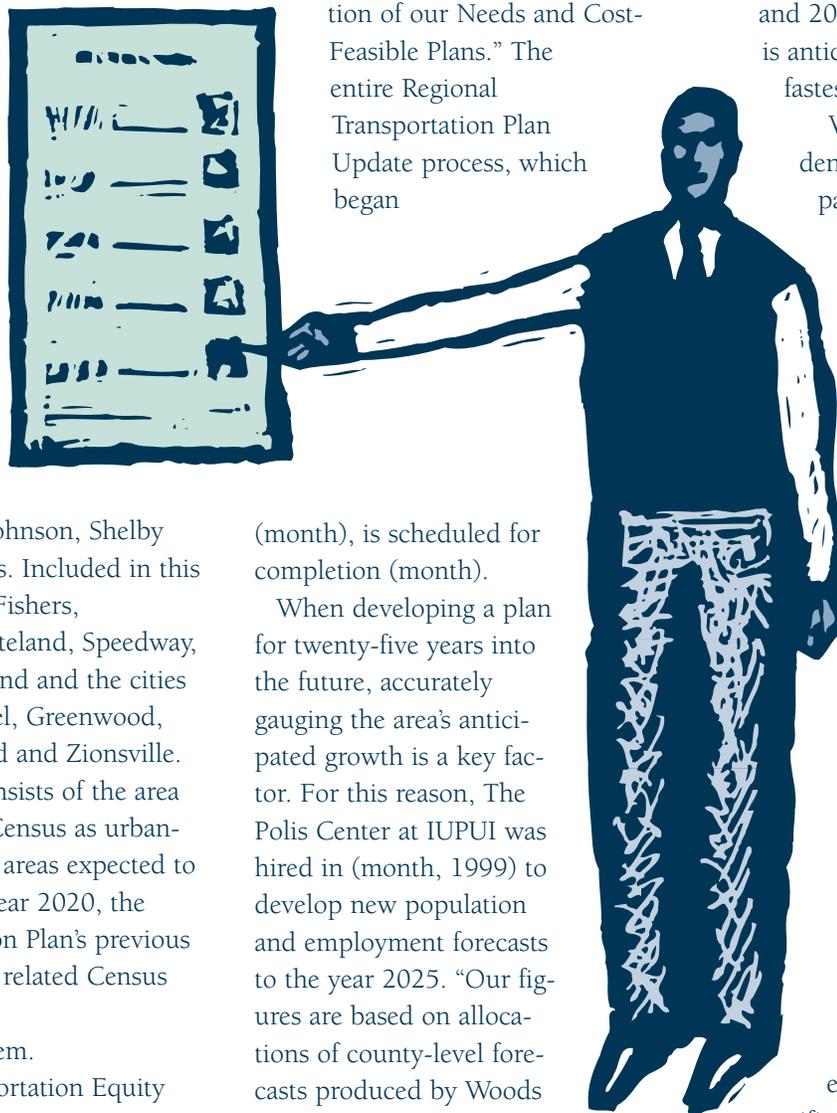
Where will all of the new residents come from? "No one place in particular," says Neal. "People will be moving to the eight-county Indianapolis MPA from other Indiana Counties, from out-of-state, and from outside the country. There will also be movement from within Marion County to outlying adjacent areas." Neal noted that retail and non-retail employment figures and Township Population Control Totals were used to develop all final forecasts.

Once developed, these new numbers were used by The Corrodino Group, transportation engineers, to run a travel simulation model that predicted the likely impact of increased traffic on the area.

PROPOSALS & FEEDBACK

"Population growth and employment forecasts suggest specific trip generation values," explains Steve Cunningham, the MPO Senior Planner primarily responsible for the current plan update. "Through travel simulation modeling, these values are used to assess the future impact of increased travel on the 1008 Traffic Analysis Zones (TAZ) that make up our regional transportation system."

cont on page 8, see Plan Update



PLAN UPDATE *(from page 7)*

Once the assessment is complete, the MPO and its planning partners develop a list of recommended improvement projects intended to maintain a good level of service throughout the system despite projected traffic increases. “Then we offer all of our planning partners, including implementing agencies and the general public, the opportunity to review and comment on what we’ve put together,” Cunningham explains.

At the January meeting of the Citizens Advisory Committee, Cunningham solicited input on which projects or types of projects should be moved into the Plan. Using a color-coded “Needs Plan” map, he showed the roadway projects already programmed with available dollars and those previously considered “cost-feasible” through the year 2020, the plan’s former planning horizon. The map also showed additional proposed projects the 2025 update (and five more years of funding) would allow for another \$87 million.

“Public comment is crucial to the update’s success and the CAC is a great way to solicit it, especially when we’re working within an abbreviated review period like we are now,” Cunningham noted. “I was able to ask for opinions in the meeting and to request further input in writing or via e-mail (scunning@indygov.org) within the month.”

Cunningham shared the feedback he’d received via phone, e-mail and personal presentation at the February CAC meeting, including that from implementing agencies, such as Cities of Carmel, Indianapolis and Plainfield, and

Johnson and Hamilton Counties. Generally speaking, these comments requested new projects that might be added to the MPO’s Regional Transportation Plan using the five year’s additional funding made available by extending its planning horizon 5-years.

“We got a lot of great feedback,” Cunningham says, noting that highway projects alone, requested between the January and February CAC meetings, added \$30 million to the Needs Plan. “My job is to now re-shuffle anticipated funding to accommodate as many of the project requests as possi-

within \$100,000 of being fully funded over the next 25 years -- an acceptable estimating margin given the variables of planning a quarter-century ahead. Rural projects for the same period were reconciled to within \$500,000 of estimated costs.

The handout also listed more than 50 State projects that should be considered preliminary until the Statewide Transportation Plan (SIP) is completed. For this and other reasons, their estimated costs were not reconciled with anticipated funding. “Each update of a

Regional Transportation Plan that was begun in 1990, we can only go so far,” Cunningham notes “But we do them on a regular basis to insure that our planning remains comprehensive and responsive to changing conditions.”

Is there any danger to planning future projects with money we don’t yet have?

“None at all,” Cunningham says. “The average transportation plan project takes from 3 to 7 years to implement, so we have to

plan ahead. By doing so, we’re not bankrupting the future to pay for today, as some people think. Funding can only be spent during its period of availability. Instead, comprehensive planning and budgeting insures the maximum benefit of funds spent now and in the future.”

For more information or to comment on the 2025 Regional Transportation Plan Update, call Steve Cunningham at 327-5403 or e-mail him at scunning@indygov.org.



ble.” To do so, Cunningham developed strategies to move projects from the “Needs Plan” to the “Cost-Feasible Plan” for which available funding is anticipated throughout the next 25 years.

In a nine-page handout, called the *Future Transportation Projects Draft-Highway Capacity Expansion Only*, Cunningham showed the results of his labor to CAC meeting attendees. The document describes the cost and location of 73 urban projects expected to be

CENSUS COUNT DOWN

“It’s finally here, and now is the best time to do ourselves and our community some real good,” says Andrew Swenson, the City’s Liaison to the Census Bureau. For the last ___ months, Swenson has been working to coordinate all national census activity with the efforts of local groups, like IndyCounts, to encourage complete participation of Marion County residents. “The Census is about fair representation,” says Swenson. “Getting an accurate count of our resident population is the best way of insuring ourselves a fair share of federal program allocations, including funding for transportation projects.”

“It’s crucial to our planning effort,” agrees Sweson Yang, AICP, MPO Chief Transportation Planner. The planning package of questions contained on the Census long form provides us with information for forecasting and modeling, says Yang. “We also rely on the Census’ basic population count to address current, and anticipate future, needs. Without full representation of the people who use our regional transportation system, the MPO can’t do its job.”

As reported previously in *teMPO* (Vol. 3, Issue 3), only with complete and accurate Census data can your MPO:

- secure the full federal appropriations to which our region is entitled
- wisely allocate transportation budget investments to where they’re needed most
- develop accurate travel forecasts, and. . .
- and, correctly calibrate transportation models, like the one used in the *conNECTions* Study of Northeast Corridor Transportation (see related item, page ___).

“The importance of participating can’t be overstated, in terms of our regional transportation planning process and all quality-of-life areas, including emergency services, edu-

cational support, adequate housing and elder care,” says Swenson.

To insure full participation IndyCounts, the Marion County complete count committee, published an informative brochure on the benefits of Census participation, both

in English and Spanish. “This is too important to us not to directly address the city’s fastest growing minority population,”

says Swenson. “Ten years ago, Indianapolis had the highest mail back response rate *and minority participation rate* of any major American city,” explains Swenson. “IndyCounts is trying to maintain this record, and strong support of our federal- and state-funded programs, by reaching out to the people who need these services but who, for a variety of reasons, are less likely to respond to the Census.”

Every household should receive its Census form on or before March 31st, 2000. Five-sixths of all households receive the short form, consisting of seven basic questions. The remaining one-sixth of households, selected at random, receive the 53-question long form, which deals with a greater variety of requested information, including transportation-related topics. Responses are due by April 17th. Those who don’t respond, receive an in-person visit from a Census Enumerator. “When it comes to the Census, it’s in the best

interest of everyone to respond,” says Swenson. “Like the advertising says, ‘It’s our future. Don’t leave it blank’”

For more information on Census 2000, or to request your copy of “Why The Census Makes Sense For You And Your Neighbors,” call Andy Swenson at (317) 327-5132 or e-mail him at aswenson@indygov.org.



MPO PROFILE

Meet Merri Anderson, a dedicated and well-known community activist whose pet project may be as basic as it is big. “Unlike a lot of other advocates, I really don’t have a single, personnel issue that I’m trying to promote,” she says, while admitting to actively support alternative transportation, public transit, denser urban development and a host of other initiatives. But her prime motivation for being involved is simpler than those issues. “I believe people have a right and a responsibility to be involved in the decisions that affect their lives,” Anderson explains. “My mission is to make people aware of what’s going on and to get them involved.”

It’s a mission Merri has pursued for more than twenty years, beginning when she became active in the development of White River State Park. “At the time, a number of us were concerned about the decisions being made about the park’s development,” she says. “We formed a ‘watch dog group’ that worked with project administrators to address our concerns. We also were directly involved in the planning of Victory Field.” Was she completely satisfied with the outcome of those projects? “Well, we were dead set against any sort of office complex in the park, so I guess we lost that one with the announcement of the NCAA headquarters there,” Anderson admits. “But participating in the planning process is no guarantee that you’ll always get your way, only that you’ll be heard.”

Merri has been heard as both a volunteer and employee at the White River State Park and the Indianapolis Zoo. She currently does volunteer phone duty at the Indianapolis Visitors Center and is active in MCANA, the Marion County Alliance of Neighborhood Associations, which meets at 4 PM on the fourth Monday of the month at

1802 N. Illinois Street, Indianapolis.

In addition, Merri has been a member of the Citizens Advisory Committee (CAC) since (year) and is a



Merri Anderson

A community activist who showed an early interest in alternative transportation.

founding member of the Central Indiana Regional Citizens League, having served on the CIRCL Steering Committee since 1996. She is also active in the Garden City Civic Association, a Wayne Township neighborhood group in the Ben Davis School District she helped found in 1990. “We’re small, but we’re turning into an umbrella organization for other neighborhoods in dealing with HUD and commercial development issues and in requesting federal block grants.”

It sounds like a lot to be involved in, but all of Anderson’s activity derives from a single, driving passion. “I’m obsessed with the good of this city,” she admits, “and I believe what’s good for its people is good for Indianapolis.” As a result, Anderson participates in and promotes public involvement programs like that of the MPO. “People need to be pro-active rather than reactive when it

comes to transportation and land use planning,” she says. “Because of the comprehensive nature of these processes, most decisions have to be made years in advance of implementation. So, the best time to get involved is NOW.”

Does she ever get tired of the pace she keeps? “Sometimes, but I’m more likely to be frustrated than tired,” she laughs. “I couldn’t be a silent by-stander about decisions that affect my life or my hometown if they paid me. And, I don’t understand how others can be, either.” Then, what’s kept her going through more than two decades of community activism? “My favorite saying,” she says. “I always tell folks, ‘If the people will lead, the leaders will follow.’ I’ve seen that proven true locally and our neighborhoods, downtown and transportation system are better because of it.”

MPO Profile is a semi-regular feature of teMPO which draws attention to the contributions of those involved in the transportation planning process for the Indianapolis region from both the public and private sectors.



MPO'S TRAN PLAN PROCESS CERTIFIED

"It happens every three years, but it's always exciting to see what our federal and state planning partners officially think of the job we're doing," says Mike Peoni, AICP, MPO Manager.

The Transportation Equity Act for the 21ST Century, the federal legislation which oversees all MPO activity, requires the review and certification of the transportation planning process in all urbanized areas with populations over 200,000. Certification is a prerequisite to receiving federal funds for airport, transit and highway transportation improvements. In the Indianapolis region, that certification process took place on March 14 and 15. "It was very heartening," Peoni says. "We received high marks in all areas of planning, but especially for our efforts to include the public as planning partners through outreach initiatives like the conNECTIONS

Interactive Voice Response System, teMPO and our Citizens Advisory Committee Meetings."

As part of the review process, the entire agenda of the March meeting of the Citizens Advisory Committee was dedicated to the re-certification process. Representatives from all the agencies involved made presentations on review criteria, procedures and opportunities for comment before CAC members and the public at-large. Certifying agencies included:

- the Federal Highway Administration (FHA)
- the Federal Transit Authority (FTA)
- the United States Environmental Protection Agency (USEPA)
- the Indiana Department of Transportation (INDOT)
- and, the Indiana Dept. of Environmental Management (IDEM).

By special memo, all past and present attendees of the CAC's monthly meetings were encouraged to speak face-to-face with federal and state reviewing agencies to let them know what transportation issues are most important to participating residents.

For more information on the recent re-certification of MPO's Transportation Planning Process, or on the monthly meetings of Citizens Advisory Committee, call Mike Peoni at 327-5133 or e-mail him at mpeoni@indygov.org.



IRONS IN THE FIRE

ON-LINE, OFF-SCHEDULE

Contrary to previous reports in *teMPO* (Vol. 3, Issues 2 and 3), everyone's favorite transportation planning periodical has yet to reach the world wide web intact. The problem, it seems, is capacity. "We want to preserve *teMPO*'s format, because it's proven very accessible and popular with our readers," explains Mike Dearing, the MPO

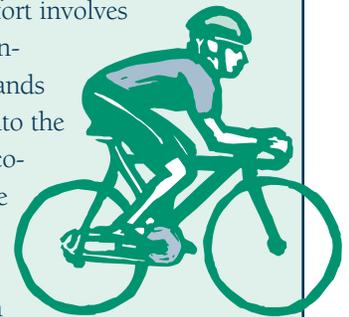


Senior Planner primarily responsible for maintaining the MPO's web site where *teMPO* would appear. "However, the City Web Master limits the size of documents that can be downloaded to 250K, not nearly large enough for our stan-

dard, 12-page issue." Most *teMPO*s can be converted to a PDF file of about 600K. However, the recent 20-page *IndyGo* Special Report converts to a file of 1.1 MB. "We haven't given up though," says Dearing. "We'll solve this in a way that best serves our constituents. Until then, *teMPO* information is available via an article directory at www.indygov.org/indym-po. Those wishing back issues of *teMPO* may request them by calling Mike Peoni, AICP, MPO Manager at 327-5133. In addition, look for CAC Minutes, the MPO-published report of Citizens Advisory Committee activity, on the MPO's web site in the near future.

BIKE/PED PROGRESS

Mike Dearing also reports that the Indianapolis Regional Bicycle/ Pedestrian System Plan, which began in 1995, is at an exciting phase. "Working with project consultants HNTB, and a host of regional planning partners, we're now filling in the "circle and cross" route skeleton mapped out in previous phases," he explains. Part of that effort involves finding the routes most used by non-motorized travelers for running errands and commuting, while also tying into the existing paths of *Indy Greenways*, co-sponsor of the initiative. "Part of the information will come from school kids throughout the region," notes Dearing. "We're working again with the Corporation for Educational Communication (CEC), our distance learning coordinators for *conNECTIONS*, to assess the current demand and future potential of non-motorized transportation among our area's young people."



For more information on the Bike/Ped System Plan, call Mike Dearing, MPO Senior Planner, at 327-5139.

96TH ST. (from page 2)

Indianapolis Department of Capital Asset Management, Cedar Knolls Neighborhood Association, Nora Community Council, Deerfield Neighborhood Association, Carmel/Clay Plan Commission, Clay West Information Council, the Indiana Department of Transportation (INDOT) and the Office of the Hamilton County Highway Director. The purpose of the study was to develop a long-range corridor plan for land use and roadways along 96th Street between Michigan Road and Keystone Avenue that promotes community stability while also addressing the region's anticipated transportation needs.

"To achieve our goals, the study needed to answer some pretty basic questions about the area's changing traffic patterns since the opening of the 96th Street Bridge," Cunningham explains. "We also needed to determine 96th Street's preferred role in our regional transportation plan based on technical forecasts and evaluations, extensive

STUDY FINDINGS

The final report of the 96th Street Corridor Study, issued in December, 1999, contained findings under four general headings and included:

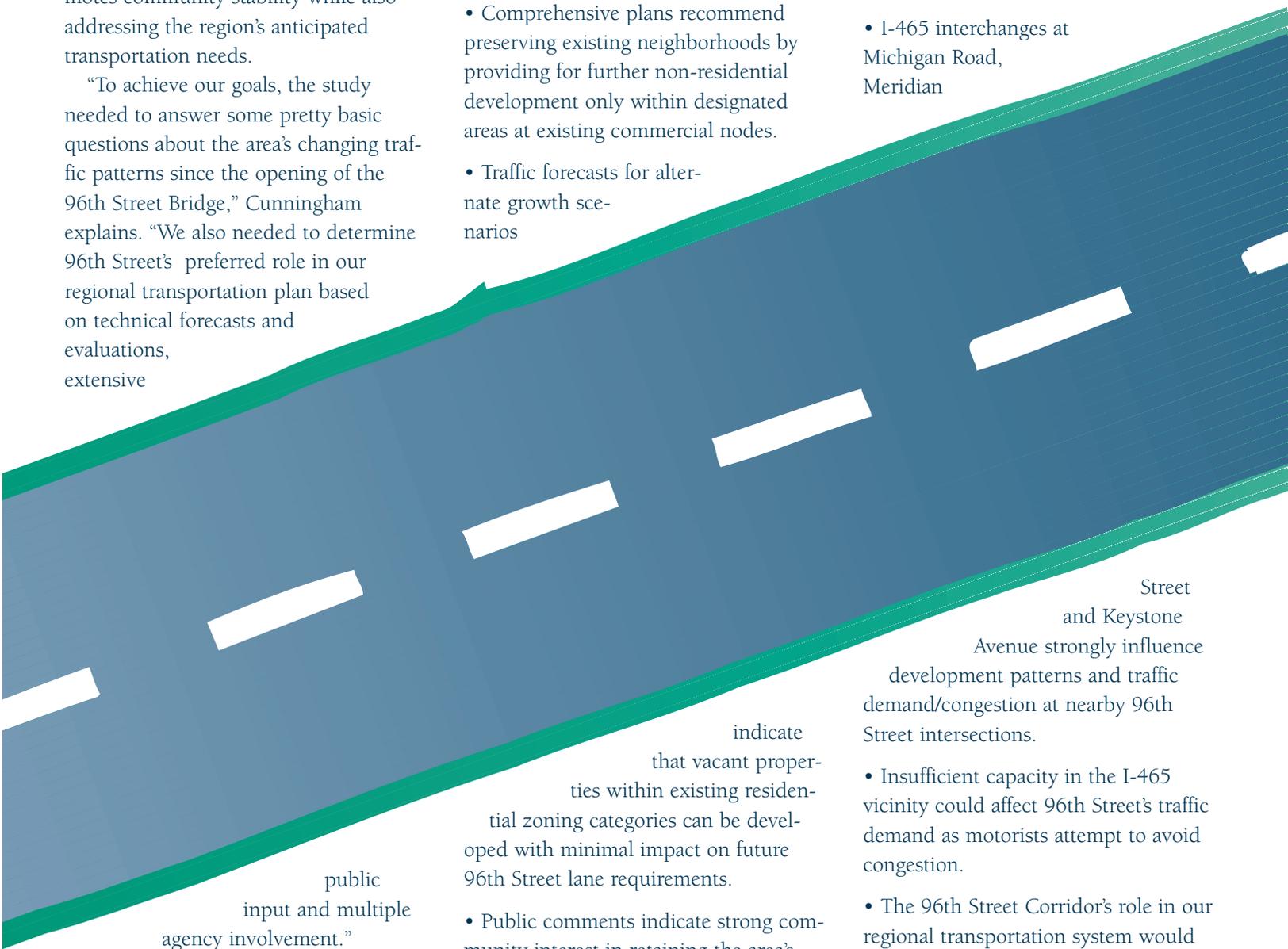
Urban Setting/Land Use

- The corridor is residential in nature except for commercial nodes near major crossroads served by I-465 interchanges.
- Because of its predominantly residential nature, the corridor has significant quality-of-life issues as well as traffic movement issues
- Comprehensive plans recommend preserving existing neighborhoods by providing for further non-residential development only within designated areas at existing commercial nodes.
- Traffic forecasts for alternate growth scenarios

land use and neighborhood character while evaluating transportation improvement alternatives.

Transportation Setting

- 96th Street within the study area is classified as a secondary (low capacity) arterial in Marion County. Carmel/Clay and Hamilton County Thoroughfare Plans classify it as a primary arterial near U.S. 31, and a secondary arterial or collector elsewhere.
- Within the study corridor, 96th Street runs roughly parallel, and in close proximity, to I-465 which tends to get the longer regional trips.
- I-465 interchanges at Michigan Road, Meridian



public input and multiple agency involvement."

indicate that vacant properties within existing residential zoning categories can be developed with minimal impact on future 96th Street lane requirements.

- Public comments indicate strong community interest in retaining the area's

Street and Keystone Avenue strongly influence development patterns and traffic demand/congestion at nearby 96th Street intersections.

- Insufficient capacity in the I-465 vicinity could affect 96th Street's traffic demand as motorists attempt to avoid congestion.
- The 96th Street Corridor's role in our regional transportation system would grow if its capacity did, drawing 50% -

cont on page 13, see 96th St.

96TH ST. (from page 12)

100% more traffic with four lanes than with two.

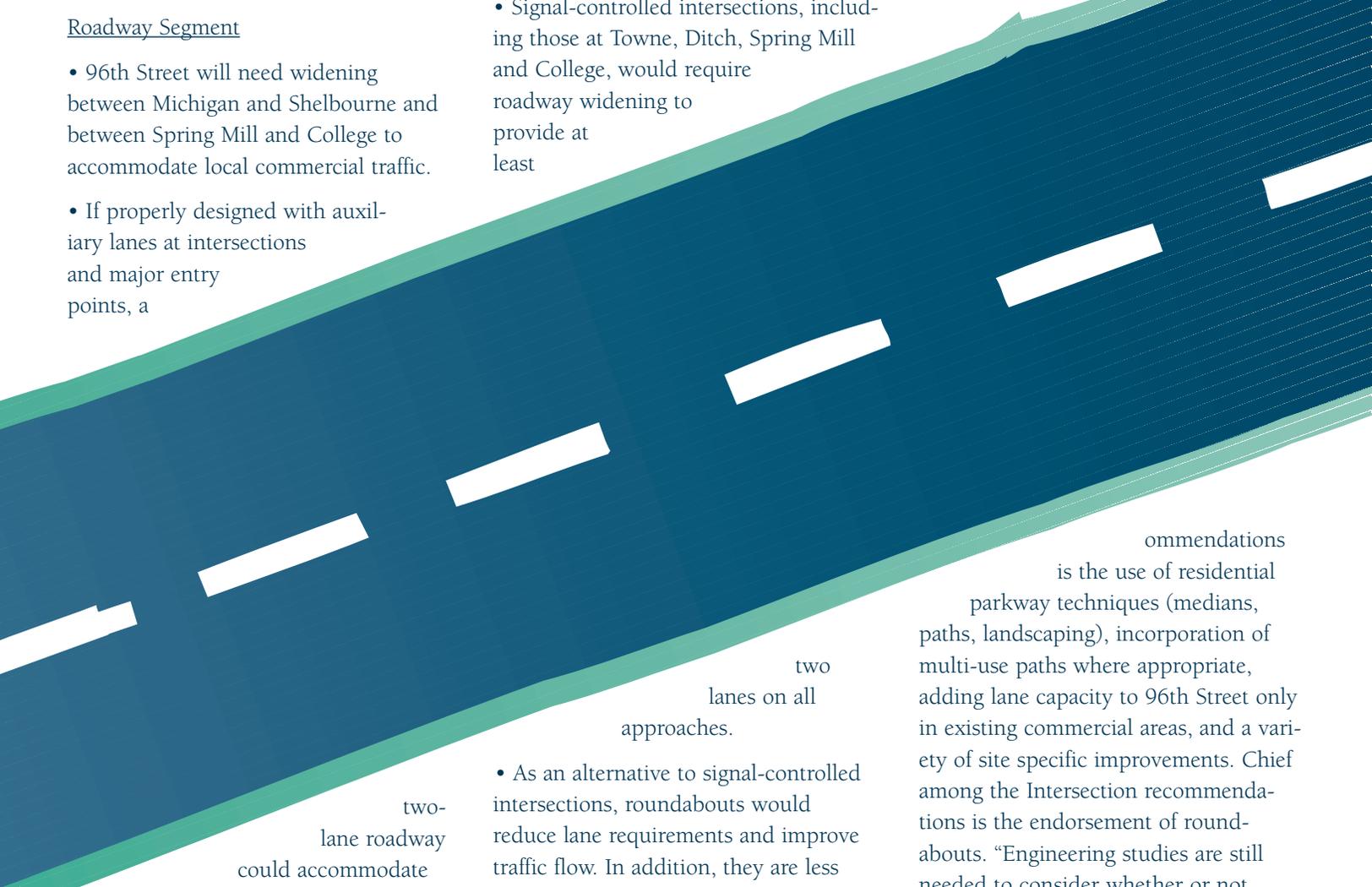
Roadway Segment

- 96th Street will need widening between Michigan and Shelbourne and between Spring Mill and College to accommodate local commercial traffic.
- If properly designed with auxiliary lanes at intersections and major entry points, a

- Either traffic signals or modern roundabouts would meet anticipated future intersection control needs.
- Signal-controlled intersections, including those at Towne, Ditch, Spring Mill and College, would require roadway widening to provide at least

dential character of the corridor.”

Included among these rec-



two lanes on all approaches.

two-lane roadway could accommodate forecast traffic levels outside commercial areas.

- Public comments indicate opposition to widening 96th Street to four lanes outside of commercial areas among a large majority of corridor neighborhood residents.

Intersections

- Traffic forecasts support the need to improve all corridor intersections, particularly current four-way stops.
- Current traffic counts do not indicate greater than expected traffic diversion as a result of the new 96th Street bridge over White River.

- As an alternative to signal-controlled intersections, roundabouts would reduce lane requirements and improve traffic flow. In addition, they are less expensive to install/maintain, are compatible with both two- and four-lane roadway designs, and offer aesthetic opportunities to complement the residential setting.
- Public input indicates a strong interest in, and likely acceptance of, roundabouts in the corridor.

“Based on these findings, the study’s Technical Working Group developed recommendations for the consideration of government leaders,” Cunningham explained. “All are consistent with the goal of improving 96th Street traffic flow in a way that minimizes right-of-way impacts, supports existing neighborhoods and enhances the overall resi-

ommendations is the use of residential parkway techniques (medians, paths, landscaping), incorporation of multi-use paths where appropriate, adding lane capacity to 96th Street only in existing commercial areas, and a variety of site specific improvements. Chief among the Intersection recommendations is the endorsement of roundabouts. “Engineering studies are still needed to consider whether or not anticipated traffic from nearby signal-controlled intersections or entry-points could back-up through them,” Cunningham notes. “But the transportation, construction, maintenance and aesthetic benefits of roundabouts are clear to study planners and the public alike.”

For more information on the complete findings and recommendations of the 96th Corridor Land Use and Transportation Study, call Steve Cunningham at 317/327-5403 or e-mail him at scunning@indygov.org.



WORK PROGRAM *(from page 1)*

them from implementing agencies and the public at forums like the Citizens Advisory Committee meetings. The 2000 OWP, as always, reflects the concerns of our constituents, as well as our objective assessment of present and future needs.”

Issued annually, the OWP reflects the mission of the Indianapolis Department of Metropolitan Development’s Regional Transportation Planning Program to develop local and state government plans/programs for moving people and goods in compliance with federal requirements throughout the Indianapolis Metropolitan Planning Area (MPA). To do so, the Transportation Planning Element of the OWP incorporates the funding and project priorities of five transportation-related sub-elements. The five elements that contribute to this comprehensive perspective are:

- Transportation Monitoring and Management Systems
- Major Investment Studies and Multi-modal Plan
- Transportation Plan

- Transportation Planning Support
- Transportation Improvement Program

“Considering all these areas helps us draw up a to-do list,” says Peoni. “That’s really what the OWP is -- our to-do list for the coming year using currently available funds.”

The budget for the 2000 Overall Work Program is \$2 million -- 80% federal transportation funds and 20% local funds provided by the Department of Capital Asset Management (DCAM). Major program activities that will be paid for with these funds include:

2025 Indianapolis Regional Transportation Plan Update – This is an “interim” plan update intended to maintain a 20-year plan horizon until a full update can be completed using Census 2000 data.

2025 Economic Analysis – The MPO is collaborating with the Indianapolis Division of Planning on an economic analysis of the Indianapolis Metropolitan Statistical Area (MSA). A phase of this work will provide urbanization and growth forecasts for regional transportation planning.

2000-2002 Indianapolis Regional Transportation Improvement Program

– This program documents the federally funded regional transportation projects proposed to be undertaken over the three-year period from 2000 to 2002.

conNECTIONS: Major Investment Study for the Northeast Corridor

– This study is a continuation of work started in 1998. It will result in a set of locally preferred, financially feasible strategies for addressing the traffic congestion and mobility issues facing the corridor.

I-465 Assessment - This study is a continuation of work started in 1999 which will benefit from the conNECTIONS major investment study (MIS). Due to the delay in modeling work associated with the MIS, the I-465 Assessment has also been delayed.

I-465 Noise Impact Study – This study will be a continuation of conNECTIONS and will model noise walls along I-465 within the Northeast Corridor.

Preliminary Outer Beltway Study – This study will examine the pros and cons associated with an outer beltway

cont on page 15, see Work Program

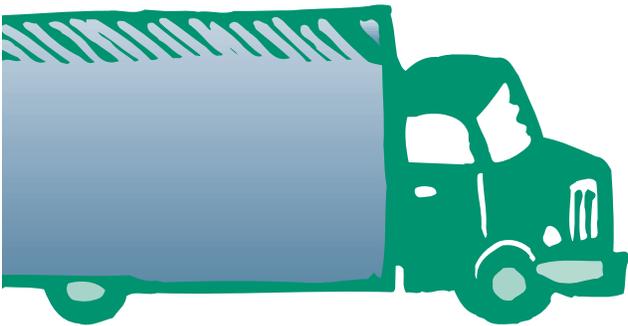
WORK PROGRAM *(from page 14)*

with respect to relieving congestion on the existing freeway system and future growth impacts.

Transportation Monitoring System (TMS) Update – The TMS will be updated using the most current existing data (including data from the Metropolitan Traffic Count Program) and updated 2025 future year data.

Metropolitan Traffic Count Program – This is a continuation of work started in 1999. It will result in traffic counts for thoroughfares in the modeling area for use in model calibration and other planning efforts.

Intermodal Freight System Plan Airport Deployment Study - The Indianapolis Intermodal Freight System Plan has recommended further study of the Airport Freight Development Zone.



It will explore the intermodal connections and Intelligent Transportation System (ITS) potentials of the area.

Indianapolis Bicycle and Pedestrian Route Plan and User Map - This is a collaboration between Indy Greenways and the MPO to develop a comprehensive map of greenways, bike/ped system plan routes, and other bicycle/pedestrian facilities in Marion County. This map is to replace the existing bicycle user map.

Traffic Impact Study (TIS) Process Evaluation – In addition to conducting the on-going TIS process, an evaluation

of the effectiveness of this process will continue in 2000.

Downtown Trolley Proposal – The MPO, in cooperation with IPTC/IndyGo and the Department of Capital Asset Management, will continue to provide planning support to the Trolley Task Force.

IndyGo 5-Year Implementation Plan – The MPO will assist IndyGo in preparing a 5-year implementation plan.

Regional Mass Transit Service Plan – This plan will complete the study initiated in 1999 and will expand it to consider the deployment of new technologies to compete with single occupant vehicle (SOV) usage.

Special Neighborhood Study – This study will analyze the effectiveness of improving the livability of existing neighborhoods by retrofitting them with side-

walks and bicycle/ transit facilities.

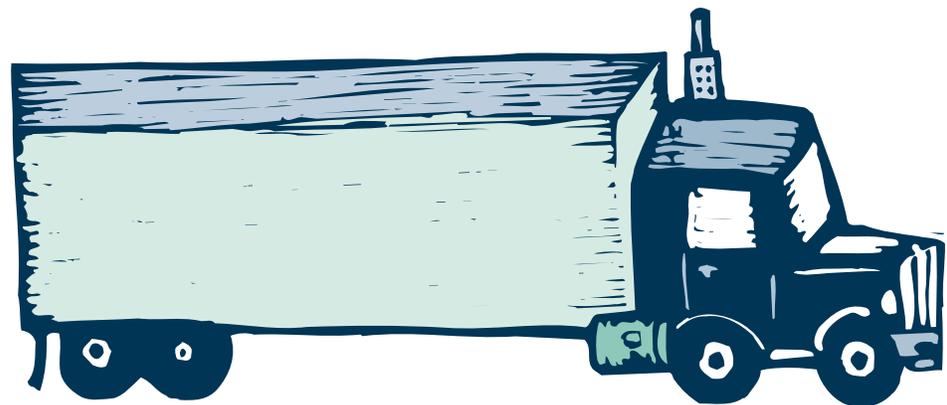
Knozone Public Awareness Program - Year four of this program will build upon past efforts to educate the public about, and encourage their participation in, efforts to reduce ground level ozone pollution.

Central Indiana Regional Citizens League (CIRCL) Collaboration – The MPO will assist CIRCL in developing a guide to serve as a “planning options resource book” for creating pedestrian- and transit-friendly communities.

TCSP Consolidated Grant Potential – This effort would include the examination and possible submission of a request for a consolidated Transportation, Community and System Preservation Grant to benefit the MPO and its planning partners.

2000 Indiana MPO Conference – The Indianapolis MPO will host the Year 2000 Statewide MPO conference in September.

Community Involvement Plan – The MPO will continue and expand its efforts to actively involve the public in the transportation planning process via Citizens Advisory Committee meetings, teMPO newsletters and other community-outreach activities, including collaboration with the Corporation for Educational Communications and the Committee for Census Awareness.



Special Studies - These studies will respond to changing conditions that were not specifically anticipated at the time the Work Program was prepared.

“We feel really good about the scope, thrust and responsiveness of the initiatives in this year’s program,” says Peoni, “Judging by the swift approval it received, I think the funding agencies do, as well. I hope our primary planning partner, residents throughout our region, will feel the same way.” For more information on the 2000 Overall Work Program, call Mike Peoni at 327-5133 or e-mail him at mpeoni@indygov.org.

THE AMENDMENT PROCESS

The Transportation Equity Act for the 21st century (TEA-21), the current federal legislation governing all MPO transportation planning activity, requires the preparation of the Indianapolis Regional Transportation Plan (The Plan) and the Indianapolis Regional Transportation Improvement Program (IRTIP). These planning documents enable communities in the Indianapolis Urbanized Area to receive millions of dollars in federal funds for roadway, transit and other transportation system improvements. The Plan is updated every three years; the IRTIP, annually. Both documents are amended or revised as needed in response to changing conditions.

The Indianapolis Regional Transportation Plan guides the development of our metropolitan areas transportation system for the next 25 years. The area's projected growth in population, number of households and employment during the period are key considerations in the effective development of this plan. Also key is the degree of fiscal restraint planners face since estimated growth, viewed as projected need invariably exceeds all reasonable estimates of available funding. For this reason, only a fraction of the projects proposed to address projected need is

likely to be funded and compromise is always a significant part of the planning process.

Steps involved in The Plan's development include the assessment of current needs; forecasting future conditions; identification of roadway, transit and/or system management alternatives, compilation of a financial plan, and the production of a "Cost Feasible" Plan which results reconciling the proposed projects found in the "Needs" Plan with the anticipated funding found in the financial plan. This reconciliation is usually takes a minimum of X months and includes the input of all planning partners, including the public (See related story, page 1).

As required by federal regulation, inclusion in the Indianapolis Regional Transportation Improvement Program (IRTIP) is a prerequisite for the approval of Federal-Aid transportation projects in the Indianapolis urbanized area. consisting of The transportation improvements (roadway, transit, pedestrian, bicycle, etc.) contained in the 3-year IRTIP are updated annually and must conform to the list of projects identified in the "Cost Feasible" Plan. They include State and locally sponsored roadway improvement projects, such as new interchanges, added travel lanes, bridge repair, traffic signalization; capital improvements to the Indianapolis bus system; and, new and improved

pedestrian and bicycle facilities.

The IRTIP is developed by your MPO in cooperation with all government agencies within the nine-county Metropolitan Planning Area (MPA), the Indianapolis Airport Authority (IAA), the Indianapolis Public Transportation Corporation (IPTC)/IndyGo, the Indianapolis Department of Capital Asset Management (DCAM) and the Indiana Department of Transportation (INDOT). A draft version of the IRTIP is offered for public review and comment for a minimum of 30 days at several public locations, including

Availability of the IRTIP for reviewed is announced in The Indianapolis Star and other area papers on a weekly basis throughout the comment period.

Proposed amendments to the IRTIP are also presented for discussion at monthly meeting(s) of the Citizens Advisory Committee prior to being presented to the Indianapolis Regional Transportation Council and the Metropolitan Development Commission. Pending local approval, the amended IRTIP is then sent to INDOT for inclusion in the Statewide TIP.

Following is a complete listing of amendments proposed for the Indianapolis Regional transportation Plan and the Indianapolis Regional Improvement Program.

Indianapolis Regional Transportation Plan Draft Future Highway Capacity Expansion Projects Only

ID#	Agency	Facility	Location	Length	Improvement Type	Description	Amount
2000-2006 URBAN PROJECTS							
NEW	CAR	Illinois Street	103rd to 136th	3.65	New roadway	4-lane div.	\$15,900,000
NEW	DCAM	21st Street	Post Road to Mithoefer	1.00	Roadway widening	Widen 2-lane to 4-lane div.	\$4,000,000
NEW	DCAM	Michigan Road	38th to 42nd	0.40	Roadway widening	Widen 2-lane to 4-lane div.	\$660,000
NEW	DCAM	Michigan Road	42nd to Coldspings	0.40	Roadway widening	Widen 2-lane to 4-lane div.	\$2,700,000
200	DCAM	South Co. Line Road	Meridian Street to Shelby Street	1.00	Roadway widening	Widen 2-lane to 4-lane div.	\$3,034,43
40	FIS	Allisonville Road	Hamilton Hills Lane to 96th St.	0.58	Roadway widening	Widen 2-lane to 4-lane div.	\$2,133,166
75.2	DCAM	Harding Street	Raymond St. to Hanna Ave.	2.00	Roadway widening	Widen 2-lane to 4-lane div.	\$7,100,000
47.3	DCAM	Brookville Road	Arlington Av. to Hunter Rd.	1.05	Roadway widening	Widen 2-lane to 4-lane div.	\$2,500,000
65	DCAM	Georgetown Road	56th St. to Lafayette Rd.	1.38	Roadway widening	Widen 2-lane to 4-lane div.	\$5,080,980
59.2	DCAM	Franklin Road	42nd to 38th	0.40	Roadway widening	Widen 2-lane to 4-lane div.	\$2,000,000
19	DCAM	38th Street	Industrial Blvd. to Cold Springs Rd.(east lane)	1.46	Roadway widening	4-lane divided to 6-lane div.	\$1,000,000
129.2	DCAM	Shadeland Avenue	42nd St. to Pendleton Pike	0.40	Roadway widening	Widen 2-lane to 4-lane div.	\$1,452,759
147	DCAM	Stop 11 Road	Madison St. to McFarland Rd.	0.59	Roadway widening	Widen 2-lane to 4-lane div.	\$1,645,746
S	GRWD	Emerson Avenue	South Co. Line Rd. to Main St.		Roadway widening	Widen to 5-lanes	\$3,500,000
30	DCAM	Pike Plaza Road	Lafayette Rd. to Moller Rd.	0.62	Roadway widening	Widen to 4-lanes	\$400,000
102.	DCAM	56th Street	Lafayette Rd. to Guion Rd.	1.57	Roadway widening	Widen to 4-lane	\$5,000,000
303	CAR	116th Street	Rangeline Rd to Keystone Av.	1.06	Roadway widening	Widen 2-lane to 4-lane	\$2,300,000
304	CAR	Old Meridian Corridor	Pennsylvania Street to Gullford		Roadway widening	Widen 2-lane to 4-lane div.	\$2,250,000
19	DCAM	38th Street	Industrial Blvd. to Cold Springs Rd.(west lane)	1.46	Roadway widening	4-lane divided to 6-lane div.	\$1,000,000
305	CAR	126th Street	Pennsylvania St. to Adams St.		Roadway widening	Widen 2-lane to 4-lane div.	\$5,350,000
Q	DCAM	East St.	Mills Avenue to Southern Avenue	3.50	Roadway widening	6-lane to 7-lane divided	\$7,000,000
R	DCAM	U.S. Route 3	86th St to 96th St.	1.00	Roadway widening	Added turn lanes	\$6,250,000
2000-2006 URBAN PROJECTS SUBTOTAL							\$82,257,082
2007-2015 URBAN PROJECTS							
37.	FIS	Allisonville Road	141st Street to S. of 126th Street	1.66	Roadway widening	Widen 2-lane to 4-lane div.	\$6,105,268
39	FIS	Allisonville Road	106th St. to Hamilton Hills Lane	0.44	Roadway widening	Widen 2-lane to 4-lane div.	\$1,618,264
37.2	FIS	Allisonville Road	S. of 126th Street to Shadow Lawn Dr.	1.06	Roadway widening	Widen 2-lane to 4-lane div.	\$3,898,544
27.	DCAM	79th Street	Fall Creek Rd.to Sunnyside Rd.	0.98	Roadway widening	Widen 2-lane to 4-lane div.	\$3,615,716

ID#	Agency	Facility	Location	Length	Improvement Type	Description	Amount
64	DCAM	Georgetown Road	62nd St. to 56th St.	1.0	Roadway widening	Widen 2-lane to 4-lane div.	\$3,725,317
NEW	DCAM	75th Street	Shadeland to SR 37	0.66	Roadway widening	Widen 2-lane to 4-lane div.	\$3,000,000
NEW	DCAM	56th Street	Guion Road to Kessler	1.12	Roadway widening	Widen 2-lane to 4-lane div.	\$4,000,000
54.2	DCAM	Emerson Avenue	Shelbyville Rd. to Southport Rd.	1.48	Roadway widening	Widen 2-lane to 4-lane div.	\$5,100,000
133.2	GRWD	Smith Valley Road	Meridian (SR 135) to East St. (US 31)	2.76	Roadway widening	Widen 2-lane to 4-lane div.	\$10,150,927
63	DCAM	Georgetown Road	86th St. to 62nd St.	3.05	Roadway widening	Widen 2-lane to 4-lane div.	\$11,217,510
25	DCAM	56th Street	Dandy Trail Road to I-465	0.89	Roadway widening	Widen 2-lane to 4-lane div.	\$3,282,501
4	DCAM	Allisonville Road	96th St. to I-465	1.4	Roadway widening	Widen 4-lane div. to 6-lane div.	\$5,527,617
117	HEN	North-South Corridor	300N at 1000E to 56th St.	4.23	New Roadway	12-lane on 4-lane divided ROW	\$9,892,591
35.	FIS	96th Street	Village Way to Lantern Rd.	0.35	Roadway widening	Widen 2-lane to 4-lane div.	\$1,285,218
152.2	DCAM	Township Line Road	79th St. to 71st St. (Westlane Rd.)	0.80	New Roadway	14-lane divided	\$5,636,075
152.	DCAM	Township Line Road	96th St. to 79th St.	2.06	Roadway widening	Widen 2-lane to 4-lane div.	\$7,576,416
306	CAR	116th Street	Keystone Av.to Gray/Moontown Rd.	2.12	Roadway widening	Widen 2-lane to 4-lane	\$2,400,000
42	DCAM	Allisonville Road	82nd St. to Kessler Blvd.	3.13	Roadway widening	Widen 2-lane to 4-lane div.	\$15,305,678
28	DCAM	79th Street	Georgetown Rd. to Michigan Rd.	1.40	Roadway widening	Widen 2-lane to 4-lane div.	\$5,149,02
29	DCAM	79th Street	Michigan Rd. to Township Line Rd.	0.67	Roadway widening	Widen 2-lane to 4-lane div.	\$2,464,174
2007-2015 URBAN PROJECTS SUBTOTAL							\$110,950,837
2016-2020 URBAN PROJECTS							
49.2	DCAM	Cooper Road	Michigan Road to 62nd Street	0.90	New Roadway	2-lane on 4-lane divided ROW	\$3,940,340
43.	DCAM	Allisonville Road	Kessler Blvd. to Fall Creek Pkwy	2.04	Roadway widening	Widen 2-lane to 4-lane div.	\$9,975,586
NEW	DCAM	71st Street	Georgetown Rd. to Michigan Rd.	2.25	Roadway widening	Widen 2-lane to 4-lane div.	\$8,000,000
102.2	DCAM	Lynhurst	Bradbury to Rockville Road	3.00	Roadway widening	Widen 2-lane to 4-lane div.	\$4,000,000
2	DCAM	10th Street	Raceway Rd. to Country Club Rd.	1.04	Roadway widening	Reconst/widen to 4-lane div.	\$7,338,874
53	DCAM	Dandy Trail Road	Crawfordsville Rd. to 34th St.	0.65	Roadway widening	Widen 2-lane to 4-lane div.	\$2,398,708
24	DCAM	56th Street	Raceway Rd. to Dandy Trail Road	1.99	Roadway widening	Widen 2-lane to 4-lane div.	\$4,448,032
150	DCAM	Thompson Road	High School Rd. to Mann Rd.	1.40	Roadway widening	Widen 2-lane to 4-lane div.	\$5,134,677
160	DCAM	Zionsville Road	96th St. to 86th St.	0.96	Roadway widening	Widen 2-lane to 4-lane div.	\$3,530,757
10	CAR	131st Street	Keystone Ave. to Cherry Tree Rd.	1.72	Roadway widening	Reconst/widen to 4-lane div.	\$12,117,562
3	DCAM	82nd Street	Hague Rd. to Fall Creek Rd.	2.08	Roadway widening	Widen 2-lane to 4-lane div.	\$7,651,445
2016-2020 URBAN PROJECTS SUBTOTAL							\$68,535,980
2021-2025 URBAN PROJECTS							
104	DCAM	Mann Road	Kentucky Rd. to Southport Rd.	3.58	Roadway widening	Widen 2-lane to 4-lane div.	\$13,160,529
50	DCAM	County Line Road	SR 37 to Morgantown Rd.	0.4	Roadway widening	Widen 2-lane to 4-lane div.	\$914,728
147	DCAM	Stop 11 Road	McFarland Rd. to Sherman Dr.	0.50	Roadway widening	Widen 2-lane to 4-lane div.	\$1,354,254
100	DCAM	Kessler Boulevard	Fall Creek Pkwy to SR 37	0.40	Roadway widening	Widen 36ft. to 4-lane div.	\$1,955,997
135	DCAM	Southport Road	SR 37 to Meridian Rd. (SR 135)	2.04	Roadway widening	Widen 2-lane to 4-lane div.	\$7,492,193
134	DCAM	Southport Road	Mann Rd. to SR 37	2.64	Roadway widening	Widen 2-lane to 4-lane div.	\$5,887,725
44	DCAM	Bluff Road	Thompson Rd. to SR 37	3.87	Roadway widening	Widen 2-lane to 4-lane div.	\$14,216,446
54.	DCAM	Emerson Avenue	I-465 to Thompson Rd.	0.62	Roadway widening	Widen 4-lane to 6-lane div.	\$2,430,584
56	DCAM	Fall Creek Road	Hague Rd. to I-465 (Shadeland)	1.05	Roadway widening	Widen 2-lane to 4-lane div.	\$3,848,157
45	DCAM	Bluff Road	West St. to Troy Ave.	0.60	Roadway widening	Widen 2-lane to 4-lane div.	\$2,951,600
127	DCAM	Rockville Road	Lynnhurst Drive to Washington St.	0.83	Roadway widening	Widen 2-lane to 4-lane div.	\$4,058,694
67	DCAM	Girls School Road	Rockville Rd. to 21st St.	2.05	Roadway widening	Widen 2-lane to 4-lane div.	\$7,555,085
125	DCAM	Post Road	Brookville Rd. (US 52) to I-74	2.14	Roadway widening	Widen 2-lane to 4-lane div.	\$7,870,646
136	DCAM	Southport Road	Meridian Rd. (SR 135) to East (US 31)	0.58	Roadway widening	Widen 2-lane to 4-lane div.	\$2,133,166
2021-2025 URBAN PROJECTS SUBTOTAL							\$75,829,804
2000-2025 URBAN PROJECTS TOTAL							\$337,573,704
2025+ URBAN PROJECTS (UNFUNDED)							
20	DCAM	38th Street	Cold Springs Rd. to White River Pk. E. Dr.	0.89	Roadway widening	4-lane divided to 6-lane div.	\$5,215,124
59.	DCAM	Franklin Road	38th St. to 21st St.	2.04	Roadway widening	Widen 2-lane to 4-lane div.	\$13,437,405
156	DCAM	West Street	Raymond St. to Bluff Rd.	0.4	Roadway widening	Widen 2-lane to 4-lane div.	\$2,007,83
149	DCAM	Thompson Road	Kentucky Ave. to High School Rd.	0.25	New Roadway	4-lane divided	\$1,745,070
13	DCAM	Shadeland Avenue	38th St. to ConRail (N. of I-70)	1.64	Roadway widening	From 4-lane div. to 6-lane div.	\$6,444,967
159.2	WHLD	Whiteland Road	Center Rd. to US 3	0.79	Roadway widening	Widen 2-lane to 4-lane div.	\$1,762,525
159.3	WHLD	Whiteland Road	US 31 to Conrail RR	0.47	Roadway widening	Widen 2-lane to 4-lane div.	\$1,048,59
68	DCAM	Girls School Road	Crawfordsville Rd. to 21st St. (ptSR134)	0.69	Roadway widening	Widen 2-lane to 4-lane div.	\$2,553,179
43.2	LAW	Aultman Avenue (56th St.)	Lee Rd. to Pendleton Pike	0.76	Roadway widening	Widen 2-lane to 4-lane div.	\$2,795,183
2	DCAM	46th Street	Pendleton Pike to Mitthoeffer Rd.	1.44	Roadway widening	Widen 2-lane to 4-lane div.	\$5,283,263
11	DCAM	Moller Road	30th St. to Lynhurst Dr.	1.16	New roadway	4-lane divided	\$8,169,49
60.	DCAM	Franklin Road	Brookville Rd.(US 52) to Troy Ave.	2.80	Roadway widening	Widen 2-lane to 4-lane div.	\$10,298,042
52	DCAM	County Line Road	Five Points Rd. to Franklin Rd.	1.37	New Roadway	2-lane of 4-lane divided ROW	\$3,196,324
148	DCAM	Thompson Road	Mendenhall Rd. to Kentucky Ave.	0.75	Roadway widening	Widen 2-lane to 4-lane div.	\$2,758,404
66.	DCAM	Georgetown Road	38th St. to 30th St.	1.00	Reconstruction	4-lane (35ft.) to 4-lane div.	\$3,692,216
137	DCAM	Southport Road	Emerson Ave. Franklin Rd.	3.40	Roadway widening	Widen 2-lane to 4-lane div.	\$12,507,707
49.	DCAM	Camby Road Extension	Mooresville Rd. to Mann Rd.	1.49	New Roadway	2-lane on 4-lane divided ROW	\$3,496,198
66.2	DCAM	German Church Road	Pendleton Pike to 56th St.	0.45	New Roadway	4-lane divided	\$3,170,292
126.	DCAM	Reed Road	Realignment at 46th to Eagle Ck.Pkwy.	0.40	New Roadway	2-lane on 4-lane divided ROW	\$1,751,262
NEW	CAR	River Avenue	136th to 146th	1.30	Roadway widening	Widen 2-lane to 4-lane div.	\$1,300,000
NEW	CAR	96th Street	Keystone Avenue to Meridian Street	2.40	Roadway widening	Widen 2-lane to 4-lane div.	\$17,500,000
NEW	DCAM	Crawfordsville Road	Lynnhurst Drive to Highschool Road	1.25	Roadway widening	4-lane divided to 6-lane div.	\$1,000,000
NEW	DCAM	Highschool Road	46th to 56th	1.00	Roadway widening	Widen 2-lane to 4-lane div.	\$2,000,000
119.2	DCAM	Payne Road	79th Street to 71st Street	0.68	New Roadway	2-lane on 4-lane divided ROW	\$2,977,145
48	DCAM	Camby Road	Kentucky Ave. to Mooresville Rd.	2.00	Roadway widening	Widen 2-lane to 4-lane div.	\$7,887,552
32	DCAM	86th Street	Moore Rd. to I-465	0.96	Roadway widening	Widen 2-lane to 4-lane div.	\$3,530,757
58	DCAM	Franklin Rd.-Post Rd.	Post Rd. at I-74 to SE Ave. at Franklin	0.64	New roadway	4-lane divided	\$4,491,247
60.2	DCAM	Franklin Road	Southeastern Ave. to Stop 1	3.80	Roadway widening	Widen 2-lane to 4-lane div.	\$13,965,983
2025+ UNFUNDED URBAN PROJECTS TOTAL							\$145,985,758
1998-2006 PROJECTS WITH GROUP 2 URBAN FUNDING							
T	PLAIN	Stafford Road	Six Points Road to S.R. 267	2.78	Roadway widening	Widen 2-lane to 4-lane div.	\$4,500,000
1998-2006 PROJECTS WITH GROUP 2 URBAN FUNDING SUBTOTAL							\$4,500,000
1998-2006 URBAN PROJECTS WITH SPECIAL FUNDING							
27.2	LAW	79th Street	Sunnyside Rd. to Oaklandon Rd.	0.98	New roadway	4-lane div.	\$3,140,000
132	DCAM	Six Points-Camby Road	I-70 at Six Points to Ky. at Camby Rd.	1.95	New Roadway	4-lane divided	\$7,674,982
1998-2006 URBAN PROJECTS WITH SPECIAL FUNDING TOTAL							\$7,674,982
2000-2006 RURAL PROJECTS in MPA							
114	HEN	North-South Corridor 1000E	I-70 at Six Points Rd. to US 40	2.88	New Roadway	4-lane divided	\$11,358,075
38	FIS	Allisonville Road	Shadow Lawn Dr. to 106th St.	0.86	Roadway widening	Widen 2-lane to 4-lane div.	\$3,162,970
2000-2006 RURAL PROJECTS IN MPA SUBTOTAL							\$14,521,045
2007-2015 RURAL PROJECTS in MPA							
71	GWD	Greenwood Road	Interstate 65 to Arlington Ave.	0.33	Roadway widening	Widen 2-lane to 4-lane div.	\$2,173,698
NEW	PLAIN	Perimeter Parkway	SR 267 to Moon Road to US 40	4.00	Roadway widening	Widen 2-lane to 4-lane div.	\$11,650,000
115	HEN	North-South Corridor 1000E	US40 to Morris Rd.	1.77	New Roadway	2-lane on 4-lane divided ROW	\$4,131,764
36	FIS	Allisonville Road	146th St. to 141st Street	1.00	Roadway widening	Widen 2-lane to 4-lane div.	\$3,677,872
2007-2015 RURAL PROJECTS IN MPA SUBTOTAL							\$21,633,334
2015-2020 RURAL PROJECTS in MPA							
116	HEN	North-South Corridor 1000E	Morris Rd. at 1050E to 300N at 1000E	3.56	New Roadway	2-lane on 4-lane divided ROW	\$8,324,627
23	HEN	56th Street	N/S Corridor to Raceway Rd.	0.99	Roadway widening	Reconst/widen to 4-lane div.	\$3,890,141
35.2	HAM	96th Street	Lantern Rd. to Sarget Rd.	0.38	Roadway widening	Widen 2-lane to 4-lane div.	\$1,397,591
2016-2020 RURAL PROJECTS IN MPA SUBTOTAL							\$13,612,359
2021-2025 RURAL PROJECTS in MPA							
151	HAM	Towne Road	146th St. to 96th St.	5.00	Roadway widening	Widen 2-lane to 4-lane div.	\$11,154,551
2021-2025 RURAL PROJECTS IN MPA SUBTOTAL							\$11,154,551
2000-2025 RURAL PROJECTS IN MPA TOTAL							\$60,921,289
2025+ RURAL PROJECTS in MPA (UNFUNDED)							
124	PLAIN	Plainfield Circle Rd.	east side and NW side of town	4.65	New Roadway	2-lane on 4-lane divided ROW	\$20,358,421
113	HAN	Mt.Comfort-McCordsville Rd.	38th St. to I-70	0.53	Roadway widening	Widen 2-lane to 4-lane div.	\$1,949,272
5	HAM	116th Street	Spring Mill Rd. to Meridian St.	0.38	Roadway widening	Reconst/widen to 4-lane div.	\$2,677,136
8	CAR	116th Street	Gray/Moontown Rd. to River Ave.	1.27	Roadway widening	Widen 2-lane to 4-lane div.	\$9,354,902

ID#	Agency	Facility	Location	Length	Improvement Type	Description	Amount
22	HEN	56th Street	SR 267 to N/S Corridor	2.62	Roadway widening	Reconst./widen to 4-lane div.	\$10,334,665
6	HAM	116th Street	College St. to Westfield Blvd.	0.39	Roadway widening	Widen 2-lane to 4-lane div.	\$6,118,007
33.1	HAM	96th Street	Michigan Rd. to Shelborne Rd.	0.40	Roadway widening	Widen 2-lane to 4-lane div.	\$1,471,149
159.4	JOH	East-West Corridor	Conrail RR to I-65	2.00	Roadway widening	Widen 2-lane to 4-lane div.	\$4,462,088
NEW	PLAIN	CR 5505 (Reeves/Stalley)	SR 267 to Center Street	1.00	Roadway widening	Widen 2-lane to 3-lane	\$1,500,000
NEW	PLAIN	Perimeter Parkway	Vestal to SR 267	1.00	Roadway widening	Widen 2-lane to 4-lane div.	\$1,750,000
NEW	PLAIN	Perimeter Parkway	SR 267 to CR 900E	2.00	Roadway widening	Widen 2-lane to 4-lane div.	\$3,500,000
NEW	PLAIN	Perry Road	SR 267 to Stafford	2.00	Roadway widening	Widen 2-lane to 4-lane div.	\$1,850,000
NEW	PLAIN	Dan Jones Road	US 40 to CR 300s	0.75	Roadway widening	Widen 2-lane to 4-lane div.	\$1,750,000
158	JOH	East-West Corridor	SR 144 to Meridian Rd. (SR 135)	2.38	Roadway widening	Widen 2-lane to 4-lane div.	\$5,309,885
159.1	JOH	East-West Corridor	Meridian Rd. (SR 135) to Center Rd.	3.00	Roadway widening	Widen 2-lane to 4-lane div.	\$6,693,132
159.5	JOH	East-West Corridor	I-65 to Franklin Rd.	0.83	Roadway widening	Widen 2-lane to 4-lane div.	\$1,851,767
133.1	JOH	Smith Valley Road	Mann Rd. to SR 37	2.56	New Roadway	2-lane of 4-lane divided ROW	\$5,986,728
1	HEN	10th Street	N/S Corridor to Raceway Rd.	0.70	Roadway widening	Reconst./widen to 4-lane div.	\$2,752,361
3.1	HAM	116th Street	Michigan Rd. to Shelborne Rd.	1.12	Roadway widening	Reconst./widen to 4-lane div.	\$4,417,029
2025+ RURAL PROJECTS IN MPA TOTAL							\$108,527,594

NOTE: State projects shown below should be considered preliminary until the Statewide Transportation Plan is complete.

1998-2006 STATE PROJECTS IN MPA

108.1	INDOT	Michigan Road (US 421)	I-465 to 121st St.	2.90	Roadway widening	Widen to 4-lane div, interch.	\$19,300,000
108.2	INDOT	Michigan Road (US 421)	combined with above	0.00	Roadway widening		
NEW	INDOT	I-465 @ SR 37	Interchange		Interchange Modification		\$12,000,000
NEW	INDOT	SR 32	Spring Mill Rd. to US 31	1.60	Roadway widening	Widen 2-lane to 4-lane div.	\$5,100,000
154	INDOT	Washington St. (US 40)	Franklin Rd. to German Church Road	3.00	Roadway widening	Widen 4-lane div. to 6-lane div.	\$23,000,000
209	INDOT	Washington St. (US 40)	German Church Road to Buck Creek	1.20	Roadway widening	Widen 4-lane div. to 5-lane	\$13,900,000
98	INDOT	Kentucky Avenue (SR 67)	I-465 to Thompson Rd.	1.02	Roadway widening	Widen 4-lane div. to 6-lane div.	\$4,013,931
47.2	INDOT	Brookville Road (US52)	Franklin Rd. to Post Rd. (94-IDT-1055)	1.38	Roadway widening	Widen 2-lane to 4-lane div.	\$5,075,463
120.2	INDOT	Pendleton Pike (US36/SR67)	Franklin Rd. to Post Rd. (94-IDT-1002A)	1.06	Roadway widening	4-lane to 6-lane divided	\$3,898,544
47.1	INDOT	Brookville Road (US52)	I-465 to Franklin Rd.	0.82	Roadway widening	Widen 4-lane div. to 6-lane div.	\$3,214,643
120.1	INDOT	Pendleton Pike (US36/SR67)	I-465 to Franklin Rd. (94-IDT-1002A)	0.44	Roadway widening	4-lane to 6-lane divided	\$1,708,857
99	INDOT	Kentucky Avenue (SR 67)	Hendricks Co. Line to Thompson Road	4.00	Roadway widening	Intersection improvements	\$6,600,000
121	INDOT	Pendleton Pike (US36/SR67)	Post Rd. to 56th St. (94-IDT-1049) L.A.	1.44	Roadway widening	Widen 2-lane to 4-lane div.	\$5,313,054
122	INDOT	Pendleton Pike (US36/SR67)	56th St. to 65th St. (94-IDT-1049) L.A.	2.42	Roadway widening	Widen 2-lane to 4-lane div.	\$8,899,715
123	INDOT	Pendleton Pike (US36/SR67)	65th St. to SR 234 (94-IDT-1049)	2.53	Roadway widening	Widen 2-lane to 4-lane div.	\$9,291,776
106	INDOT	Meridian Street (SR 135)	Smith Valley Rd. to Stones Crossing	1.99	Roadway widening	Widen 2-lane to 4-lane div.	\$5,000,000
47.5	INDOT	Brookville Road (US52)	Marion Co./Hancock Co. line to CR 500W		Roadway widening	Widen to 4-lanes	\$3,300,000
47.4	INDOT	Brookville Road (US52)	Post Rd. to Marion Co./Hancock Co. Line		Roadway widening	Widen to 4-lanes	\$5,710,000
101.1	INDOT	Keystone Ave. (SR 431)	I-465 to US 31	5.60	4Roadway widening	Widen 4-lane div. to 6-lane div.	\$47,000,000
2000-2006 STATE PROJECTS SUBTOTAL							\$182,326,043

2007-2015 STATE PROJECTS

93	INDOT	Interstate 69	N of 96th St. to I-465	2.56	Roadway widening	6-lane div. to 8-lane div.	\$37,033,640
141	INDOT	State Road 37	I-465 to Edgewood Rd.	1.40	Roadway widening	Widen 4-lane div. to 6-lane div.	\$8,228,177
142	INDOT	State Road 37	Edgewood Rd. to Bluff Rd.	2.57	Roadway widening	Widen 4-lane div. to 6-lane div.	\$5,756,859
143	INDOT	State Road 37	Bluff Rd. to Smith Valley Rd.	2.78	Roadway widening	Widen 4-lane div. to 6-lane div.	\$6,241,831
128	INDOT	Rockville Road (US 36)	N/S Corridor to I-465	3.51	Roadway widening	Widen 5-lane to 6-lane div.	\$13,748,478
78.2	INDOT	Huntington Ave. (SR 37)	146th Street to I-69	2.51	Roadway widening	Widen 4-lane div. to 6-lane div.	\$9,846,215
NEW	INDOT	Interstate 70	At SR 267		Interchange Modification	Interchange modification	\$4,000,000
92	INDOT	Interstate 69	N of 96th St. to I-465 + 3 I-changes	2.56	Roadway widening	Add 2-lane C/D @ side	\$104,122,250
91	INDOT	Interstate 69	SR37 to N. of 96th St.	2.95	Roadway widening	6-lane div. to 8-lane div.	\$42,582,215
90	INDOT	Interstate 69	SR37 to N. of 96th St. + 3 I-changes	2.95	Roadway widening	Add 2-lane C/D @ side	\$111,064,548
96	INDOT	Interstate 74 (94-IDT-1126)	I-change on N-S Corridor (CR 1000E)	0.50	New interchange	Add diamond interchange	\$8,000,000
97	INDOT	Interstate 74	Widen Post Rd. over I-74	0.50	I-change Improvement	Widen Post and adjust ramps	\$4,071,186
106	INDOT	Meridian Street (SR 135)	Stones Crossing to SR 144	1.99	Roadway widening	Widen 2-lane to 4-lane div.	\$3,871,077
107	INDOT	Michigan Road (US 421)	146th St. to 121st St.	2.90	Roadway widening	Widen 2-lane to 4-lane div.	\$15,000,000
17.2	INDOT	SR 32	US 31 to Moomtown Rd.	2.00	Roadway widening	Widen 2-lane to 4-lane div.	\$4,462,088
105	INDOT	US 31 Freeway Upgrade	96th to SR 38		Roadway and Interchng	Widen 6-12 lanes/new interchs	\$292,700,000
2007-2015 STATE PROJECTS SUBTOTAL							\$670,728,663

2016-2020 STATE PROJECTS *

95	INDOT	Interstate 70	Interchange at German Church Road	0.50	New interchange	Add diamond interchange	\$10,000,000
140	INDOT	State Road 267	SR 67 to SR 267 S. of I-70	2.03	New Roadway	2-lane of 4-lane divided ROW	\$4,746,028
9	INDOT	116th Street (SR 334)	Zionsville Rd. to Michigan Rd. (US421)	1.07	Roadway widening	Widen 2-lane to 4-lane div.	\$7,048,050
2016-2020 STATE PROJECTS SUBTOTAL							\$21,794,078
1998-2020 STATE PROJECTS TOTAL							\$1,051,203,725

1998-2006 STATE URBAN PROJECTS WITH INTERSTATE MAINTENANCE FUNDING

202	INDOT	Interstate 465 (SE)	Emerson Avenue interchange		Interchange Modification	Urban Single Point Interchange	\$9,100,000
79	INDOT	Interstate 465	US40E to S of I-70E + US40 I-change	1.54	Roadway widening	Widen 6-lane div. to 8-lane div.	\$36,693,861
203	INDOT	Interstate 465 (SE)	I-74 (east) interchange		Interchange Modification		\$19,000,000
204	INDOT	Interstate 465 (SE)	US 52 interchange		Interchange Modification		\$5,900,000
205	INDOT	Interstate 465 (East)	Shadeland Avenue interchange		Interchange Modification		\$6,400,000
206	INDOT	Interstate 465 (East)	US 40 interchange		Roadway and Interchng		\$4,300,000
207	INDOT	Interstate 465 (East)	56th Street (east) interchange		Roadway and Interchng		\$46,000,000
208	INDOT	Interstate 465 (East)	I-70 (east) interchange		Roadway and Interchng		\$30,000,000
300	INDOT	Interstate 65 (Northwest)	.24Km W of Kessler to .8Km N of I-465		Roadway widening	Widen to 6-lanes	\$75,000,000
94	INDOT	Interstate 70	SR 267 to I-465	4.39	Roadway widening	6-lane div. to 8-lane div.	\$31,724,502
20	INDOT	Interstate 465 (West)	West 86th Street		Interchange Modification		\$5,100,000
85	INDOT	Interstate 465	US 36 to 10th Street		Roadway and Interchange	Widen to 8-lanes, mod. interch.	\$36,000,000
210	INDOT	Interstate 465 (West)	West 71st Street		Interchange Modification		\$7,525,000
85	INDOT	Interstate 465 (West)	10th Street to 34th Street		Roadway and Interchng	Widen to 8-lanes, mod. interch.	\$47,000,000
1998-2006 STATE PROJECTS SUBTOTAL							\$359,743,363

1998-2006 STATE PROJECTS WITH SPECIAL FUNDING

0	INDOT	Interstate 70	I-70 at Six-Points Rd.		New interchange	New Interchange	\$21,000,000
1998-2006 STATE PROJECTS SUBTOTAL							\$21,000,000

2007-2015 STATE URBAN PROJECTS WITH INTERSTATE MAINTENANCE FUNDING

86	INDOT	Interstate 465	S of US 40 to N of I-70W + 1 I-change	2.43	Roadway widening	Widen 6-lane div. to 8-lane div.	\$64,003,339
NEW	INDOT	I-65/I-70 innerloop east	North Split to south split	2.05	roadway widening	add one lane in each direction	\$125,000,000
88	INDOT	Interstate 65	I-70 W to I-465 South	4.25	Roadway widening	Widen to 8-lanes	\$42,900,000
NEW	INDOT	Interstate 65	I-465 South to Southport Road	2.90	Roadway widening	Widen 6-lane div. to 8-lane div.	\$25,650,000
80	INDOT	Interstate 465	S of I-70E to E of SR431+5 I-change	10.72	Roadway widening	Widen 6-lane div. to 8-lane div.	\$270,397,640
8	INDOT	Interstate 465	E of SR431 to W of US31+2 I-chnges	2.60	Roadway widening	Widen 6-lane div. to 8-lane div.	\$35,320,250
85	INDOT	Interstate 465	.56 Mi N of US 40 to US 36		Roadway and Interchng	Widen to 8-lanes, mod. interch.	\$36,000,000
87	INDOT	Interstate 465	N of I-70 to S of SR67SW + 2 I-chnges	0.83	Roadway widening	Widen 6-lane div. to 8-lane div.	\$69,728,449
84	INDOT	Interstate 465	34th Street to I-65		Roadway and Interchange	Widen to 8-lanes, mod. interch.	\$45,000,000
2007-2015 STATE PROJECTS SUBTOTAL							\$773,999,678

2016-2020 STATE URBAN PROJECTS WITH INTERSTATE MAINTENANCE FUNDING

89	INDOT	Interstate 65 (outside UZA)	S of Greenwd Rd. to S. of Whiteland Rd.	4.73	Roadway widening	Widen 4-lane div. to 6-lane div	\$30,930,000
NEW	INDOT	Interstate 69	SR 37 to SR 238	4.66	Roadway widening	Widen 4-lane div. to 6-lane div.	\$68,000,000
NEW	INDOT	Interstate 70	E. of Post Road to E. of Mt. Comfort Road	5.27	Roadway widening	Widen 4-lane div. to 6-lane div.	\$31,620,000
NEW	INDOT	Interstate 65	Southport Road to Greenwood Road	4.34	Roadway widening	Widen 6-lane div. to 8-lane div.	\$26,660,000
2016-2020 STATE PROJECTS SUBTOTAL							\$157,210,000

2021-2025 STATE URBAN PROJECTS WITH INTERSTATE MAINTENANCE FUNDING

82	INDOT	Interstate 465	W of US31 to US421+ US421 I-change	3.89	Roadway widening	Widen 6-lane div. to 8-lane div.	\$85,089,308
NEW	INDOT	Interstate 65	I-465 N extension to Western UAB	2.10	Roadway widening	Widen 4-lane div. to 6-lane div.	\$11,550,000
NEW	INDOT	Interstate 65	Whiteland Road to SR 44	4.90	Roadway widening	Widen 4-lane div. to 6-lane div.	\$31,270,000
NEW	INDOT	Interstate 465	I-65 to 86th Street	3.30	Roadway widening	Widen 6-lane div. to 8-lane div.	\$36,760,000
NEW	INDOT	Interstate 465	(West) 86th to US 42	3.40	Roadway widening	Widen 6-lane div. to 8-lane div.	\$39,190,000
2021-2025 STATE PROJECTS SUBTOTAL							\$203,859,308

2025+ UNFUNDED STATE PROJECTS **

NEW	INDOT	Interstate 465	I-65 South to US 40 East	8.49	Roadway widening	Widen 6-lane div. to 8-lane div.	\$56,034,000
NEW	INDOT	Interstate 465	SR 67 to I-65 South	8.48	Roadway widening	Widen 6-lane div. to 8-lane div.	\$55,968,000
2025+ UNFUNDED STATE PROJECTS TOTAL							\$112,002,000

** Identified problem areas for study outside the INDOT statewide 20 year transportation plan.

PROPOSED AMENDMENTS TO THE 2000-2002 INDIANAPOLIS REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (IRTIP)

The Indiana Department of Transportation (INDOT) requests the following amendments to the Fiscal Year (FY) 2000 program of the 2000-2002 IRTIP:

1. Move from FY 2001 to FY 2000: The preliminary engineering (PE) phase INDOT pavement replacement project on I-465 west leg from 1.3 km east of SR 67 to 0.9 km north of I-70 (DES # 9910900). The project will now incorporate work for 3.5 km of I-465, 0.8 km of SR 67, and modifications to the I-465/SR 67 and I-465/I-70 interchanges. The amended total cost for the PE phase \$1,600,000 with a federal match of \$1,440,000 and a state match of \$160,000. Also the PE phase for the following eleven new bridges as part of this project are being added to FY 2000. The bridges include:

- DES # 0065110 – Bridge Replacement on Mooresville Road over I-465, total cost \$90,000, federal match \$81,000, state match \$9,000;
- DES # 0065120 – Bridge Replacements on I-465 over SR 67, total cost \$160,000, federal match \$144,000, state match \$16,000;
- DES # 0065130 – New Bridge Construction on northbound collector-distributor over SR 67, total cost \$50,000, federal match \$45,000, state match \$5,000;
- DES # 0065140 – New Bridge Construction on southbound collector-distributor over SR 67, total cost \$40,000, federal match \$36,000, state match \$4,000;
- DES # 0065150 – New Bridge Construction on northbound ramp to I-70 over SR 67, total cost \$45,000, federal match \$40,000, state match \$5,000;
- DES # 0065160 – New Bridge Construction on I-465 over Hanna Avenue and railroad, total cost \$130,000, federal match \$117,000, state match \$13,000;
- DES # 0065170 – New Bridge Construction on southbound collector-distributor over Hanna Avenue and railroad, total cost \$80,000, federal match \$72,000, state match \$8,000;
- DES # 0065180 – New Bridge Construction on northbound collector-distributor over Hanna Avenue and railroad, total cost \$100,000, federal match \$90,000, state match \$10,000;

- DES # 0065190 – New Bridge Construction on southbound ramp to SR 67 over southbound collector-distributor, total cost \$35,000, federal match \$31,000, state match \$4,000;
- DES # 0065200 – New Bridge Construction on westbound I-70 to southbound I-465 ramp over I-465, total cost \$65,000, federal match \$58,000, state match \$7,000;
- DES # 0065210 – New Bridge Construction on westbound I-70 to southbound I-465 ramp over I-70, total cost \$50,000, federal match \$45,000, state match \$5,000;

2. Move from FY 2001 to FY 2000: The preliminary engineering (PE) phase INDOT pavement replacement project on I-465 west leg from 0.9 km north of I-70 to 0.9 km north of US 40 (DES # 9829310). The project will now incorporate work for 3.48 km of I-465, and modifications to the I-465 / Airport Expressway and I-465 / Washington Street (US 40) interchanges. The amended total cost for the PE phase \$1,240,000 with a federal match of \$992,000 and a state match of \$248,000. In addition the following 3 bridges that were previously part of DES # 9910900 will be included under DES # 9829310. INDOT asks that the 3 bridges be included in the IRTIP for PE activities in FY 2000. The bridges include:

- DES # 9910910 – New southbound I-465 ramp bridge to eastbound Airport Expressway over Airport Expressway, PE total cost \$50,000, federal match \$40,000, state match \$10,000;
- DES # 9910920 – New southbound I-465 ramp bridge to eastbound Airport Expressway over I-465, PE total cost \$80,000, federal match \$64,000, state match \$16,000;
- DES # 9910930 – Replacement of Airport Expressway bridge over I-465, PE total cost \$110,000, federal match \$88,000, state match \$22,000;

Also the PE phase for the three bridge projects (DES #is 9829311, 9829312 and 9829313) associated with this road project are being added to FY 2000.

3. Move from FY 2001 to FY 2000: The preliminary engineering (PE) phase INDOT pavement replacement project on I-465 west leg from 10th Street to 0.6 mile

north of I-74 (DES # 9829510) and nine associated bridge projects (DES #is 9829511, 9829512, 9829513, 9829514, 9829515, 9829516, 9829517, 9829518 and 9829519). The total cost for the PE phase \$1,300,000 with a federal match of \$1,040,000 and a state match of \$260,000.

4. Move from FY 2001 to FY 2000: The preliminary engineering (PE) phase INDOT pavement replacement project on I-465 west leg from 0.6 mile north of I-74 to 0.3 mile south of I-65 (DES # 9829610) and three associated bridge projects (DES #is 9829611, 9829612, and 9829613). The total cost for the PE phase \$1,400,000 with a federal match of \$1,120,000 and a state match of \$280,000.

5. Move from FY 2002 to FY 2000: The preliminary engineering (PE) phase INDOT pavement replacement project on I-465 west leg from 0.6 mile north of US 40 to 10th Street (DES # 9829410) and four associated bridge projects (DES #is 9829411, 9829412, 9829413 and 9829414). The total cost for the PE phase \$1,200,000 with a federal match of \$960,000 and a state match of \$240,000.

The Indianapolis Department of Capital Asset Management (DCAM) requests these changes to the Fiscal Year (FY) 2000 program of the 2000-2002 IRTIP:

6. Add to program year 2000: Bridge Replacement on McFarland Road over Little Buck Creek. The project was approved for the use of Group I Urban funding in the 1998-2000 IRTIP. The project was delayed and was not initiated either in FY 1998 or in 1999. The project is now ready to be programmed in FY 2000 with a total construction cost of \$515,000 with a federal match of \$412,000 and a local match of \$103,000. Please note that there is ample Group I Urban funds available to the City of Indianapolis to accommodate the addition of this project and it will not affect the Group I Urban funds available to the other jurisdictions.

7. Add to program year 2000: Amendment revises Table 6 (page 17) of the FY 2000-2002 IRTIP, adding the

cont on page 20, see Amendments

AMENDMENTS *(from page 19)*

Preliminary Engineering phase to the four projects for which the City of Indianapolis is receiving reimbursement for the relinquishment of State Roads inside of I-465. Note that the land acquisition and construction phases are already programmed in the IRTIP. The project amendments include:

- Meridian Street from 54th Street to 96th Street – Total PE cost is \$450,000 (federal \$360,000);
- Binford Blvd. from Fall Creek Pkwy to 75th Street - Total PE cost is \$400,000 (federal \$320,000);
- East St/Madison Ave from Mills Ave to Southern Ave - Total PE cost is \$500,000 (federal \$400,000);
- 38th Street from Meridian St to Fall Creek Pkwy - Total PE cost is \$600,000 (federal \$480,000);

8. Add to program year 2000: The addi-

tion of three railroad crossing improvement projects, that have been approved for the use of Railroad Crossing Safety (100% federal) funds, are being added to FY 2000 of the IRTIP. The projects include:

- 660 South Kitley Avenue at CSX RR, Total (federal) cost is \$120,000;
- 200 South Harding Street at Conrail RR, Total (federal) cost is \$200,000;
- Raceway Road at Conrail RR, just south of US 136 in Clermont, Total (federal) cost is \$150,000.

9. Add to program year 2000: Two Signal Interconnect projects that have been approved for funding in FY 2000 using Congestion Mitigation & Air Quality (CMAQ) federal funds. The projects include:

- 18 intersections including 6 signals on Shadeland Avenue from Western Select to Pendleton Pike (including 38th Street at Pendleton Pike) and 12 signals on Arlington Avenue from Pleasant Run

Parkway to Radnor Road;

- 14 intersections including 8 signals on Martin Luther King Boulevard from 16th Street to 30th Street and 6 signals on Lafayette Road from 16th Street to 30th Street.

10. Delete from FY 2000: The construction phase of the Boone County Highway Department road reconstruction project on 96th Street from Eagle Creek to just east of I-465. The project is currently programmed in FY 2000 with a total cost of \$300,000, a federal match of \$240,000 (Group I Urban STP) and a local match of \$60,000.

11. Delete from FY 2002: The construction phase of the Indianapolis DCAM bridge rehabilitation project on Fall Creek Road over Blue Creek. The project is currently programmed in FY 2002 with a total cost of \$300,000, a federal match of \$240,000 (Group I Urban STP) and a local match of \$60,000.



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SPECIAL REPORT

Regular readers of the Metropolitan Planning Organization's *teMPO* may think they know all there is to know about *conNECTIONS* — this issue's topic.

After all, this is the third Special Report dedicated to the study of Northeast Corridor Transportation to be published in the last two years. (For reprints of *teMPO*'s May/June 1998 and June 1999 Special Editions, call Mike Peoni, MPO



Manager/ Master Planner, at 327-5133). Not to mention the dozen or so study-related articles which have appeared in the newsletter's last eight quarterly issues. So, there can't be anything new to report, right? Wrong.

Find out why most now believe that *conNECTIONS*' recommendations will set the direction for transportation planning, not just in the corridor but throughout the entire region, for decades to come. And, why only eight of the original 20 travel options proposed in the spring of '98 have survived the study's evaluation process. And why study planners believe its more critical than ever for public input to be part of the final decision-making process. It's all here, plus estimated option costs and potential funding strategies! Read on, and get re—conNECTed, with *teMPO*!

FACING OUR TRANSPORTATION FUTURE

"ConNECTIONS has always been about more than just solving the transportation problems of the Northeast Corridor," says Mike Peoni, MPO Manager/Master Planner, of the study that has consumed an estimated ___% of his time over the last two years. "We've always known that the insights, strategies and policies developed through *conNECTIONS* would represent the future of transportation planning in the Indianapolis region," he explains. "That's why the study has enjoyed unprecedented levels of funding, time, attention and cooperation from more than XX governments agencies and jurisdictional authorities, and why our public involvement program has consistently said, 'What we learn here will be used to solve transportation problems elsewhere in the region'" (see related story below).

northeast corridor transportation

CONNECTIONS

linking
our region's
opportunities

After two years of study, *conNECTIONS*' stated mission hasn't so much changed as intensified. "We've found that we are very limited in what we can actually do to alleviate the congestion and mobility problems plaguing the Northeast Corridor and growing elsewhere in the region," Peoni says. "As our options narrow, it becomes more important than ever for people to become involved and let us know which of the remaining strategies are most acceptable to them."

Historically, area transportation planners handled congestion by increasing roadway capacity. This is particularly true as the city grew in all directions, use of
cont on page 6, see Transportation Future

STAYING CONNECTED WITH THE PUBLIC

How do you attract and hold public attention for more than two years? With a subject that most people don't initially want to hear about, let alone talk about? When many of those who do are angry even before they know the facts? And when the local media feels they've "been there, done that" too often to cover the story again?

These were just some of the questions confronting your MPO when it decided to make public participation a significant aspect of the *conNECTIONS* study of Northeast Corridor Transportation.

cont on page 14, see Staying conNECTed

ACRO-NYMBLE

Here's a list of the agency and program acronyms mentioned in this issue. Refer to it to keep your understanding letter-perfect.

CAC - Citizens Advisory Committee
CD - collector/distributor
CAC - Corporation for Educational Communication
CIRCL - Central Indiana Regional Citizens League
CIRTA - Central Indiana Regional Transit Alliance
DEIS - Draft Environmental Impact Statement
FHWA - Federal Highway Administration
HHPA - Hoosier Heritage Port Authority
HOV - High Occupancy Vehicle
IHSAA - Indiana High School Athletic Association
INDOT - Indiana Department of Transportation
IRTIP - Indianapolis Regional Transportation Improvement Plan
IVR - Interactive Voice Response
LOS - Level-of-Service
LRT - Light Rail Transit
MIS - Major Investment Study
MPA - Metropolitan Planning Area
MPO - Metropolitan Planning Organization
NEC - Northeast Corridor
NECT - Northeast Corridor Transportation
PSA - Public Service Announcement
PSC - Policy Steering Committee
ROW - Right-of-Way
SOV - Single Occupant Vehicle
TAZ - Transportation Analysis Zone
TDM - Transportation Demand Management
TIF - Tax Increment Funding
TSM - Transportation System Management
TWG - Technical Working Group
VHT - Vehicle Hours of Travel
VMT - Vehicle Miles of Travel

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A CONNECTIONS' PRIMER

As hard as it is for members of your MPO staff to believe, not everyone eats, sleeps and breaths transportation planning. An unfortunate few, perhaps even dedicated readers of *teMPO*, may have forgotten aspects of *conNECTIONS'*, the newsletter's most covered topic, due to the distractions of . . . life. Not to worry. Here, again are the basics everyone needs to know.

BACKGROUND

Begun in May of 1998, *conNECTIONS* is the in-depth study of NorthEast Corridor Transportation. Its overall goal is to better "link our regional opportunities" by making it easier for all of us to move between the corridor's various origins and destinations of employment, essential services, commerce and recreation.

conNECTIONS is unique in its concentrated geographic focus; the breadth of its planning partners including XX federal, state and local agencies; the level of its jurisdictional cooperation; and the extent to which it encourages and accommodates public input in the decision-making process.

conNECTIONS is also unique in the impact its eventual recommendations are likely to have on our regional transportation system, now and in the future.

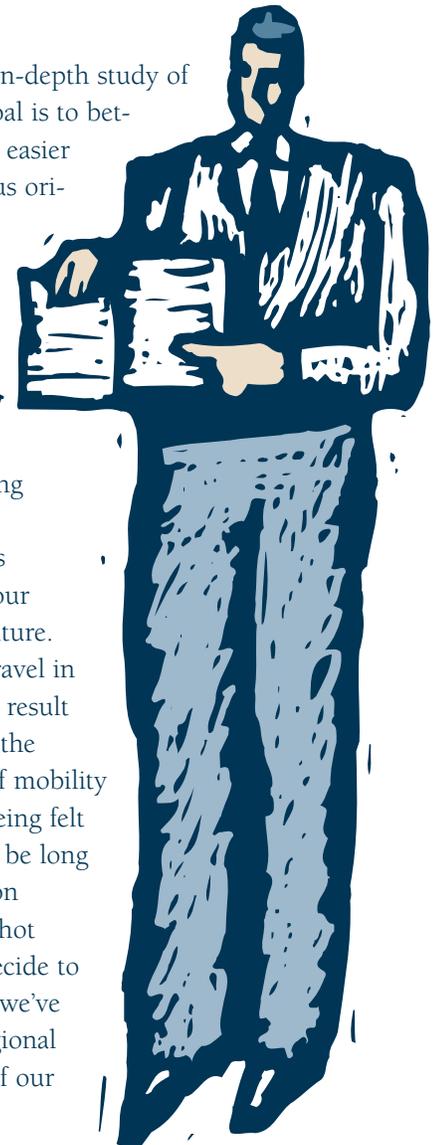
Even if you don't personally live, work or travel in the northeast corridor, the recommendations that result from *conNECTIONS* are important to you! Because the transportation problems of congestion and lack of mobility plaguing our busiest travel corridor are already being felt to a lesser degree throughout our region. It won't be long before they are also frustrating travelers in Johnson County, Hendricks County and the many traffic "hot spots" flaring up throughout the area. How we decide to deal with them in the Northeast Corridor, where we've had years to consider our options, could offer regional benefits as the efficiency, mobility and modality of our transportation system improves in the future.

PURPOSE

The study's purpose is to identify a locally supported, financially feasible transportation strategy to address traffic congestion and mobility limitations in the Northeast Corridor.

STUDY AREA

Stretching from downtown Indianapolis northeast to Noblesville, the Northeast Corridor is our region's most traveled (see map, page 3). For this reason, our transportation system — the network of roadways that carries traffic throughout the Indianapolis metro-

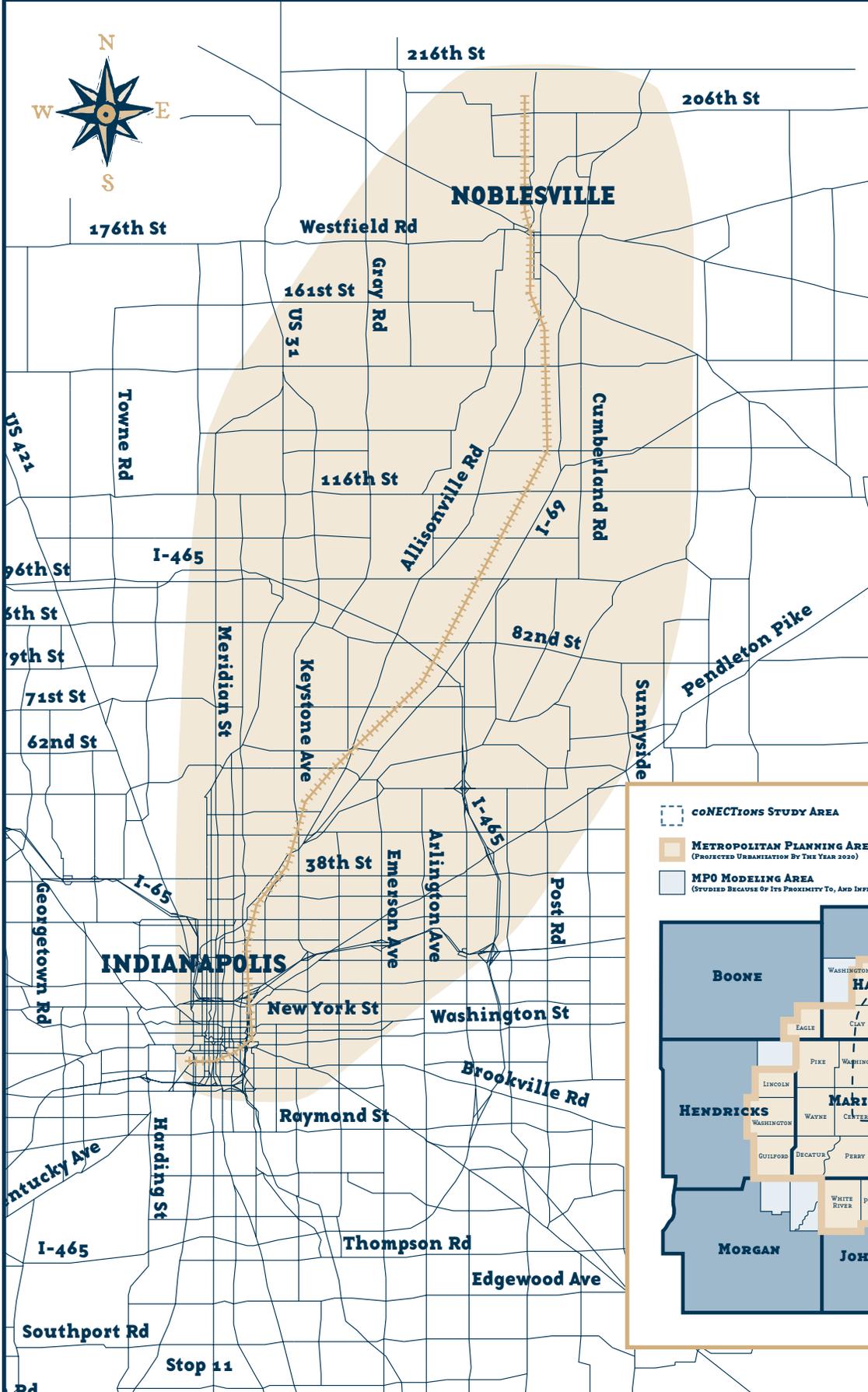


Did You Know?

**Over the next 25 years,
regional traffic is
projected to increase
53%, or more!**

cont on page 19, see Primer

THE NORTHEAST CORRIDOR



The Northeast Corridor, study area of conNECTIONS, runs from just south of downtown Indianapolis northeast to just north of Noblesville. It includes most of the northeast quadrant of Marion County, the Town of Fishers and the Cities of Noblesville and Carmel and portions of southern Hamilton County.

INDIANAPOLIS
METROPOLITAN
PLANNING
AREA

- conNECTIONS STUDY AREA
- METROPOLITAN PLANNING AREA
(PROJECTED URBANIZATION BY THE YEAR 2020)
- MPO MODELING AREA
(STUDIED BECAUSE OF ITS PROXIMITY TO, AND INFLUENCE ON, MPA TRAFFIC)

Note: all roads on boundary lines are excluded except Marion County's east and south county lines.



SURVEY SAYS. . .

Remember the *conNECTIONS* survey conducted by the Indiana University Public Opinion Laboratory in December '98/February '99 and detailed in the *teMPO* June 1999 Special Edition? It was a 'base line' survey, intended to find out if people felt there was a traffic problem in the Northeast Corridor; how serious the problem was; and, how they felt any problems could be solved. "It was unique among the other elements of our Public Involvement Program because, through it, we didn't intend to share information," says Mike Peoni, MPO Manager/Master Planner. "Instead, our goal was to just listen."

In May, 2000, a second *conNECTIONS* survey was again conducted by the Opinion Lab and had again as its general goal "to listen". But there the similarity ends.

The first survey consisted of 454 telephone interviews conducted exclusively among residents of the Northeast Corridor. This time, however, telephone interviews were conducted with residents living throughout the Indianapolis metropolitan planning area to better reflect a regional perspective on the issues with which *conNECTIONS* deals. To assure that the second survey would yield quantitative results - that is, answers that could be reliably 'projected' on the region's larger population, the total number of completed interviews was increased to 1129.

The most recent survey also dealt with different subject matter. This time respondents were asked whether they supported or opposed specific highway-, bus- and rail/bus-based options, as well as potential funding strategies. Brief background information was given to enable people to compare and contrast alternatives. Also, future traffic projections set the scenario in which the questions were posed. The survey instrument consisted of approximately 18 transportation-based questions and 6

demographic-based questions which helped researchers place the answers received in the context of who was giving them (size of household, annual income, level of education, ethnic background). Interviews took an average of 10 minutes.

All 1129 telephone interviews were conducted between May 18 and May 26, 2000. Calls were made between 4 PM and 9:30 PM, Monday through Friday; 11 AM and 5 PM Saturday; and 12 PM and 9:30 PM Sunday. All calls were placed using known prefixes and computer-generated phone numbers to insure random access. Quotas were based on age and gender populations for each county surveyed. The maximum margin of error, when comparing each county, is 3%. That means that, if the same questions we asked of a similar sample, 19 out of 20 times the same answers would be received within +/- 3.0 percentage points as those reported by the survey. Though detailed analysis of survey results has not yet been completed, the following preliminary findings have been noted:

Did You Know?

**Regional traffic
has grown 25% just
since 1990.**

- 57% of all respondents consider "widened existing roadways" to be somewhat important or very important to the Indianapolis region's transportation future.

- 43.7% of all respondents consider "improved and expanded bus service" to be somewhat important or very important to the Indianapolis region's transportation future.

- 48.6% of all respondents consider "train service" to be somewhat important or very important to the Indianapolis region's transportation future.

- 46.8% of all respondents consider "pedestrian pathways" to be somewhat important or very important to the Indianapolis region's transportation future.

- 52.1% of all respondents consider "bicycle routes" to be somewhat important or very important to the Indianapolis region's transportation future.

In addition,

- 75.3% of respondents believe that federal funds currently allocated for transportation improvements should be spent on both roadway and bus/train service improvements.

- 63.2% support the funding of new or expanded bus or train service where it is most needed in the region using existing gas tax dollars.

- 42% - 45% said they would be willing to ride expanded and improved bus service for work, shopping and entertainment trips if it was within convenient walking distance of their homes or had conveniently located park-and-ride facilities

- 66.3% of all respondents support the idea of dedicating one of our existing roadway travel lanes to the exclusive use of buses and other high occupancy vehicles (HOV), such as car-pool vans.

- 65.3% of all respondents support the development of an express bus system that travels longer distances at higher speeds, using either dedicated existing roadway lanes or land reclaimed from existing rail corridors.

- 54% - 59% of all respondents said they would be willing to ride efficient train service, such as commuter and light rail trains, if stations or park-and-ride facilities were convenient to their homes.

More detailed analysis of survey results will be reported in a future issue of *teMPO*, when available. To take the survey yourself, turn to page __. For more information on the survey, or how it was conducted, call Mike Peoni, MPO Manager/Master Planner, at 327-5133.

WHY THEY WERE CUT

The *conNECTions* study began in May, 1998 with 20 major improvement options under consideration for mitigating the daily congestion and lack of mobility plaguing the Northeast Corridor. Six of these were eliminated early in the review process due to “critical flaws” — that is, disadvantages considered so overwhelming that any possible transportation benefit paled by comparison. These options, described in detail in *teMPO* Special Issue #1, 1999 (For reprints, contact Mike Peoni at 327-5133 or mpeoni@indygov.org) are synopsized here.

- **Elevated Highway Alignments -**

Long segments of elevated alignments cause greater aesthetic and neighborhood disruption than do at-grade (surface) alignments.

Additionally, longer required construction times would cause greater disruption to the community. Elevated structures typically cost about three to four times more than surface facilities.

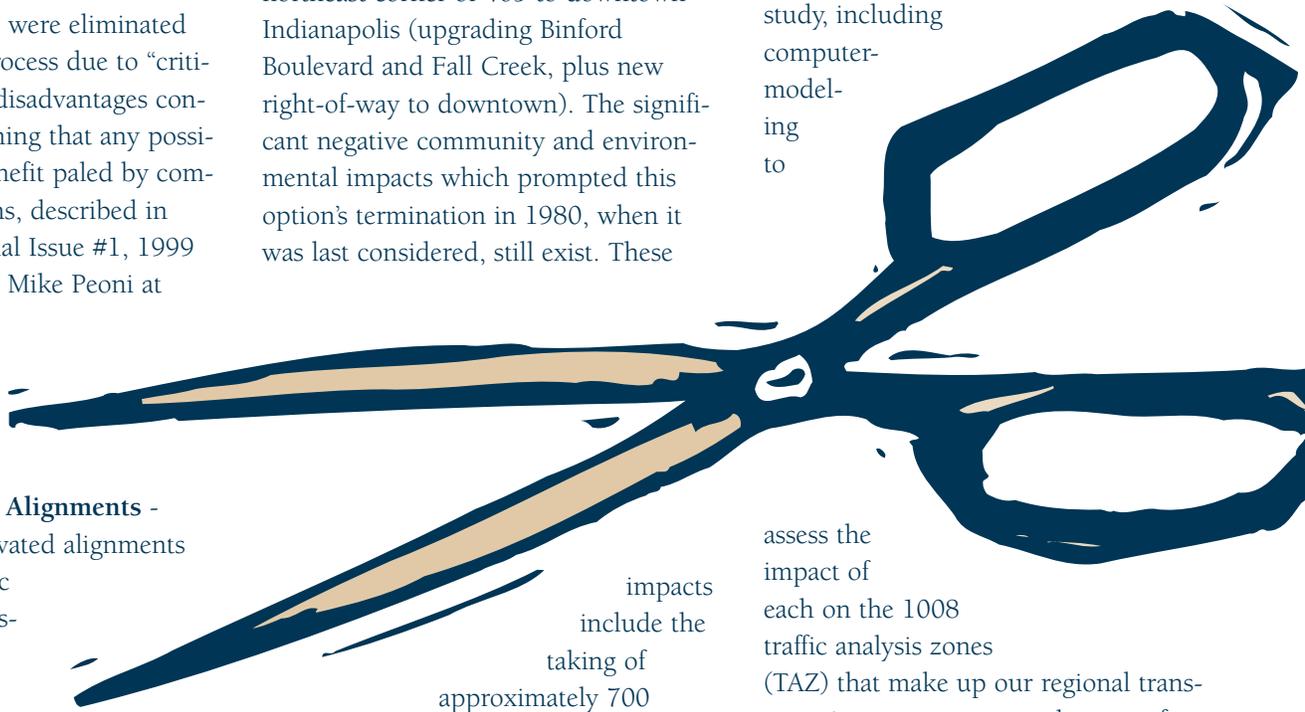
- **Elevated Transit Alignments -** As with elevated highways, above-grade transit alignments typically cost about three times more than surface facilities, tend to be visually unattractive, and are difficult to integrate into the urban environment. Longer construction times would also cause prolonged community disruption.

- **Subway Alignments -** The construction cost of below-grade transit systems is approximately nine to ten times that of a surface alignment system. Operating and maintenance costs are also substantially higher, while lengthy construction periods would prolong community disruption. A subway system through the

Northeast Corridor is estimated to cost approximately \$4 billion to build.

- **I-165/Northeast Freeway Alignment**

- This option proposed a new freeway that extended I-69 southwest from the northeast corner of 465 to downtown Indianapolis (upgrading Binford Boulevard and Fall Creek, plus new right-of-way to downtown). The significant negative community and environmental impacts which prompted this option's termination in 1980, when it was last considered, still exist. These



impacts include the taking of approximately 700 homes and business south of 38th Street, many in what are now revitalized areas.

- **Use of the Monon Corridor for Transit or as a Roadway -** In a planning process initiated in 1991, consensus was reached that the Monon Corridor should be used for recreational purposes, while the Norfolk Southern Corridor was to be reserved for potential future transportation use. Community support still clearly endorses preserving the popular Monon Trail from narrowing, restriction or removal.

- **Added Travel Lanes on Meridian Street -** This would involve widening Meridian Street between 38th Street and 86th Street, where it is physically feasible to add travel lanes. This option would negatively impact the historic character of the area, and potentially worsen its safety and air quality due to increased traffic. As with the Monon Corridor option, it would be difficult to

gain public support for *conNECTions*' recommendations if this National Historic Registry Neighborhood were negatively impacted.

THE NEW CUTS

After a year of in-depth study, including computer-modeling to

assess the impact of each on the 1008 traffic analysis zones (TAZ) that make up our regional transportation system, a second group of options were recommended for elimination by *conNECTions*' Technical Working Group. The following options were approved for elimination by *conNECTions*' Policy Steering Committee at its April 3, 2000 meeting:

- B3: Busway -** This option was cut due to a lack of public support and the belief among management team members that the low-desirability of a bus-only transit system would lead to low usage. However, members of the Policy Steering Committee have requested that an express busway within the Hoosier Heritage Port Authority rail corridor remain a possibility if rail is not a final study recommendation.

- RB2 & RB3: Light Rail Transit (LRT) from Noblesville to Downtown Indianapolis -** Light rail transit, which requires the installation and maintenance

cont on page 13, see Cut

TRANSPORTATION FUTURE *(from page 1)*

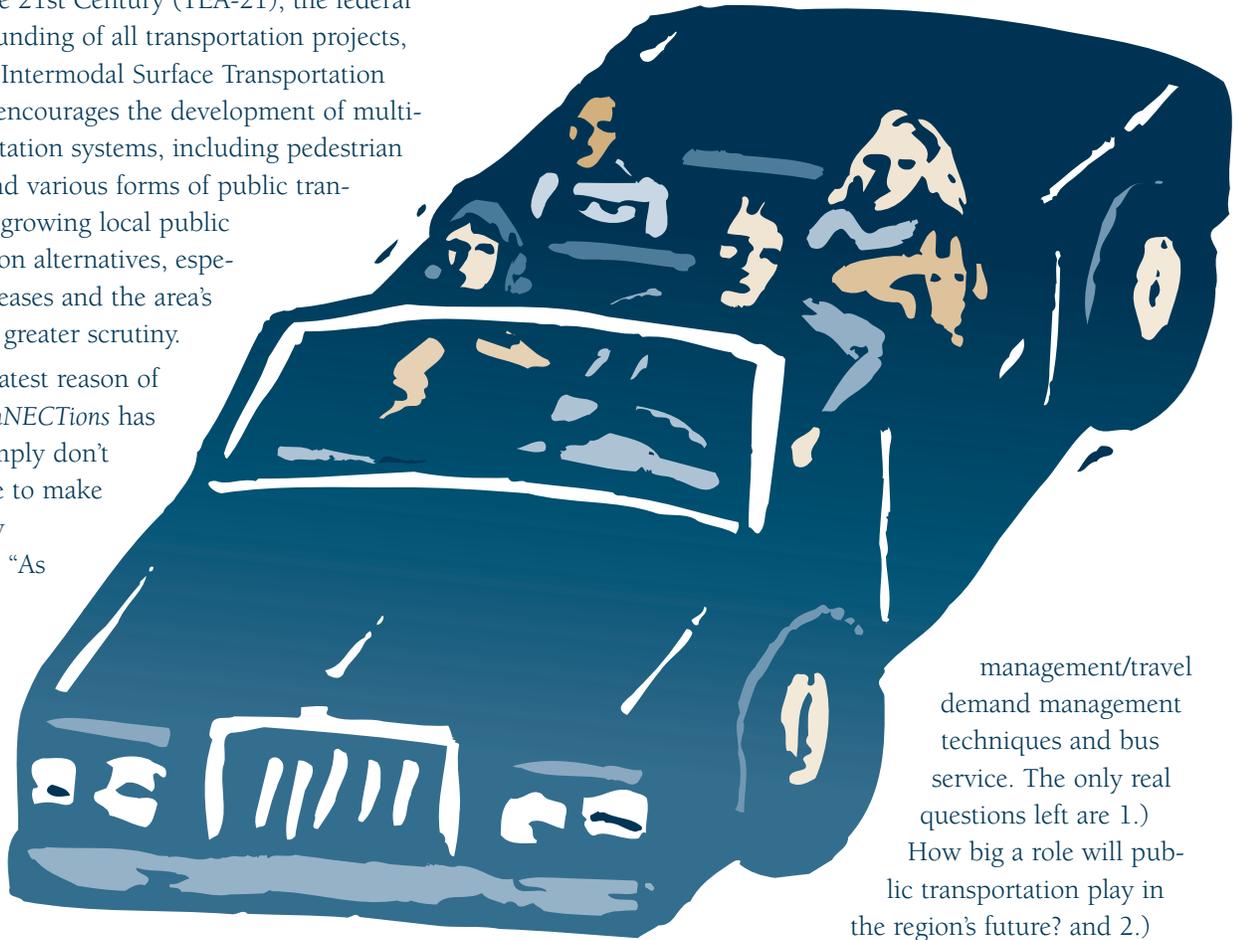
public transportation diminished, and the public's preference of personal vehicle use became clear. "We added lanes," Peoni says simply. "For decades, that's all we looked at."

Now, however, there are many reasons to seek alternatives to single occupant vehicles. The Transportation Enhancement Act for the 21st Century (TEA-21), the federal legislation guiding the funding of all transportation projects, and its predecessor, the Intermodal Surface Transportation Efficiency Act (ISTEA), encourages the development of multi-modal regional transportation systems, including pedestrian and bicycle pathways and various forms of public transit. In addition, there is growing local public demand for transportation alternatives, especially as congestion increases and the area's air quality comes under greater scrutiny.

Perhaps the greatest reason of all, however, is what *conNECTions* has taught us so far. "We simply don't have the room any more to make road expansion our only answer," Peoni explains. "As our region has become more fully developed, the right-of-way (ROW) constraints around our highways have increased. Now, it's difficult, if not impossible, to add enough lanes, to adequately serve the traffic increases we're projecting over the next twenty-five years." As evidence, Peoni points to the estimated levels-of-service the four remaining highways options promise. "None, by itself, offers us the medium level-of-service (D) we prefer," he points out. "Clearly, transit must be a part of the solution recommended by *conNECTions*."

Of the eight remaining transportation options found worthy of further study, half deal with bus and rail/bus transit strategies (see Remaining Alternatives, this issue). If implemented, one or more of these options, in conjunction with highway expansion, offers the best opportunity for meeting the region's projected travel needs in the future. But is it wise to recommend the development of new transit systems in an area where only 2% of the population currently uses transit? "It's the only wise option we have," Peoni says. "In other large mid-western cities of similar character, such as Milwaukee and St. Louis, transit has become a strong, effective component of the regional transportation system. Why not here?"

To answer that question, and achieve *conNECTions* goal of arriving at a locally-preferred recommendation, the MPO needs further public input. Some form of highway expansion will definitely be part of the study's final recommendation, as will low-cost transportation system



management/travel demand management techniques and bus service. The only real questions left are 1.) How big a role will public transportation play in the region's future? and 2.)

Will rail service be a part of that?

"We are now at a crossroads in our transportation history," Peoni says. "*conNECTions* has shown us what we can't do. We need the public to show us what we can." For more information on the Public Involvement Program, or to express your opinion on the region's transportation future, call Mike Peoni at 327-5133.

"I got involved in transportation planning because of *conNECTions*. I see it as a bellwether for what will happen in other areas in the future."

— Jerry H.
northwest side resident

REMAINING ALTERNATIVES

conNECTions has brought us face-to-face with our region's transportation future. It has shown us that we are limited in the ways we can effectively address the more than 50% traffic growth we're projected to experience over the next 25 years.

Initially 20 options were considered using a broad evaluation. Eight options are still being evaluated. All others have proven too costly, environmentally impactful, socially unjust or publicly unacceptable.

These remaining eight options include four highway-based strategies, two bus-related strategies, and two rail/bus plans. They are described here by mode category: highway, bus, rail/bus. It's important to remember that none of these options alone is sufficient to meet our projected needs. In all likelihood, conNECTions' eventual recommendation will be a combination of the options described here.

HIGHWAY OPTIONS FOR FURTHER STUDY

One goal of the Highway Options developed for consideration has been a systems approach for highway improvements. For example, this approach does not try to compare the need for improvements to I-69 with the need for improvements to 465. Rather the options attempt to create a balance of traffic operations among the facilities included in the Northeast Corridor. The intended result is a more uniform level-of-service (LOS) for all involved facilities.

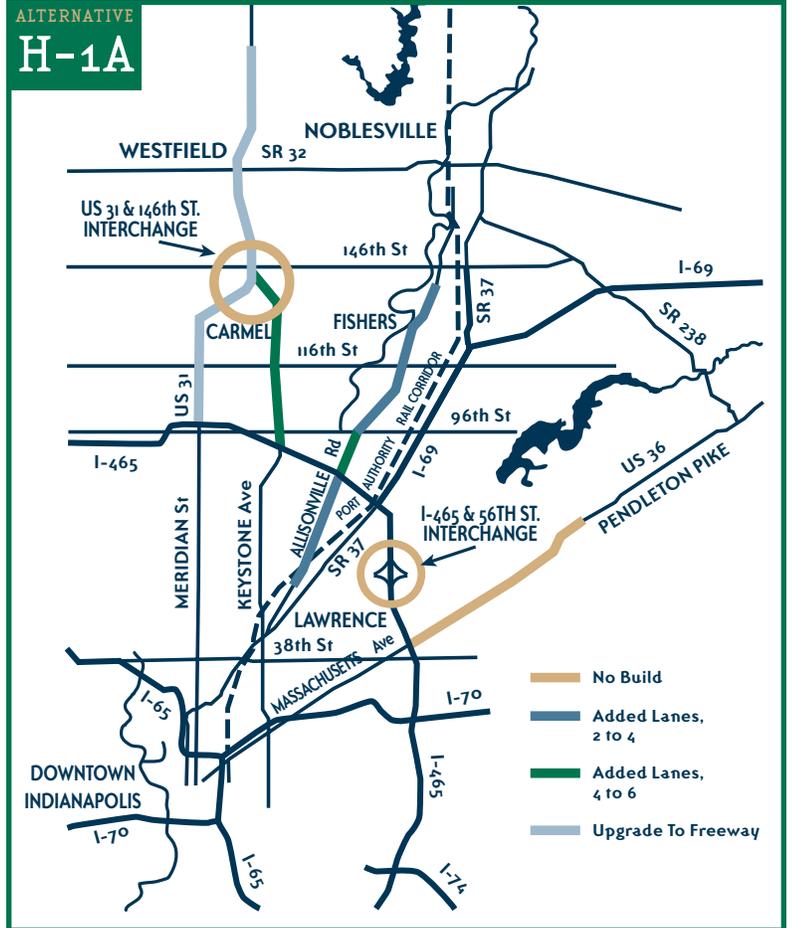
H1A: No-Build plus Year 2025 Planned Improvements

This is a 'No-Build Plus Planned Improvements' option, meaning that it reflects projects already contained in the Year 2025 Planned Improvements as part of the Cost Feasible Indianapolis Regional Transportation Plan (Revised July, 1997), but excludes any I-69/SR37 corridor projects. To provide a better comparison with other highway improvement options, improvements to I-69 and SR 37 are not considered in H1A. This option is for comparison purposes only and helps planners answer the question, "What happens if we do nothing?"

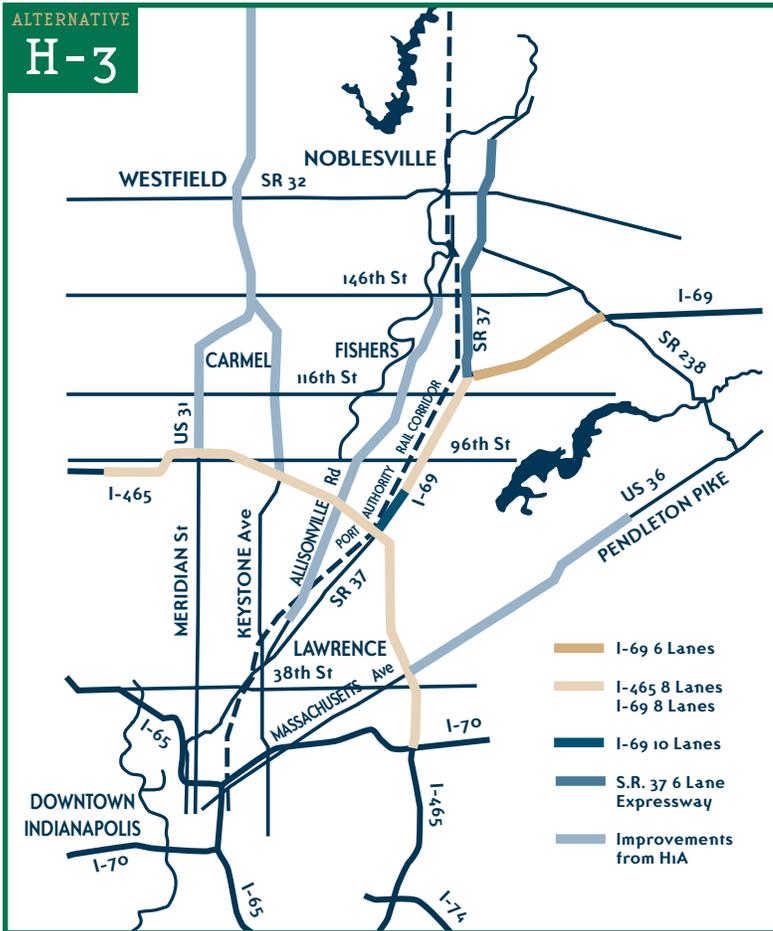
H1A is the lowest cost of the all the Highway Options and is the least effective in reducing traffic congestion. No freeway capacity expansion improvements would be made beyond those programmed for interchange, pavement and bridge rehabilitation. Right-of-way (ROW) requirements would be minimal and no residences or businesses would be directly impacted. Since the freeway system will experience several hours of severe congestion each day, traffic on the arterial street system will, no doubt, increase as many drivers will alter their travel times and routes to avoid peak highway congestion. Travel times and travel costs will increase from current levels and will be higher than with the other highway options.

Estimated Cost: _____

cont on page 8, see Alternatives



H-3



ALTERNATIVES (from page 7)

H3: Basic Freeway Expansion

This is a basic highway expansion option that would increase 465's traffic handling capacity by enlarging it to 8 "through" lanes in the Northeast Corridor. In addition, I-69, US 31 and State Road 37 would also be expanded. Additional lanes may be included at some interchange areas to reduce bottlenecks. Transportation System Management and Travel Demand Management (TSM/TDM) improvement strategies, from Option H2 which was eliminated, have been incorporated here because of their high cost/effectiveness evaluation

H3 would reduce the estimated 2 to 3 hours per day of severe congestion in H1A to approximately 1 to 2 hours per day. Although diversion of travel demand to the arterial street system and altered travel times would occur, they would not equal those of H1A.

Estimated Cost: _____

H5: Moderate Freeway Expansion

This is an intermediate 465 expansion option that would increase the number of "through" lanes to 10. I-69, US 31, State Road 37 and, possibly, I-70 would also receive additional travel lanes. Additional lanes may be included at some interchange areas to reduce bottlenecks. As in H3, this option would also include TSM/TDM improvement strategies. Capacity expansion improvements (added lanes) will also be considered for I-70 as part of this highway expansion option.

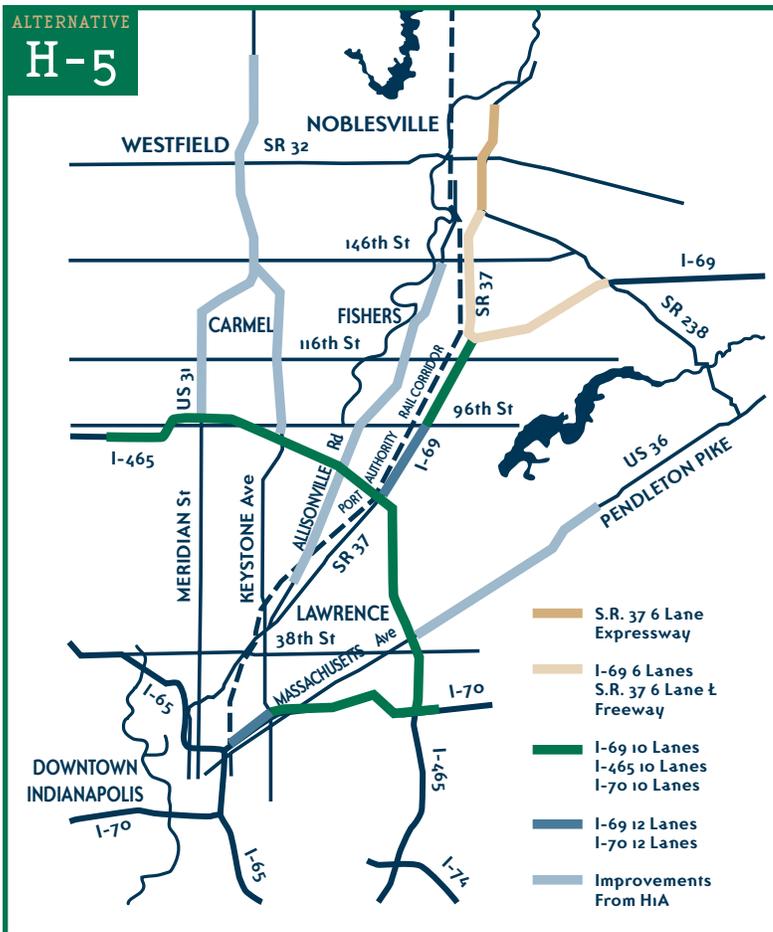
H5 would reduce H3's estimated 1 to 2 hours per day of severe congestion to a maximum of 1 hour per day. The level of traffic congestion on the highway system would be similar to existing conditions or, marginally, worse. Very little diversion of travel demand to the arterial street system or altered travel times would occur.

This alternative represents the maximum freeway improvement possible without significant right-of-way (ROW) impacts.

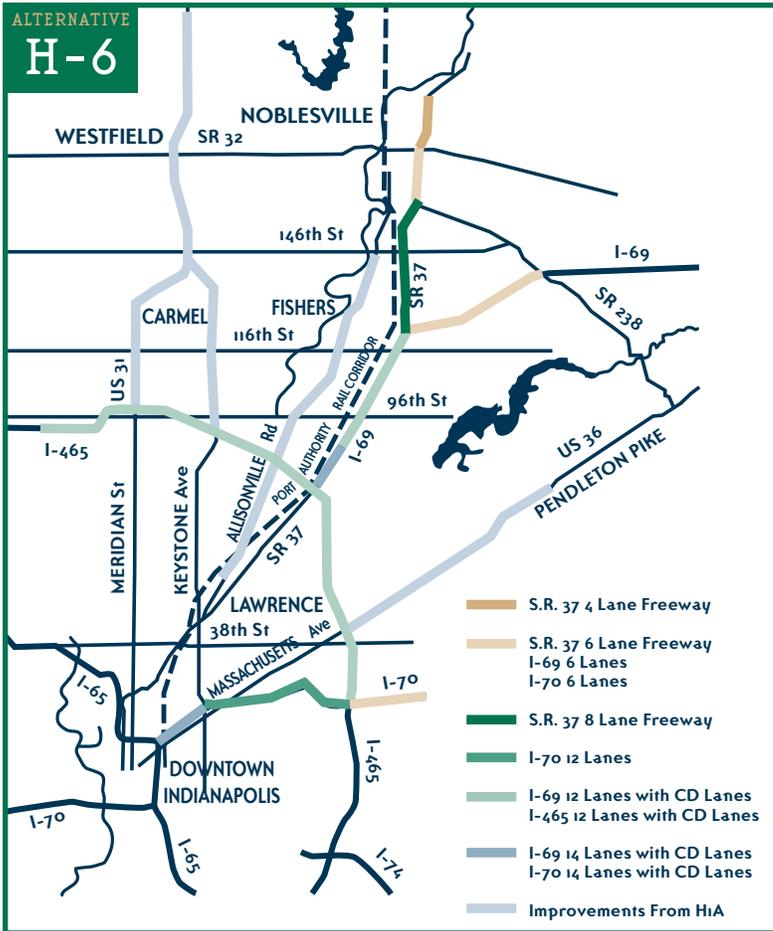
Estimated Cost: _____

cont on page 9, see Alternatives

H-5



Did You Know?
 Population and employment in the Indianapolis region are forecast to increase 19% and 31%, respectively, over the next 20 years.



ALTERNATIVES *(from page 8)*

H6: Major Freeway Expansion

This option would widen 465 to 12 “through” lanes (six mainline lanes, and six collector/distributor lanes), as well as add lanes to I-69, US 37, possibly I-70, and State Road 37 which would be improved as a limited access freeway. *conNECTIONS* management team originally eliminated this option, because it would require purchasing the most land from surroundings properties and, for this reason, would have the most extreme right-of-way impacts. However, the Indiana Department of Transportation requested that it receive further study so that the level-of-service benefits it offers could be documented. Of all highway options under consideration, this one comes closest to meeting our future needs.

This option is intended to provide a level-of-service consistent with a desired minimum level-of-service D, represented by somewhat constrained freeway operations but consistently maintaining speeds in the range of 50 - 60 mph. This level-of-service would be similar to, or a little better than, current conditions. Traffic would be drawn to the freeway system from arterial streets based on reduced travel times, even though trip lengths might be higher than more direct arterial routes. The result of this travel pattern would be higher total vehicle miles of travel (VMT), but lower vehicle hours of travel (VHT).

H6 would impose greater right-of-way acquisition impacts than any of the other options, including impacts on 157 residences and 59 businesses. In addition to direct ROW impacts, noise impacts would be higher due to higher traffic volumes and travel lanes closer to sensitive areas.

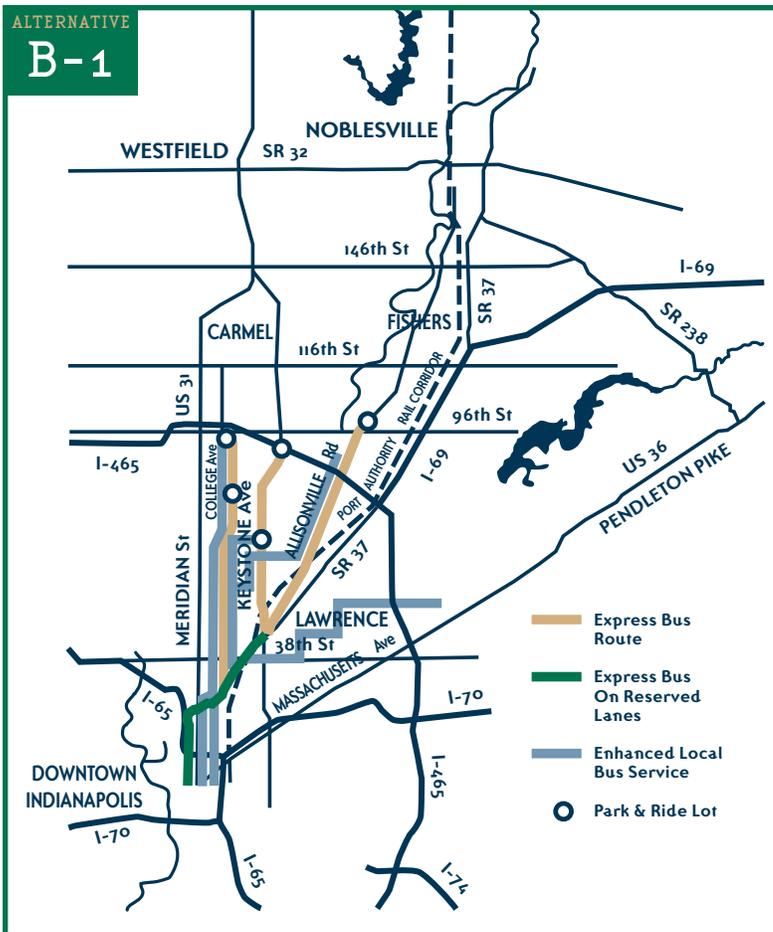
H6 would encourage continued reliance on the private automobile by making transit travel a less compelling or attractive option. The continuation of dispersed land use development would also be encouraged, possibly resulting in automobile travel increasing at rates greater than those forecast, with levels-of-service worse than estimated.

Estimated Cost: _____

BUS OPTIONS FOR FURTHER STUDY

B1: Expanded Express Bus Service in Marion County

This option offers improved and expanded express and local service within Marion County by increasing the frequency of existing local bus service in the corridor and adding three new express routes to the northern part of Marion County. In addition, express “bus-only” lanes would speed bus travel during peak traffic hours along



cont on page 10, see Alternatives



ALTERNATIVES *(from page 9)*

Fall Creek Parkway from Keystone to Capitol Avenue, and along Capitol and Illinois Streets between Fall Creek Parkway and Ohio Street. As an option, high-occupancy vehicles might also be allowed to use the express lanes. In this strategy, as well as in all transit options, passenger vehicles and facilities would be improved to include park-and-ride lots, bus shelters and other amenities.

B1 provides limited effectiveness at the lowest cost of any transit option under consideration. It would provide greater mobility options for corridor residents and employees. Its higher service levels, compared with existing IndyGo express service, may expand the market to more choice riders. The park-and-ride lot at Metropolitan Airport could attract some Hamilton County riders. Environmental and developmental impacts (both positive and negative) would be negligible. Reverse commute opportunities would be minimal.

Estimated Cost: _____

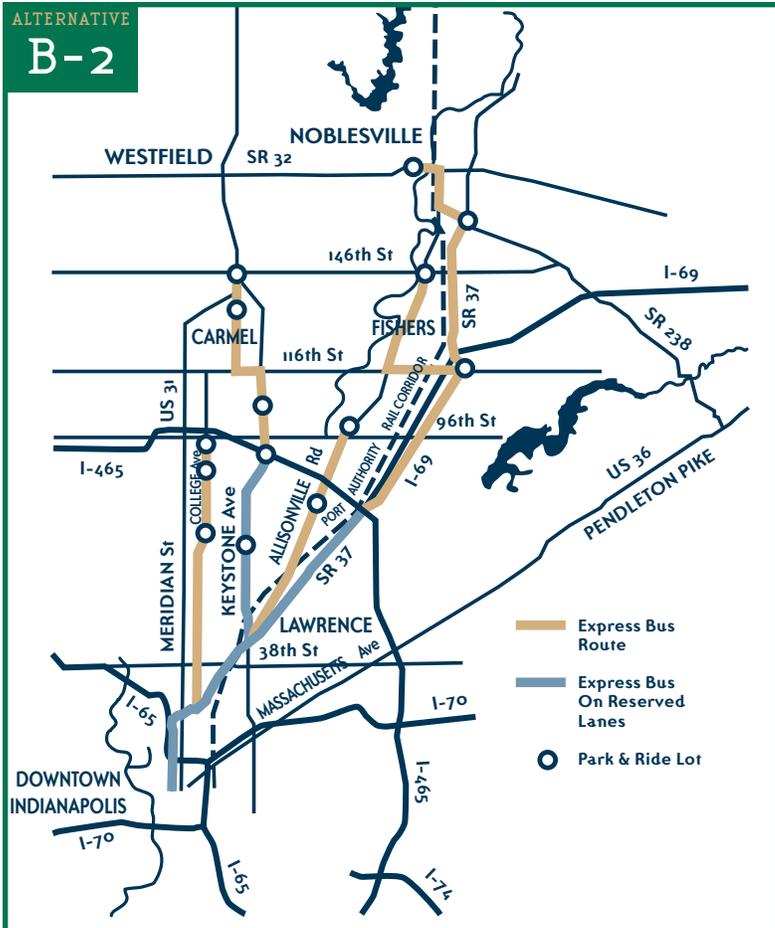
B2: EXPANDED EXPRESS BUS SERVICE IN MARION COUNTY, PLUS NEW SERVICE TO CARMEL, FISHERS AND NOBLESVILLE

This option builds on the benefits of Bus Option 1 by extending express service from downtown Indianapolis to the Carmel, Fishers and Noblesville areas. In addition to B1's 'bus-only' lanes on Fall Creek Parkway, Capitol Street and Illinois Street, express lanes would also be extended along Keystone Avenue and Binford Boulevard. A total of 13 park-and-ride lots would make transit service convenient for residents from surrounding low-density neighborhoods.

B2 provides a low-cost (when compared with rail options) alternative for introducing express transit into Hamilton County. Its effectiveness, in terms of ridership and associated development impacts, would be much more limited than that of the rail options. It would have a positive but minor impact on downtown Indianapolis and probably little, if any, impact on development in other parts of the corridor. Environmental impacts, both positive and negative, would be quite narrow. The potential for reverse commute service would be greater than that of B1 and could be similar to that of rail options RB1 and RB4.

Both bus options offer limited opportunity to improve transit's long-held regional image. In *conNECTIONS*' 1998 Opinion Lab survey, rail fared much better than bus service among respondents. However, public support for express bus service was nearly equal to that of rail in *conNECTIONS*' May, 2000 Opinion Lab survey (See Survey Report, this issue.)

Estimated Cost: _____





ALTERNATIVES *(from page 10)*

RAIL/BUS OPTIONS FOR FURTHER STUDY

RB1: COMMUTER RAIL SERVICE FROM NOBLESVILLE AND FISHERS TO UNION STATION IN INDIANAPOLIS, PLUS EXPRESS BUS SERVICE BETWEEN INDIANAPOLIS AND CARMEL

Rail/Bus Option 1 (RB1) would provide commuter rail service between Noblesville and Fishers to downtown Indianapolis using the Hoosier Heritage Port Authority (HHPA) rail corridor – the same corridor used by the State Fair train. Buses would carry commuter rail passengers to and from park & ride facilities and rail stations. In addition, it would provide express bus service from Indianapolis to Carmel. Commuter rail service provides higher travel speeds over long distances with few stops

RB1 would run diesel-powered commuter trains along the HHPA corridor to 10th Street, then use the CSX rail corridor to reach Union Station in downtown Indianapolis. This strategy, as well as the other rail-bus option, would incorporate many of the bus improvements described in B2, including feeder bus service from corridor neighborhoods to nearby rail stations.

Compared to RB4, RB1 is a relatively low-cost rail alternative that would primarily serve the longer-distance standard commuter market between Hamilton County and downtown Indianapolis.

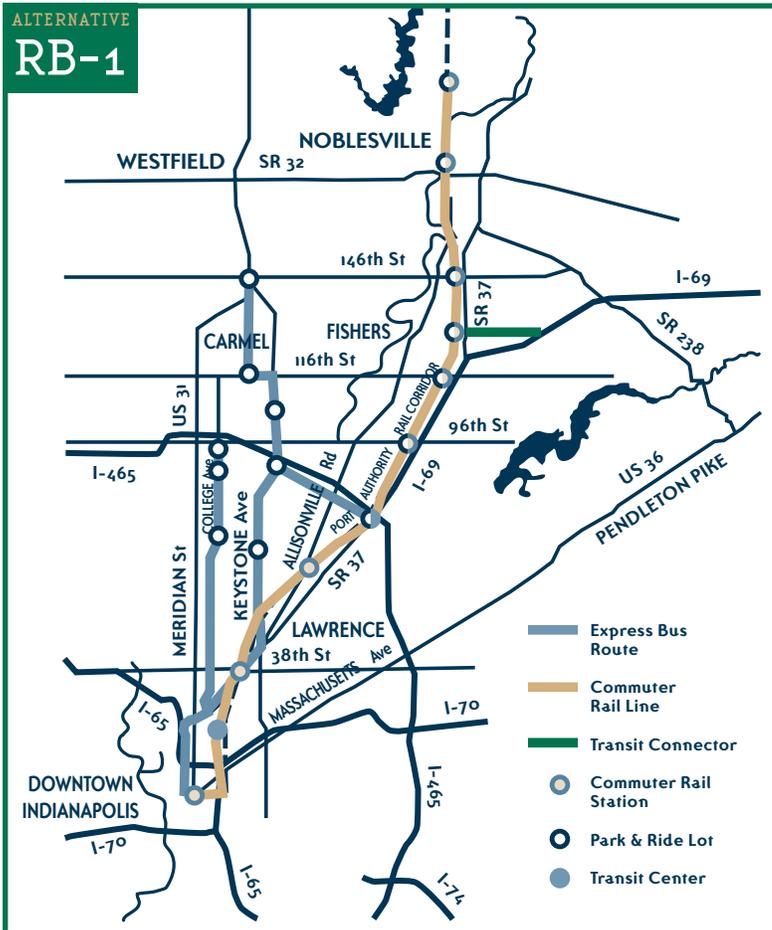
While its capital costs are lower than RB4, its benefits are also more limited since its ridership would be about

25 percent of RB4's. Its environmental impacts would be comparable to those of B1. Its reverse commute potential would be greater than that of B1, but less than that of RB4. This potential would be enhanced by the Eastside Transit Center, which could function as the southern hub of a reverse commute system.

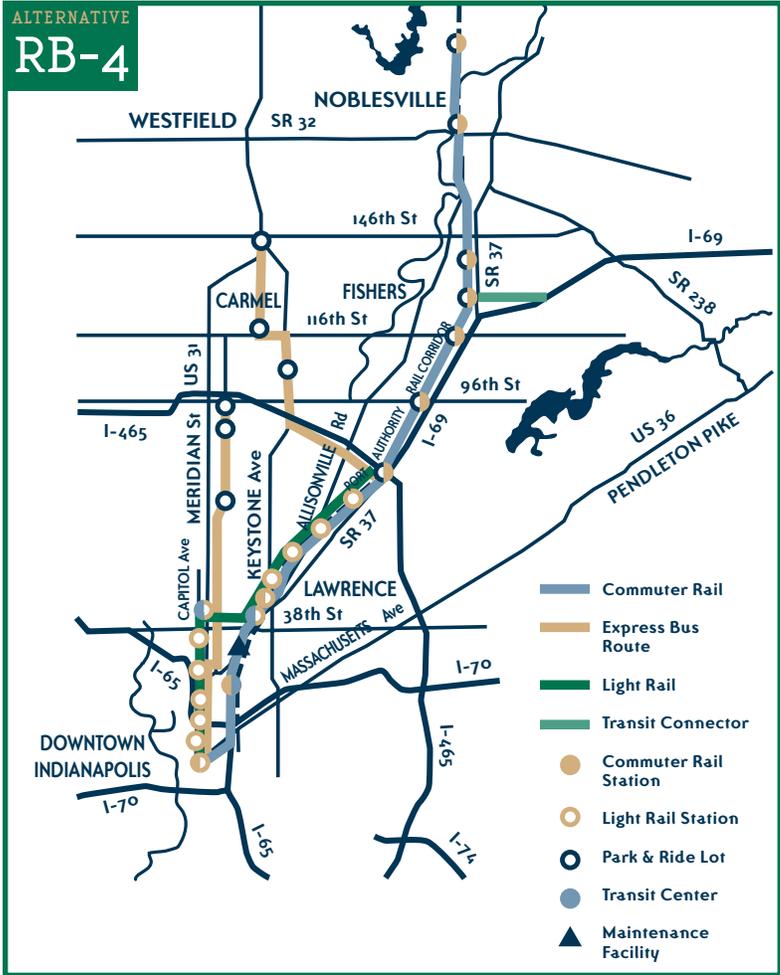
Since rail tends to be more attractive to 'choice' riders than does bus service, RB1 would have positive but limited impact on downtown Indianapolis. Commuter rail operates most effectively with few stations, so the need/opportunity for development in the corridor would be less than with RB4's light-rail segments. This option could encourage compact residential development near stations in Hamilton County, assuming there is land available.

Estimated Cost: _____

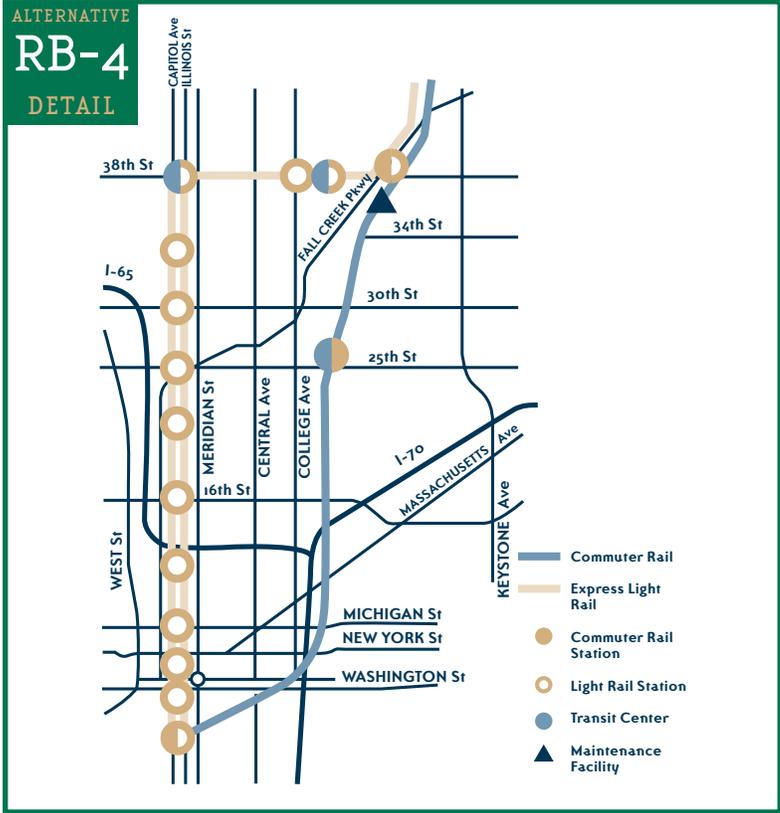
ALTERNATIVE RB-1



ALTERNATIVE
RB-4



ALTERNATIVE
RB-4
DETAIL



ALTERNATIVES (from page 11)

RB4: COMMUTER RAIL SERVICE FROM NOBLESVILLE AND FISHERS TO UNION STATION IN INDIANAPOLIS PLUS LIGHT RAIL TRANSIT (LRT) FROM 465 TO DOWNTOWN INDIANAPOLIS, PLUS EXPRESS BUS SERVICE TO CARMEL

Rail/Bus Option 4 (RB4) combines RB1's speed benefits of commuter rail service from Noblesville to downtown along the HHPA/CSX route, with light rail service from 465 to downtown Indianapolis. Light rail transit (LRT) service, offering slower travel speeds and more frequent stops, would branch off of the rail corridor at 38th Street and travel Capitol Avenue and Illinois Street to Union Station along the road surface.

RB4 represents the greater benefits, and costs, of any transit alternative currently under consideration. Its commuter rail component is identical to that of RB1, but its light-rail component would add commuter rail ridership by increasing the number of destinations served, especially from Methodist Hospital into downtown along Capitol and Illinois Streets. The light-rail segment would also provide the most attractive service for the intra-Marion County markets, which is largely why RB4's projected ridership is so much greater than that of RB1 (19,000 vs. 4,000).

Other than cost and ridership, the greatest difference between the two rail options is their impact on development. With more stations along the 465 to 38th Street LRT segment, and better service levels, more commercial and residential development opportunity would be created near stations. However, the greatest development impact could occur along 38th Street and the Capitol/Illinois corridor. With appropriate supporting policies, these areas could see significant revitalization.

Because of its street running segments, RB4 poses more environmental challenges (noise, aesthetics) than RB1 but also more environmental benefits, including economic and neighborhood opportunities. Since it is the only transit option projected to remove 5,000+ cars from area roads, it is the only one that could have a noticeable, though still minimal, impact on traffic volumes.

Estimated Cost: _____

Elected officials throughout the region have approved these eight options for public review and consideration. In addition, they've asked that:

- the possibility of an express busway along the Hoosier Heritage Rail Corridor also be considered, if the corridor is not recommended for rail service, and . . .
- that some new travel lanes added to 465 be designated for high occupancy vehicle use, if future conditions warrant.

CUT *(from page 5)*

nance of overhead electrical wires is much more expensive to build and construct than commuter rail, which is self-propelled. LRT is also slower than commuter rail, which makes it less suitable for long commutes, such as the 25 mile distance from Noblesville to Downtown.

H1: No Build - This alternative includes only committed projects for the next three years as approved in the Indianapolis Regional Transportation Improvement Program (IRTIP). These improvements would do little to alleviate the congestion expected in 2025, the study's design horizon.

H2: Transportation Systems Management And Travel Demand Management (TSM/TDM) - This option was rejected as a stand-alone alternative because its impact on our transportation system, though positive, is not of a scale to offer substantial congestion or lack of mobility relief. However, it has been agreed among study planners that TSM/TDM components should be part of *conNECTions'* final recommendation, because they offer effective, low-cost strategies for optimizing the use of existing transportation system infrastructure.

H4: High Occupancy Vehicle Lanes - Because Indianapolis currently has a very low rate of voluntary carpooling and transit use (approximately 2% of the population rides IndyGo), the study management team believes the public does not want is option.

• **Binford Boulevard Rail Alignment** - This alternative was suggested by the public as a way of avoiding the noise and other negative impacts of running rail service in the

HHPA corridor, which is located alongside many homes.

Although it would achieve

this objective, this

alternative would cost more than those rail options utilizing the HHPA corridor and would generate much lower ridership, resulting in low cost-effectiveness. Rail systems work best when stations are an accessible component of the urban fabric, and when they are close to where people live and work. The median of Binford Boulevard (formerly, SR 37) would not be very accessible by foot or from nearby park-and-ride lots. Also, bringing rail service through the already congested intersection of Fall Creek Parkway, Allisonville Road, 38th Street and Binford Boulevard would further disrupt traffic flow.

“By consistently applying our evaluation criteria to all considered strategies, we’ve found that our options are pretty limited,” said Mike Peoni, MPO Manager/Master Planner. “We’ve made hard choices, but we know that the options that remain for further study offer the region its best hope of safe, efficient and economical transportation in the future.”

EVALUATION CRITERIA

The evaluation criteria listed below have been used throughout the study to screen alternatives and to guide the selection process.

Whenever possible, quantitative measures have also been used.

Transportation/Effectiveness

How well does an alternative address the purpose and need for transportation improvements in the corridor? How well does it meet the goals and objectives?

Environment

How do the options compare in terms of their impact on the human environment?

Environmental criteria include natural elements, such as air, noise and water, as well as social and economic aspects, such as neighborhoods, economic development and historical resource impacts.

Cost

What financial resources are required to construct, operate and maintain each alternative? How does an alternative's effectiveness compare to that of others in relation to capital and operating costs?

Financial Feasibility

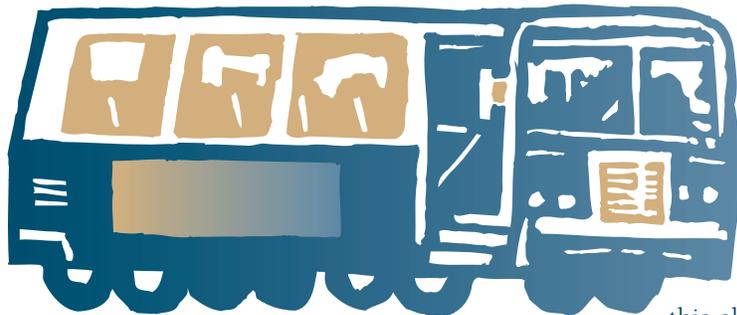
What is the likely source of funds for a project's capital and operating costs? Sources can include federal, state, local and private entities.

Equity

Does an alternative impose disproportionate costs on, or provide disproportionate benefits for, certain socioeconomic groups or neighborhoods?

Anticipated Public Acceptance

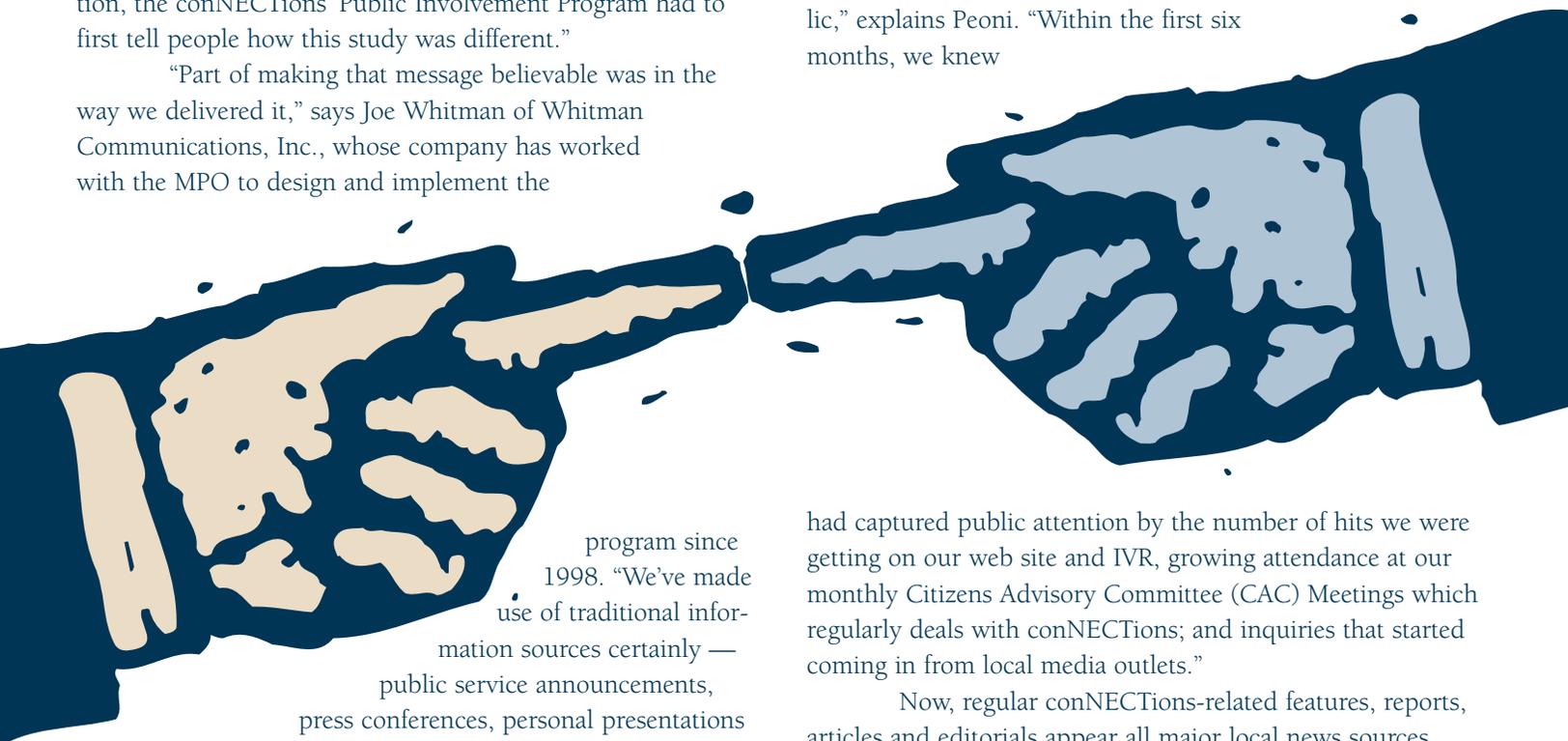
Ultimately, the public must accept the cost and impact of the preferred alternative if it is to be implemented. No matter how effective, economically feasible, or environmentally-conscious an alternative is, it will not solve the transportation problem unless the public accepts and uses it.



STAYING CONNECTED *(from page 1)*

“There had been other, recent studies conducted the Northeast Corridor that hadn’t resulted in significant improvements. I think both the media and the general public remembered those and thought conNECTions was just more of the same,” explains Mike Peoni, MPO Manager/Master Planner. “To encourage and accommodate informed public participation, the conNECTions’ Public Involvement Program had to first tell people how this study was different.”

“Part of making that message believable was in the way we delivered it,” says Joe Whitman of Whitman Communications, Inc., whose company has worked with the MPO to design and implement the



program since 1998. “We’ve made use of traditional information sources certainly — public service announcements, press conferences, personal presentations and guest spots (for MPO staff) on local radio and television shows — but I think our most effective information streams have been those you don’t expect a government agency to use. Especially to promote a transportation study.”

In 1998, conNECTions got its own web site (www.indygov.org/connections) offering the public background information on the problems it intended to mitigate, the solutions it was considering, its funding sources and cooperating jurisdictions, even a survey that could be e-mailed back — a first for an MPO transportation-based study.

At the same time, an Interactive Voice Response System (IVR) was developed that could be accessed with a toll-free call (1-877-NEC-LINK). This conNECTions Hot Line also offered the option of a push button survey, as well as strategy descriptions, study background and the opportunity to be added to the MPO’s mailing list for study updates.

Paid sponsorship of traffic reports on 25 MetroNetwork radio stations throughout the region encouraged the public to visit the web site and IVR during late 1998. In addition, a direct mail program made technical transportation planning information accessible to area residents who

responded by requesting further information in unexpected numbers.” We got hundreds of requests back,” says Whitman. “Our response rate was about 5% — unheard of in the direct mail industry when no financial incentive (e.g. coupon) is offered.”

“We had never taken any of these steps before, and I think they helped prove that conNECTions was different and that the MPO was serious about working with the public,” explains Peoni. “Within the first six months, we knew

had captured public attention by the number of hits we were getting on our web site and IVR, growing attendance at our monthly Citizens Advisory Committee (CAC) Meetings which regularly deals with conNECTions; and inquiries that started coming in from local media outlets.”

Now, regular conNECTions-related features, reports, articles and editorials appear all major local news sources. “Within the last two months alone, *conNECTions* has been featured on Channels 6, 8 and 59; repeatedly in WIBC Radio newsbreaks and in *The Indianapolis Star*,” Peoni says. In addition, Channel 13 is working with the MPO on an upcoming public forum concerning the region’s transportation future and the MPO Manager was recently interviewed by *The Wall Street Journal* concerning Indianapolis’ growing congestion and possible solutions.

BUMPS ALONG THE WAY

Still, the *conNECTions* Public Involvement Program continues to present some communications challenges. “When you’ve convinced people that this is a subject worthy of their time and attention, you’d better keep in regular and frequent contact with them,” says Whitman. “That’s difficult because transportation studies don’t proceed at a regular pace. There can be long technical delays which hold up progress, as there was during *conNECTions*’ computer modeling phase.”

For a good part of 1999, the study didn’t appear to be proceeding, despite public reports from the management team on other aspects of the study, including its environmental

cont on page 20, see Staying coNECTed

Since May, 1998, the *conNECTIONS* Study of Northeast Corridor Transportation has addressed the public as a primary transportation planning partner using both broadly and narrowly focused media and communications initiatives to:

1. describe/quantify the problems that make the study necessary
2. solicit input concerning possible solutions
3. build consensus for preferred recommendations

Broadly focused communications that address residents of the entire region, include:

1. more than a dozen articles and editorials in *The Indianapolis Star and News*, *The Daily Ledger*, and other local newspapers
2. frequent (monthly) drive-time news coverage on WIBC
3. Traffic Report sponsorship on 25 MetroNetwork radio stations in November and December 1998
4. *conNECTIONS* radio sponsorship of the 1998 IHSAA Finals
5. radio and television appearances by MPO staff on local programs, like *The Amos Brown Show*
6. a toll-free Interactive Voice Response System (1-877-NEC-LINK) that gives study background, descriptions of alternatives and an opportunity to leave comment/fill out survey
7. the *conNECTIONS* web site (www.indygov.mpo/connections)
8. TV and radio public service announcements,
9. an informational video promoted to various civic/educational groups
10. three special issues of *teMPO* — the MPO's newsletter of transportation planning in our region, as well as regular update articles 4 times a year
11. monthly media advisories to more

than 30 radio, television and newspaper sources

12. monthly promotion of *conNECTIONS*-focused CAC meetings through WCTY, (Comcast, Channel 16)
13. on-going news coverage on Channels 6, 8, 13 and 59
14. press conferences
15. public forums, of which four more are scheduled for: (times & places)
16. a region-wide telephone survey of 1129 respondents conducted by the I.U. Public Opinion Lab (May, 2000)



17. a "13 Listens" Special Forum, telecast in July, 2000 on WTHR, concerning our region's transportation future
18. joint ventures among the MPO, the Central Indiana Regional Citizens League (CIRCL) and the Central Indiana Regional Transit Alliance (CIRTA) to raise the profile of *conNECTIONS* among non-corridor residents. The MPO supports both groups as planning partners and has helped promote CIRCL's Vision Plan.
19. a prudent schedule of paid media in both newspaper and radio to promote MPO-based events and initiatives, including those involving *conNECTIONS* and its impact on our regional transportation future.

Narrowly focused communications that address corridor residents directly, include:

1. field research, including focus and hosted groups composed of corridor residents/travelers and held at corridor locations
2. a December 1998/ February 1999 I.U. Opinion Lab telephone survey of 454 corridor residents
3. direct mail campaign (May, 1999) — 25,000 households, selected at random and representing proportionate population within corridor zip codes
4. 80+ presentations by the MPO and consultants to special interest groups and neighborhood associations located throughout the corridor.
5. postal notification to "Northeast Corridor Stakeholders" of monthly Citizens Advisory Committee meetings which focus on *conNECTIONS* and are re-broadcast on channel 16
6. collateral print distribution at select corridor sites in late 1998/early 1999
7. a *conNECTIONS*-based distance learning program involving the Corporation for Educational Communication (CEC) and the curriculum, educators and students of nine corridor high schools.

As *conNECTIONS* nears completion, the study's Public Involvement Program continues to utilize the elements listed above to share information with, and solicit input from, the public. The original message of "*Eventual recommended solutions for solving congestion and lack of mobility in the Northeast Corridor will likely be employed elsewhere in our region*" has changed in response to preliminary findings. Now, *conNECTIONS' communications tells a region-wide audience: "If rail transit (and transit in general) is ever going to play an important role in our regional transportation system, inside or outside of the NE corridor, it must be considered NOW.*

FUNDING OPTIONS

As reported previously in *teMPO*, *conNECTIONS* is a major investment study in every sense of the word. Its \$1.7 million cost is being shared by area

options as well, and may do so in the future as the demand for travel alternatives grow. Still, there are not currently enough dollars allotted to pay for *all* needed improvements so other funding sources must be identified.

Vehicle Taxes

Drivers' License Fees
Auto Registration Fees

Sales Taxes

Retail Sales Tax
Utility Sales Tax (phone, electric)
Hotel/Motel Occupancy Tax
Restaurant Taxes
Beer/Liquor Tax
Tobacco Taxes
Car Rental Tax

Business Taxes

Corporate Income Tax
Payroll Taxes
Special Benefit Assessment District (property tax add-on)
Transit Impact Development Fee (downtown business district)
Franchise Surcharge (a corporate income tax based on the portion of a business' activities that are carried on within the transportation district)

Residential Taxes

Property Tax

Other

Tax Increment Funding (TIF) - district/joint development projects with private developers
Income Tax (additional percentage add-on)
Commuter Tax/Employment Tax
Business/School/University Purchase of Passes

entities with jurisdictional authority over transportation issues — the same groups whose transportation systems will benefit from *conNECTIONS*' eventual recommendations. However, the cost of diagnosing our transportation problems and their possible remedies is only the beginning. Every potential solution has a price.

Substantial federal tax dollars are currently allocated for transportation improvements in our area. Traditionally, this money has been spent mainly on roadway improvements. However, the Indiana Department of Transportation (INDOT) and its planning partners may elect to use these funds on transit

Here is a list of potential funding sources to cover the estimated capital and operating costs of the transit alternatives under consideration by *conNECTIONS*.

Fuel Taxes

Gasoline Tax (per gallon, or percent of sales)
Petroleum Business Tax



YOUR MPO STAFF

... includes these people who would be happy to address your comments or questions on any aspect of the transportation planning process:

STEVE CUNNINGHAM • SENIOR PLANNER 317/327-5403

MIKE DEARING • PRINCIPAL PLANNER 317/327-5139

KEVIN MAYFIELD • PLANNER 317/327-5135

MICHAEL PEONI, AICP • MANAGER/MASTER PLANNER 317/327-5133

SWESON YANG, AICP • CHIEF TRANSPORTATION PLANNER 317/327-5137

For more information on our regional transportation planning process, visit the MPO web site at www.indygov.org/indympo.

REGIONAL SURVEY 2000

As a follow-up to its 1998 *conNECTions* Survey, your MPO again commissioned the I. U. Public Opinion Lab to probe the public on transportation related issues. The difference? "This time, our telephone survey wasn't confined to residents of the Northeast Corridor," says Mike Peoni, MPO Manager/Master Planner. "We expanded our survey area to encompass the entire Indianapolis metropolitan planning area for a couple of reasons. First, over the last two years, we've realized just how big an impact *conNECTions* final recommendations will have on the entire region's transportation future. What we decide to do in the Northeast Corridor, after having so much time to consider our options, will definitely affect transportation planning elsewhere. Secondly, the funding options being considered to pay for the recommendations could be implemented region-wide," he explains. "So, why not talk to everyone."

Have we talked to you? Did you get a call from the I. U. Opinion Lab? If not, here's another chance to be heard. Please take a few minutes to fill out the survey below. When completed, fax it (317.327-5103) or mail it to the MPO (1841 City-County Building, 200 East Washington Street, Indianapolis, IN 46204-3310). Your name and address may be used to send you further *conNECTions* information as it becomes available.

Name

Street Address

City State/Zip

Phone Number

1. Following is a list of possible improvements to our current transportation system that could be made by the year 2025. On a scale of 1 to 5 with 1 being NOT AT ALL IMPORTANT and 5 being VERY IMPORTANT, please indicate how important you think each is to the future of transportation in the Indianapolis region. If you are neutral, please write in 3.

- Widened existing roadways
- Additional, new roadways
- An improved and expanded bus system
- Train service, such as commuter and light rail trains
- Pedestrian routes
- Bicycle Paths

2. Are there any other improvements to the current transportation system that you would like to see included by the year 2025?

No Yes

If yes, please specify _____

3. Studies show that traffic in our region has increased 25% since 1990 and is projected to grow another 50% by the year 2025. Major infrastructure improvements will need to be made to accommodate this increased traffic. These infrastructure improvements could require substantial public investment. Here is a list of possible improvements. Please indicate whether you support or oppose each one.

Spending public funds to expand and widen existing roadways, and build new roadways, throughout the Indianapolis region?

- Support
- Oppose
- Don't Know

Spending public funds to expand and improve the bus system throughout the Indianapolis region?

- Support
- Oppose
- Don't Know

Spending public funds to introduce train service, such as commuter and light rail trains, in the Indianapolis region?

- Support
- Oppose
- Don't Know

Making no major commitment of public funds to expand or improve our regional transportation system?

- Support
- Oppose
- Don't Know

4. Substantial federal tax dollars are currently allocated for transportation improvements in our area. Following is a list of ways to spend this federal money. Please indicate whether you support or oppose each one.

Spending these dollars exclusively on roadway improvements?

- Support
- Oppose
- Don't Know

Spending these dollars exclusively on bus and commuter and light rail train service improvements?

- Support
- Oppose
- Don't Know

Spending these dollars on both roadway and bus and train service improvements?

- Support
- Oppose
- Don't Know

5. Following is a list of taxes that could be used to fund specific types of transportation improvements. The first set of questions deals with funding bus system expansion and improvements. Please indicate whether you support or oppose each funding initiative.

A half a cent per dollar sales tax on non-food goods and services to pay for bus system expansion and improvements?

- Support
- Oppose
- Don't Know

A 1% increase in annual property taxes to pay for bus system expansion and improvements?

- Support
- Oppose
- Don't Know

A three-tenths of one percent income tax to pay for bus system expansion and improvements?

- Support
- Oppose
- Don't Know

6. The next set of questions deals with funding of a public transportation system using both trains and buses. How would you feel about:

A 1 cent per dollar sales tax on non-food goods and services to pay for the construction of a public transportation system using both trains and buses?

- Support
- Oppose
- Don't Know

A 1% increase in annual property taxes to pay for the construction of a public transportation system using both trains and buses?

- Support
- Oppose
- Don't Know

A seven-tenths of one percent income tax to pay for the construction of a public transportation system using both trains and buses?

- Support
- Oppose
- Don't Know

7. Would you support or oppose additional gas taxes going to fund new or expanded bus or train service where it is most needed in our region?

- Support
- Oppose
- Don't Know

8. Would you support or oppose your existing gas tax dollars going to fund new and expanded bus or train service where it is most needed in our region?

- Support
- Oppose
- Don't Know

9. In general, how do you think traffic congestion should be handled in the Indianapolis region?

- Expand and Improve the Roadway System
- Expand and Improve public bus and train transportation
- Both
- Don't know

10. Do you currently use a bus to get to work, school, or any other place?

- Yes
- No

11. Remember that traffic in our area is projected to increase more than 50% by the year 2025. In light of this, if expanded and improved bus service was available within easy walking distance of your home or with conveniently located park and ride facilities, would you be willing to ride the bus for:

Trips to and from work?

- Yes
- No
- Don't Know

Shopping trips?

- Yes
- No
- Don't Know

Entertainment trips?

- Yes
- No
- Don't Know

12. Would you support or oppose the idea of dedicating one of our existing roadway travel lanes to the exclusive use of buses and other high occupancy vehicles, such as car-pool vans?

- Support
- Oppose
- Don't Know

13. Would you support or oppose the development of an express bus system that travels longer distances at higher speeds, using either dedicated existing roadway lanes or land reclaimed from existing rail corridors?

- Support
- Oppose
- Don't Know

14. If efficient train service, such as commuter and light rail trains, was developed with station and parking facilities convenient to your home, would you be willing to ride the train for:

Trips to and from work?

- Yes
- No
- Don't Know

Shopping trips?

- Yes
- No
- Don't Know

Entertainment trips?

- Yes
- No
- Don't Know

15. Overall, if a train system was added, how likely would you be to use it for some of your travels?

- Very likely
- Somewhat likely
- Not very likely
- Not at all likely
- Don't Know

16. How much would you be willing to pay for train service one way?

- 0, nothing
- Less than \$1
- \$1
- \$2
- \$3

17. In what county do you live?

- Marion
- Hamilton
- Hancock
- Johnson
- Hendricks
- Boone
- Shelby
- Morgan
- Other (SPECIFY) _____
- Don't Know

18. In what county do you work?

- Marion
- Hamilton
- Hancock
- Johnson
- Hendricks
- Boone
- Shelby
- Morgan
- Other (SPECIFY) _____
- Not employed
- Don't Know

19. How many vehicles are there in your household? _____

20. Is there anything else you would like to add about any of the transportation issues mentioned here? _____

Thank you for making the *conNEction* between your participation and better transportation.

PRIMER *(from page 2)*

politan planning area — suffers its most acute problems here.

GOALS

1. Improve mobility.
2. Enhance economic development.
3. Preserve and protect the environment.
4. Develop a cost-effective transportation system.
5. Reach consensus on a transportation plan for the corridor.

METHODOLOGY

conNECTions' purpose will be achieved only by working with elected officials and members of the community to narrow down a broad range of possible solutions to a recommended set of strategies that satisfy the stated goals.

TIMELINE

The study began in May of 1998. It was originally scheduled to conclude in December, 1999. That completion date was pushed back due to technical delays in the computer-modeling process and to insure adequate opportunity for participation and input of interested residents, through the Public Involvement Program. The current projected completion date is September 2000.

STUDY BUDGET

The \$1.7 million budget is made up of 80% federal money and 20% local funds. The \$1.2 million in federal funding comes from the Federal Transit Administration. The \$500,000 in local funds comes from a number of stakeholders in the Northeast Corridor: \$250,000 from the Indiana Department of Transportation, \$125,000 from the City of Indianapolis, and \$31,250 each from Hamilton County, the City of Carmel, and the Towns of Noblesville and Fishers.

MANAGEMENT

The study's Management Team is comprised of the Indianapolis Metropolitan Planning Organization (MPO) and representatives of the study's funding entities. The primary consultant of record is Parsons Brinckerhoff Quade & Douglas, transportation engineers.

DECISION-MAKING

The study's Policy Steering Committee will either accept or reject the study's final recommendations. Generally, the Management Team makes recommendations to the study's Technical Working Group (TWG) which is comprised of transportation planners and engineers from the funding entities. The TWG makes recommendations to the Policy Steering Committee (PSC). If accepted, the PSC ultimately refers the recommendations to the appropriate implementing agencies.

POLICY STEERING COMMITTEE

The PSC is comprised of elected officials from various Northeast Corridor jurisdictional authorities, and is chaired by Mayor Bart Peterson of the City of Indianapolis; Cris Klika, Commissioner of the Indiana Department of Transportation

(INDOT); and Luke Kenley, State Senator from Hamilton County.

PUBLIC INVOLVEMENT PROGRAM

In an effort to encourage and accommodate the informed participation of area residents in the transportation planning process, the MPO has undertaken a comprehensive information and outreach program. Program elements include the *conNECTions* web site, Interactive Voice Response System, multiple direct mailings, two quantitative telephone surveys, nearly 80 presentations to neighborhood organizations and civic groups, field research, a curriculum project involving nine corridor high schools, monthly reports at the Citizens Advisory Committee, and on-going public and media relations. For a more detailed description of the Public Involvement Program, read *Staying conNECTed with the Public*, this issue.

IMPLEMENTATION

Realistically, most of the major highway or transit-based options currently under consideration by *conNECTions* would take between seven to ten years to implement once approved, because of standard funding and construction time frames. However, low cost Transportation System Management (TSM) and Travel Demand Management (TDM) strategies are already being employed to maximize the efficiency of our current transportation system.

These are the "broad strokes" of what *conNECTions* is all about. For more detailed information, or for answers to specific questions, call Mike Peoni, MPO Manager/Master Planner, at 327-5133.

Did You Know?

**Over the last ten years, the
number of vehicles registered in
the nine counties included in
the Indianapolis Metropolitan
Planning Area has nearly tripled
— from 482,244 to 1.3 million!**

STAYING CONNECTED (from page 14)

impact analysis. “I think some people lost interest during this period. I know the media did,” says Whitman. “Other people got frustrated and assumed we were withholding information.”

“We still deal with that because we’re not the only ones talking to the media about *conNECTions*,” agrees Peoni. “We probably should be since the MPO is responsible for overseeing the study and insuring its objectivity. Besides, when planning partners with a specific agenda to push talk publicly about *conNECTions*, the study’s objectivity can be called into question.”

And, that makes conducting a Public Involvement Program more difficult. “Corridor residents may come to meetings angry because of something they’ve read,” says Whitman. “Or, worse, they may not come at all because they believe decisions have already been made without their input.”

Recent evidence suggests these problems have been largely overcome. “Our program has been so comprehensive, responsive and inclusive that I think all but the hard-core cynics are convinced of the importance the MPO places on informed public input in the transportation planning process,” Peoni says. “We continue to do everything in our power to share information in a timely fashion, and consider public comments and suggestions. Through our newly re-designed web site (www.indy.gov.org/connections) and IVR system (1-877-NEC-LINK), through more than 80 personal presentations, even via e-mail messages (mpeoni@indygov.org). We intend to stay *conNECTed* and keep the public involved.”

PAGE TWENTY



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Mike Peoni at 327-5133

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200 East Washington Street
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Did You Know?

Over the next 25 years,

regional traffic is

projected to increase

53%, or more!



teMPO

KEEPING PACE WITH OUR TRANSPORTATION NEEDS

AUTUMN 2000

VOLUME FOUR

ISSUE THREE

GETTING AROUND

As we near the holiday travel season, people start thinking about planes, trains and automobiles. So, why should teMPO be any different? This issue reflects the MPO's year-round focus on our region's various travel modes and their related projects. Read about freight handling opportunities around Indianapolis International Airport and progress on Marion County's Bike Route System. Learn how IndyGo plans to improve local bus service and what a transit critic thinks of conNECTions' RB4 rail option. Find out what amendments have been proposed for the Indianapolis Regional Transportation Improvement Program and how the US 31 and SR 431 corridors could be upgraded. Plus, get the scoop on IndyGo's new electric buses, the CEC's new transportation-inspired community outreach programs, the MPO's new planner and identity program, and more! It's all here, it's all new, and it's all yours, when you "get around" to reading teMPO!

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AIRPORT FREIGHT PLANNING

On Wednesday, September 13, 2000, John Kaliski of Cambridge Systematics presented the findings of Phase I of the Airport Deployment Study, as part of the Indiana MPO Conference 2000 (see related item in *Irons In The Fire*, page 11). The Airport Deployment Study is part of the Indianapolis Intermodal Freight System Plan which began in March 1997 and has been the subject of extensive teMPO coverage ever since (Summer, 1997; Summer & Autumn, 1998). The goals of the plan were to:

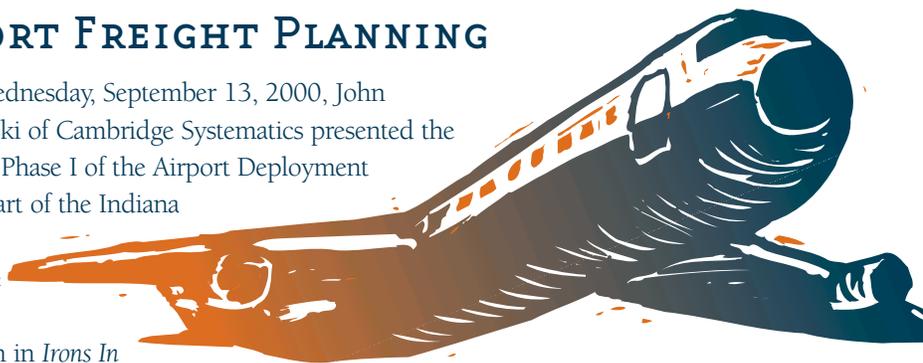
- recommend improvements to the freight transportation system that will make Indianapolis businesses more competitive in global markets;
- suggest a priority list of projects for inclusion or rescheduling in the Indianapolis Transportation Improvement Plan (IRTIP) and long-range plan; and,

cont on page 7, see Freight Planning

PEDDLING THE BIKE ROUTE SYSTEM

As previously reported in teMPO, Phase 5 of the Indianapolis Bicycle Route Plan was included in the MPO's Year 2000 Overall Work Program (Spring 2000). Phase Five is a two-step collaboration between Indy Greenways and the MPO to 1.) develop a network of routes that fills in between existing greenways and the axis system mapped out for Marion County in previous phases, and 2.) develop a new, comprehensive bike route map to replace the one produced in 1987. Also included in the project is the design of route signage and other system facilities for use throughout Marion County. Pedestrian route issues, originally to be included in Phase 5, were eliminated from the project on the recommendation of the management team, which felt they could not be properly addressed

cont on page 14, see Peddling



ACRO-NYMBLE

Here's a list of the agency and program acronyms mentioned in this issue. Refer to it to keep your understanding letter-perfect.

AVL - Automatic Vehicle Location
CAC - Citizens Advisory Committee
CEC - Corporation for Educational Communication
CMAQ - Congestion Mitigation & Air Quality
DCAM - Department of Capital Asset Management
EA - Environmental Assessment
EIS - Environmental Impact Statement
FHWA - Federal Highway Administration
FTA - Federal Transit Administration
IIA - Indianapolis International Airport
INDOT - Indiana Department of Transportation
IPTC - Indianapolis Public Transportation Corporation
IRTC - Indianapolis Regional Transportation Council
IRTIP - Indianapolis Regional Transportation Improvement Program
ITS - Intelligent Transportation Systems
IUPUI - Indiana University/Purdue University in Indianapolis
MIS - Major Investment Study
MPA - Metropolitan Planning Area
MPO - Metropolitan Planning Organization
STP - Surface Transportation Program
TEA-21 - Transportation Enhancement Act (for the 21st Century)
VMS - Variable Message Signs

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IndyGo Plans Improvements

“We started changing IndyGo, and improving our transit service in response to expressed customer needs several years ago,” says Roland Mross, Director of Marketing and Development for the Indianapolis Public Transportation Corporation (IPTC)/IndyGo. “As a result, we have been rewarded with higher ridership numbers.” In 1999, the city's transit provider changed its name from Metro to IndyGo, resulting in improvements and ridership growth. As reported previously in teMPO (Special Edition/Winter 1999 issue), ridership increased 5% overall and 7% each month in 1999. This year, IndyGo added 40,000 hours of flexible, or “on-demand” service to complement its traditional fixed route operation. Now, the



transit provider can respond to expressed transit need with greater efficiency and economy through para-transit initiatives like Open Door (for persons with disabilities),

the 86th Street Route, Dial-a-Ride, FlexRide and the Access-to-Jobs program. “And, this is just the beginning,” says Mross.

In 1999, IPTC undertook the development of a formal enhancement/ expansion plan to systematically program future operational improvements. The purpose of the plan is to identify specific strategies for achieving the corporation's overall goal of increasing the region's reliance on local transit by 1.) better meeting the changing travel needs of existing and potential customers, 2.) expanding IndyGo's service area to encompass the entire region, and 3.) incorporating new technologies and initiatives to improve operational efficiency/economy and customer perception. The plan was developed by everyone at IndyGo, from the Board members who developed the plan's goals & objectives, to the operators who have the most direct relationship with the public. Now complete, the IndyGo 5-Year Implementation Plan details proposed improvements, including their supporting rationale, projected costs and preferred timeline for implementation.

“We're grateful to the MPO for recognizing the crucial role public transit will play in the region's future transportation plan and for funding the plan's development,” Mross says. Though on the upswing since 1998, IndyGo's ridership figures currently stand at about 10,000,000 riders per year and reflect about 2% of the county population. Some transit providers in other U.S. cities of similar size and character serve larger portions of their population. “Our implementation plan is intended to make sure IndyGo improves the quality and attractiveness of its service to encourage higher ridership,” Mross explains.

Details on internal and external improvements proposed for IndyGo over the next five years (2001-2005) include the following:

Year 2001

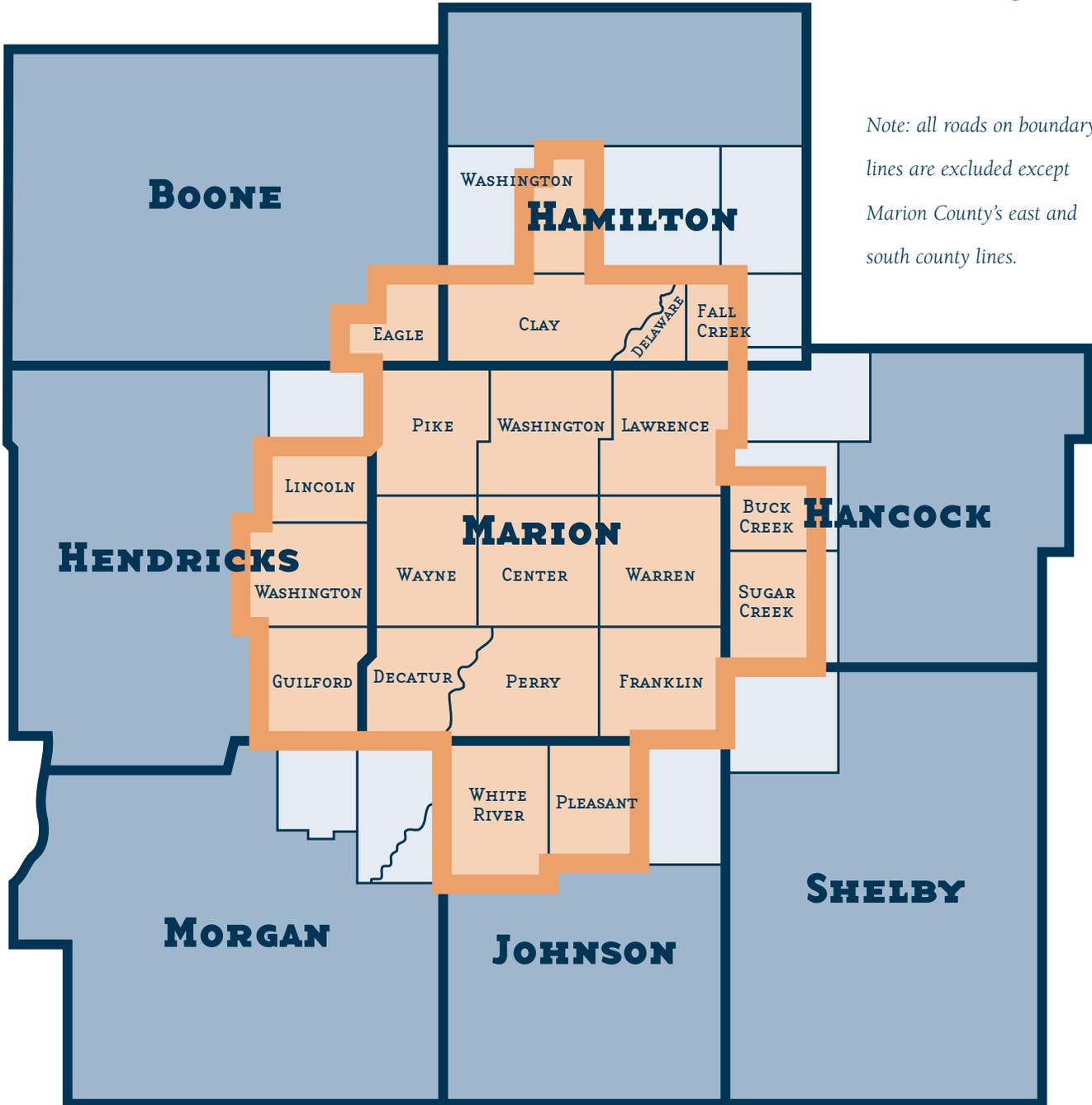
Enhance Routes - Review recommendations from the Indianapolis Transit System Review of October, 1999. Then, as now, IndyGo ran 40 fixed bus routes. Three of those routes serve 28% of IndyGo's riders. Six routes carry 50%! As part of

cont on page 12, see Improvements

INDIANAPOLIS METROPOLITAN PLANNING AREA

 **METROPOLITAN PLANNING AREA**
(PROJECTED URBANIZATION BY THE YEAR 2020)

 **MPO MODELING AREA**
(STUDIED BECAUSE OF ITS PROXIMITY TO, AND INFLUENCE ON, MPA TRAFFIC)



US 31/SR 431 CONGESTION STUDIED

As previously reported in *teMPO* (Special Edition #1, 1998), Hamilton County is the fastest growing area in Indiana. That growth has already contributed to traffic congestion throughout the northern and northeastern portions of the Indianapolis region. Two roadways most affected by this congestion are US 31 (Meridian Street) and SR 431 (Keystone Avenue). For this reason, the Indiana Department of Transportation (INDOT) has undertaken two studies to address problems along these roadways.

INDOT's US 31 improvement project is a highly detailed study, called an Environmental Impact Statement (EIS), which is required under the National Environmental Policy Act (NEPA) of 1969. It will answer key questions about the US 31 corridor between I-465 and SR 38, including what needs to be done to serve its existing and future travel demands, and how its transportation system can be improved with the fewest negative impacts on the area's environment, quality-of-life and business community.

When completed in 2003, the EIS will be used by INDOT and the Federal Highway Administration (FHWA) to make a final decision on what, if anything, needs to be done to the corridor's transportation system. The EIS will include preliminary design and engineering concepts for various improvement alternatives, which will have been

evaluated for both positive and negative impacts to social, economic and natural resources.

This EIS is a follow-up to a 1997 Major Investment Study (MIS) of the same corridor. That MIS recommended rebuilding US 31 to interstate highway standards, including on/off ramps (instead of at-grade) and signalized intersections. The current US 31 EIS is a much more detailed and intensive study and may not reach the same conclusions as the previous MIS.

The project team for the US 31 EIS includes engineers, environmental scientists, community development specialists

and transportation planners. Lead consultant on the project is Parsons Transportation Group, Inc., an international engineering, planning and environmental firm.

The project team began working earlier this year to gather corridor data, including ambient noise levels, air and water quality, resident wildlife and plant species, traffic flow, current transportation safety issues and the likely effects of potential improvements on area homes, businesses and historic/archeological resources. Appropriate federal, state and local agencies are also being consulted on these and other project-related issues.

The same project team is also involved with the less intensive environmental assessment (EA) of the SR 431 corridor. Traffic congestion along SR 431 has continued to grow along with the communities of Carmel and Westfield. INDOT is proposing to upgrade SR 431 to accommodate this growth and reduce congestion. First, however, INDOT must assess whether or not this upgrade will have significant impacts on the human or natural environment.

The EA will look at existing and projected traffic conditions, community issues such as noise and aesthetics, and environmental issues such as wetlands. As part of the EA, the project team will also evaluate a list of potential improvement alternatives.

If the EA determines that the proposed upgrade would have minimal impacts on the surrounding environment, a "Finding of No Significant Impact" or FONSI will be issued. In this case, the project would move into its final design phase, once approved by both INDOT and the FHWA.

Public participation in both the US 31 and SR 431 studies is encouraged, and will be accommodated

through public information meetings, newsletters, public hearings and the opportunity to review and comment on both the draft EIS and EA. Information on the US 31 project will also be available through its own web site (www.US31indiana.org) and video available at the Carmel, Westfield, Fishers and Noblesville Public Libraries. If you'd like more information on either project, contact INDOT Project Manager Brad Steckler at 317/232-5137 or Mark Fialkowski of The Parsons Transportation Group at 317/569-3670 (us31.parsons@parsons.com, sr431.parsons@parsons.com).

IRTIP AMENDMENTS

As previously reported in *teMPO*, The Indianapolis Regional Transportation Improvement Program (IRTIP) documents federally-funded transportation improvement projects proposed for our region using available dollars within a three-year time frame. As such, it is an ever-changing document that reflects both the shifting project priorities of the MPO's planning partners and the competition to secure improvement funds as they become available.

"The MPO's job is to fairly consider the interests of all of our planning partners and to make sure that the projects funded in the IRTIP are in the best interest of our regional transportation system as a whole," says Mike Dearing, MPO Principal Planner, who is responsible for coordinating both the IRTIP and the longer term Indianapolis Regional Transportation Plan. Before projects can be considered for inclusion in the IRTIP, they must first appear in the Regional Transportation Plan. "Keeping the IRTIP current, and presenting newly proposed amendments for approval to the Technical and Policy Committees of the Indianapolis Regional Transportation Council (IRTC), and to the Metropolitan Development Commission, has gotten to be a full time job," Dearing explains. This year alone, more than 169 amendments have been proposed to the IRTIP by 15 different requesting agencies.

An important aspect of getting those projects approved for implementation is providing the opportunity for the public to review and comment on them. In May, 2000, the MPO started running display advertising in the City/State section of *The Indianapolis Star* in conjunction with its traditional classified notices to promote awareness and review of IRTIP amendments. Dearing also regu-

larly attends the MPO's monthly Citizens Advisory Committee (CAC) Meeting to present information on newly proposed amendments (as reported in the January, February, May, September and October issues of *CAC Minutes*).

At the October CAC Meeting, held on Tuesday, October 24, in the Public Assembly Room of the City-County Building, downtown Indianapolis, Dearing presented information on 26 newly proposed amendments to the 2001-2003 IRTIP. Both display (retail) and classified advertising promoting public review of, and comment on, these amendments appeared in the Wednesday, November 1 and

Friday, November 3 issues of *The Indianapolis Star*. As noted there, the public review period lasted two weeks and ended Wednesday, November 14.

Referring to a three-page handout he distributed to meeting attendees, Dearing briefly described the following amendments by requesting agency, project scope and estimated cost. Unless otherwise noted, federal funding pays for 80% of these projects with the remaining 20% contributed by the appropriate local jurisdiction.

Requested by INDOT

The Indiana Department of Transportation (INDOT) requested the addition of the following four amend-

ments which cover twelve distinct projects:

- Include Phase 1 of the US 421 lane addition project (from .16 mile south to .9 miles north of I-465) to IRTIP program year 2001, along with a companion sign project at the same location. Also, add a light modernization project to I-465 at US 421. Road project cost: \$5,300,000, \$4,240,000 of which is federal funding. Sign project cost: \$100,000, all federal. Lighting project cost: \$140,000, all federal.

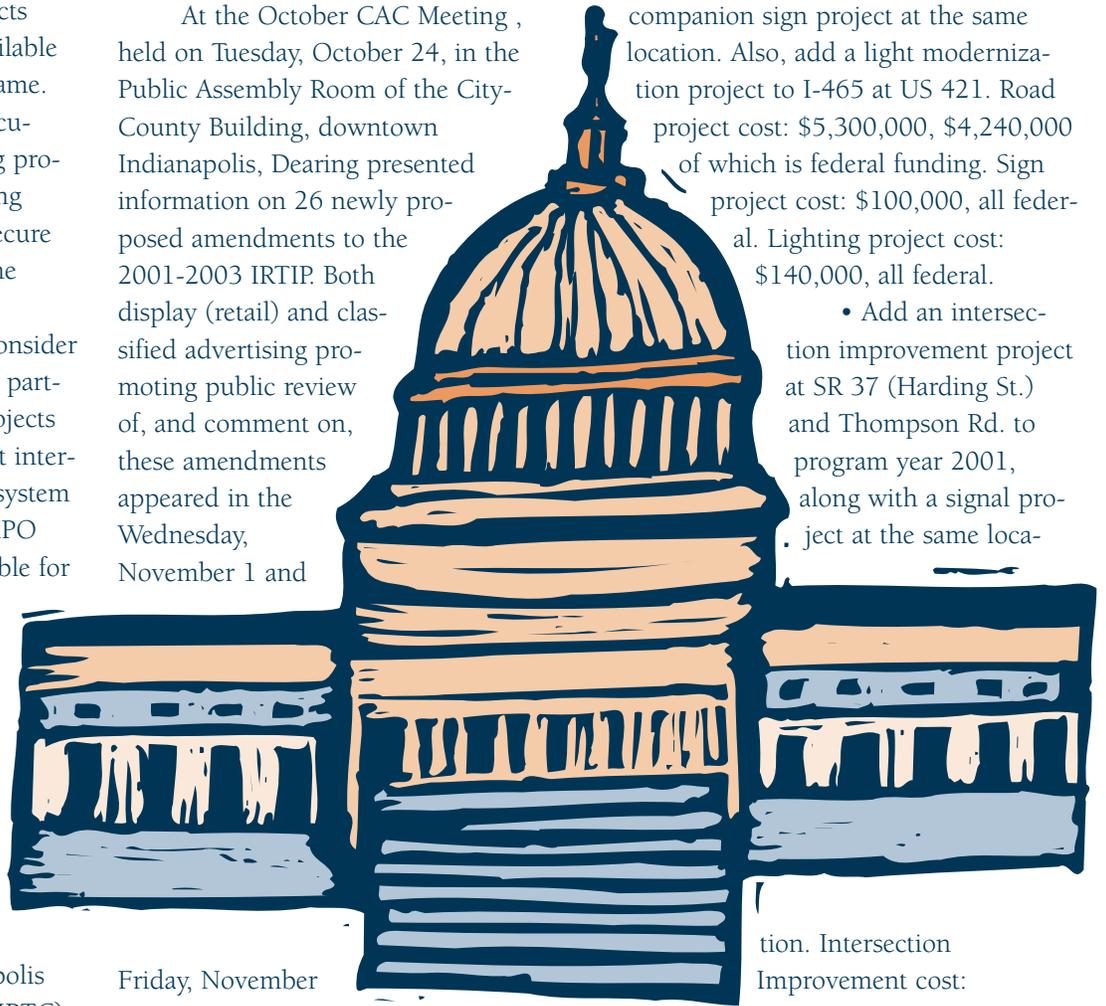
- Add an intersection improvement project at SR 37 (Harding St.) and Thompson Rd. to program year 2001, along with a signal project at the same loca-

tion. Intersection Improvement cost: \$470,000, \$376,000 of which is federal funding. Signal project: \$80,000, \$64,000 of which is federal.

- Add landscaping along the I-465 (East Leg) and US 40 (Washington Street) interchange at a cost of \$550,000 (\$95,000 federal)

- And, include the preliminary engineering phase to program year 2001, and the construction phase to program year 2003 for seven bridge rehabilitation projects: I-65 NB lane under I-70; I-65 NB over ramp under the same bridge; ramp to I-70 EB over I-70 WB; I-65 SB over I-70 WB and ramp; I-65 NB over I-70 WB and ramp; I-65 ramp over a proposed I-70 ramp;

cont on page 15, see Amendments



MPO PROFILE

Meet Monica Cougan, an education innovator who became involved with regional transportation planning in 1998, and has seen the experience change both her career path and the not-for-profit organization for which she works. “It’s true,” Monica admits. “Everything I know about transportation planning I’ve learned in the last two years. But now I view myself and the Corporation for Educational Communications (CEC) as full partners in the process, making sure the input and participation of local young people are encouraged and accommodated.”

Until recently, Monica was the Associate Director of Distance Learning for the CEC. As such, she served as the MPO’s primary contact on the Distance Learning Project as part of *conNECTIONS* — the study of Northeast Corridor Transportation (For more information, see “Class Act,” *teMPO* - Spring 1999 and “CEC Projects Go The Distance,” *teMPO* - Autumn 1999). The project involved ten northeast corridor schools and 25 educators who worked with the MPO and the CEC to develop curriculum projects that combined transportation planning with diverse academic disciplines, such as Fine Arts, Mathematics, Social Studies and Language Arts.

Overall, the project had as its goals to 1.) promote citizen awareness and participation in the study, 2.) design, implement and evaluate curriculum applications using actual study data shared among participating schools via distance learning technologies, and 3.) demonstrate learning communities which connect home, school, community leaders, neighborhood organizations, students and teachers. Though cooperatively administered through the MPO, the CEC and the Central Indiana Educational Services Center (CIESC), the project’s resounding success in achieving these goals is due, in large part, to Cougan. “It was definitely a group effort,” says Mike Dearing, MPO Principal Planner and MPO Distance Learning Coordinator, “but I give a lot of the credit to Monica’s enthusiasm, professionalism and vision. Though it was a new concept for all of us, her experience as an educator kept us on-track.”

With a B.S. in Education from Ball State, a Masters in Education from Butler University and six years experience teaching seventh and eighth grade, Monica saw to it that each of the approved projects met specific curriculum goals, including Mastery of Basic Skills and Fundamental Processes; Development of Intellect; Citizenship Participation and Career/Vocational Preparation. “We saw Monica’s work through the CEC as a new way to increase public involvement in our regional transportation planning process at school and at home, while allowing the MPO to support the educational process,” Dearing explained.

So positive was the reaction of all participants in the *conNECTIONS* Distance Learning Project that Dearing involved the CEC in the current phase of the Bike Route System Plan (see “Peddling the Bike Route System”, page 1). “It just made sense to ask area schools and their students where they go and how they get there,” says Cougan. “The CEC was delighted to have another travel-related opportunity, this time with the MPO acting as funding partner to cover the cost of staff coordination and participating faculty time.”

Based on the success of this second, MPO-inspired community outreach project, the CEC decided to position itself to seize future opportunities. The organization, founded in 1994 as an education-based grant funding organization with capital provided by Ameritech, originally had four areas of investment: distance learning hardware (equipment), content providers (e.g. The Indianapolis Childrens Museum, The Indianapolis Museum of Art); Teacher Grants (i.e. to fund the conception and development of faculty ideas that utilized video conferencing); and, Distance Learning Coordination (i.e. technical support). To these, the CEC has added a fifth: the Community Initiatives Grant Program. Cougan will serve as the new program’s Director.

“It’s an idea whose time has come,” she says. “We already have a number of community-outreach projects on the drawing board, many again having to do with transportation (see related story, page 9). Encouraging young people to deal with issues like mobility that touch all of our lives brings real world experience into the classroom, while offering decision-makers exciting perspectives and a promising new avenue for input.” A promising, new avenue? “Ah, another road metaphor,” Cougan smiles. “I guess I’d better get used to them.”



Monica Cougan - Education Advocate, “Roads” Scholar

FREIGHT PLANNING

(from page 1)

- identify steps to establish an effective intermodal freight planning process.

Phase I of the Airport Deployment Study, the subject of Kaliski's conference presentation, was recommended in the original plan to assess the vicinity's freight handling system in greater detail and to identify opportunities for improvement based on developing trends. This Phase I briefing report was subsequently presented to the study review committee for review and comment in an October 12 meeting sponsored by Indianapolis International Airport (IIA) and Federal Express. Committee members include representatives from INDOT, the Indiana Motor Truck Association, the Federal Highway Administration, Con-way Central Express and other organizations involved in freight handling concerns.

"These are critical issues," says Sweson Yang, AICP, MPO Chief Transportation Planner, who has had primary responsibility for overseeing both the plan and its follow-up study. "Nothing will have a greater impact on our region's quality-of-life and ability to compete in a world economy. These are aspects of our regional transportation plan that cannot be overlooked or underestimated."

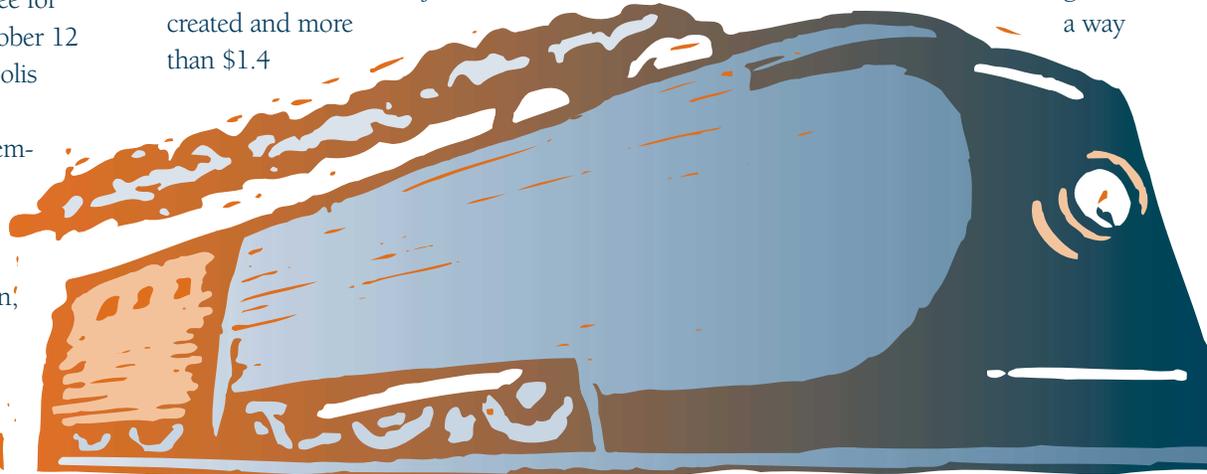
The region's intermodal freight system — the network of trucking routes, rail lines and air shipping services that move goods in, around and through the Indianapolis metropolitan planning area is already key to our local economy. Shipping ranks among the top seven independent industries for generating local dollars and jobs. In 1993, it moved 82 million tons of goods, valued at \$69 billion, or more than twice our region's personal income of \$31 billion (1993 figures). Over the next 20 years or so, the amount of materials moved is projected to increase 41% to 115,620,000 tons annually, if we're capable of handling it.

"That's really what the Intermodal Freight System Plan is all about," says Yang, "making sure that the "Crossroads of America" is able to both serve, and benefit from, the anticipated growth of American commerce."

The airport vicinity is only part of the system, but it is unique among intermodal transportation development areas. The area employs more than 10,000 and is one of the Indianapolis MPA's largest employment centers. Between 1990 and 1997, more than 5,000 jobs were created and more than \$1.4

Zone" and recommended for it several high-priority improvement projects. Included among these was a new I-70 interchange at Six Points Road, the improvement of Six Points Road from the new interchange north to I-74 including the north/south corridor, and the extension of Six Points Road on new alignment from the interchange southeast to SR 67. Also recommended was the realignment and widening of I-70 from six- to eight-lanes, from Six Points Road to the I-465

interchange, in a way



billion was invested in new business. Over the next 20 years, it is estimated that nearly \$2 billion in public and private investments will be made at the airport and its surrounding vicinity, generating approximately 16,000 more jobs.

In addition, the airport vicinity encompasses one of the largest rail classification yards between St. Louis/Chicago and the east coast, one of the largest package freight airport hubs in the U. S. and the junction of several major interstate highways, including I-70, I-65, I-74, and I-69. These facilities, together with major freight transportation providers including Federal Express, CSX Railroad and various large trucking and warehouse distribution activities make the area a key location for logistics-dependent businesses wanting to reach regional, national and international markets.

For these reasons, the Intermodal Freight System Plan named the Airport Development Area a "Freight Priority

that permits airport taxi aprons to the airport property south of I-70 — a consideration crucial to the expansion of the Federal Express facility.

Also, for these reasons, the Intermodal Freight System Plan recommended undertaking the Airport Intermodal Transportation Study in 1998, which became the Airport Deployment Study and subject of Kaliski's presentation.

The goals of the study are:

- Promote the Indianapolis Airport area as an intermodal transportation district with value-added services and world-class infrastructure
- Prepare an intermodal freight transportation strategy for the airport area that 1.) prioritizes infrastructure projects for funding and improvement and 2.) defines complementary Intelligent Transportation Systems (ITS) and transportation management initiatives

cont on page 8, see Freight Planning

FREIGHT PLANNING

(from page 7)

- and, coordinate airport-area investment among public and private stakeholders.



“Our overall goal is to help realize this key development area’s long term growth potential by making sure it doesn’t become “land locked” with congested

routes,” Kaliski says. “The study team began by assessing current conditions and found that the shipping resources in the IIA and CSX-Avon Yard vicinity are extensive, but have growing access problems.”

To achieve its stated goal and objectives, the study team will follow Phase 1’s system assessment with the identification and screening of improvement alternatives. Then, they will detail their preferred strategies and prepare an action plan.

“Paying close attention to key freight and logistical trends helped guide our decisions,” Kaliski said. Among the most important:

From national to global markets

Increasing domestic, NAFTA and global trade, the out-sourcing of shipping services for comparative economic advantage and the emergence of global trade blocs and city-state trade areas all suggest that there will be an increased need for shipping services in the region’s future. These trends suggest an increase in freight traffic and congestion along trade corridors and at ports, airports and border crossings. There are also likely to be changes in the location of high volume lanes and economies of scale for freight carriers, as well as greater demand for global trade infra- and info-structure. So, Indianapolis is well positioned to grow as a major interior shipping city, if well prepared..

From a manufacturing to a service economy

Manufacturing employment is declining, while production is on the rise. Employment growth is seen in service, information and high-tech industries, including e-commerce and e-business. These trends suggest there will be more small shipments of light, high-value freight moving longer distances in the future. There will also be greater demand for shipping reliability and speed and for package and air freight services. Carrier consolidation may also be required to drive down the cost of operating high-value transport services.

From “push” to “pull” logistics systems

There is a customer-driven shift toward specialized products and services, manufactured-to-order goods and time-definite delivery. This means that, in the future, manufacturers will operate with lower inventory levels and less slack production capacity, creating greater dependence on transport services. Also, there will need to be closer integration/coordination of shipper/carrier operations and greater demand for reliable, flexible and economical door-to-door freight services.

From modal fragmentation to cross-modal coordination

The trend here is toward increasing cross-modal coordination for door-to-door service. For the freight shipping industry, this means better and more complex freight services will rely on the rapid development and adoption of emerging technologies to trace shipments and manage vehicles. Also, there will probably be an increase in carrier concentration and consolidation among high-service, low-cost transport providers and value-added logistics and information managers.

From system development to system optimization

Trends indicate an increase in “spot capacity” from new infrastructure projects; limited capacity increases from larger trucks, trains and planes; and, significant increases in operational capacity from ITS-

enabled freight transportation systems. These trends suggest the future importance of investing in operations research techniques for shippers as well as the high expectations the industry has for ITS in scheduling, routing, dispatching, highway and traffic management, shipment tracing and stowage and terminal management.

“From everything we’ve seen in Phase I, the demand for freight activity in the airport vicinity appears to be on the rise, now and in the future,” says Kaliski. In 1997, the area shipped \$97 billion in inbound and outbound goods — an increase of \$14 billion in just four years! And more of these shipments contained high-value goods. Trucking is still the dominant mode for local freight movement, but other modes offer unique advantages to future business. Parcel/mail, for example, accounts for a high percentage of value goods, while rail and air are critical for long-distance shipments. “This illustrates why we’re working on an integrated, intermodal freight system plan,” Kaliski points out. “Every type of freight handling has a role in the region’s future economy.”

Sweson Yang agrees. “Even though we’ve only completed Phase 1 of the Airport Deployment Study, we’ve learned an incredible amount,” Yang says. “Clearly, the demand for new and integrated freight handling services is growing and our region can grow with it. To play a critical role in the global economy, though, and to enjoy the future employment and quality-of-life that comes with it, we have to prepare for it now,” he says. “How we go about doing that is what the rest of this study is about.”

The study’s Phase II review meeting on alternative strategies will be hosted by Brightpoint, Inc. in January, 2001. For more information on any aspect of the Airport Deployment Study, which is scheduled to conclude with Phase III recommendations by May, 2000, contact Sweson Yang at 317/327-5137 (syang@indygov.org) or John Kaliski at 617/354-0167 (jgk@camsys.com).

CEC EXTENDS (OUT)REACH

In response to its successful design and administration of community-oriented distance learning projects that aid both participating students and local sponsoring agencies, the Corporation for Educational Communication (CEC) has established a new program as part of its core mission: the Community Initiatives Grant Program. This program is a direct outgrowth of the vision of John Harrold, Cumberland Council President and Chairman of the Educational Subcommittee for the MPO's Citizens Advisory Committee (CAC) (See "MPO Profile," *teMPO* - Autumn 1999).

Envisioning a reciprocal learning opportunity between the CEC and the MPO, Harrold encouraged projects that would allow educators to engage students in real world issues impacting their community while providing the MPO with informed public participation and input into the regional transportation planning process. In this way, the first two examples — the *conNECTIONS* Classroom and Bike & Hike Projects — served as 21st Century Learning Models that opened the classroom to the community, and vice versa, using distance learning technology as the enabling tool.

“Future Community Initiatives Grant Program projects will follow a similar model,” says Program Director Monica Cougan. “Community Initiative Goals remain virtually the same, as do our curriculum objectives. However, projects funded through this new program need to incorporate a very specific list of characteristics.” Included among these are:

“Future Community Initiatives Grant Program projects will follow a similar model,” says Program Director Monica Cougan.

“Community Initiative Goals remain virtually the same, as do our curriculum objectives. However, projects funded through this new program need to incorporate a very specific list of characteristics.” Included among these are:

- Authentic Community Issue Actively under Study by a community Organization
- Multiple District Study (Encourage Urban, Suburban and Rural Mix)
- Interdisciplinary Approach
- A minimum of three months study of the issue within the classroom
- Collaborative School Partners
- Opportunity for student solutions to be incorporated within the sponsoring community organization proposals
- Research component
- Funding Partner
- Community Awareness Component (presentation opportunities, Venues, Publications)

“Though these intended project parameters are still being evaluated, we feel good about the direction,” Cougan says. “The CEC is now, and has always been, about expanding education through distance learning technologies. Now, by shifting some dol-

lars from our established Content Providers, we're able to connect with outside organizations who are interested in involving area students in their projects and in becoming funding partners. So, instead of just being presented to,” she explains, “participating students have the opportunity to work with material, develop their own solutions, and learn by doing.”

A handful of projects have already met the new program's funding criteria and are in various stages of development. These include:

CLASSROOMS ON THE GO!

In this project, area students and teachers will work in partnership with the Indianapolis Public Transportation Corporation (IPTC)/IndyGo to investigate and develop ideas for increasing rider usage and improving the perceived value of bus transit to meet the

region's growing demand for mobility. Specific areas of consideration could include new ways to 1.) increase customer service and operational economy under the American Disabilities Act; 2.) meet the unique transit service needs, and language barriers, faced by the region's growing Hispanic population;

3.) identify and improve the perception of transit among potential riders; and, 4.) investigate bus transit as a regional mobility aid.

High Schools participating in the Classrooms on the Go project include Arsenal Tech, Ben Davis, Broad Ripple, Cathedral, IPS Goodwill and Perry Meridian. In addition, the project will be part of the curriculum at the IPS Goodwill School just west of the IUPUI Campus, where 80% of the student body is adult and five languages are spoken. Approved projects will involve History, Urban Issues, Geography, Government, Fine Arts, Marketing, Spanish, Latin American Studies, Social Studies and Adult Basic Education.

INDIANAPOLIS INSIGHT

This project, sponsored by the Division of Planning of the Indianapolis Department of Metropolitan Development, intends to encourage and accommodate public interest and input in the new comprehensive plan for Indianapolis/Marion County. A comprehensive plan is required by state statute as a basis for zoning and must include objectives and policies for future land use development and development of public ways (roads), places, land, structures and utilities.

Indianapolis Insight offers the public the opportunity to work with City-County planners to develop a preferred vision for the region's future. Though still in the early planning stage, the CEC's role in this program would be to facilitate the participation of school faculty and students within Marion County through a

cont on page 16, see (Out)Reach



RAIL TRANSIT CRITIC COVERED

In the interest of a free exchange of ideas, MPO Manager/Master Planner Mike Peoni and others involved in the Northeast Corridor transportation study attended an event sponsored by local opponents of the rail/transit option being considered as one of the alternatives in the *conNECTions* study. Wendell Cox, a

“The conNECTions’ Public Involvement Program has always been about sharing information and accommodating public input.

That input can come from those who oppose the alternatives being studied as well as those who support who them. We try to consider all perspectives.”

— Mike Peoni

nationally known rail transit critic, spoke to a crowd of about 200 people at Eastwood Middle School, 4401 East 62nd Street, Indianapolis, on the evening of October 3rd, 2000. “I knew that Mr. Cox had been hired specifically to criticize the RB4 rail option, but I think it was important and appropriate for the MPO and others involved in the *conNECTions* study to attend,” Peoni said. “The *conNECTions*’ Public Involvement Program has always been about sharing information and accommodating public input. That input can come from those who oppose the alternatives being studied as well as those who support who them. We try to consider all perspectives.”

During his 40-minute presentation, Mr. Cox strongly criticized the various rail transit projects springing up across

America primarily because, in his opinion, they cost too much and are used by too few to be considered cost-effective.

“There is no example of an effective urban rail system in this country,” he said, “almost none, anyway.” He cited Portland, OR, and St. Louis, MO, two recent examples of successful rail transit applications, as “complete failures”.

To substantiate his claim that rail transit in Indianapolis would fail, Mr. Cox asserted that the Hoosier Heritage Port Authority corridor heads downtown “when most of the people now work in the suburbs”. “However,” Peoni notes, “downtown Indianapolis has the region’s highest employment concentration, with 86,000 workers (not including IUPUI employees) commuting in to work daily. That’s about 13% of the region’s overall workforce.” In addition, Mr. Cox warned that RB4 could cost more than estimated and that “your suburbs will end up subsidizing the poor of Marion County”.

Mr. Cox dismissed concerns regarding air quality and urban sprawl. He suggested that building more highways would add capacity and spread out congestion. Peoni points out that the *conNECTions* study is looking for long term strategies that will improve both traffic flow and mobility options. “We agree that improved highways are part of the solution but they also present significant challenges and costs. This is particularly true as the region becomes more fully developed and building new or improving existing roadways result in taking homes and businesses,” he says. “The *conNECTions* study is

telling us that we can no longer build ourselves out of congestion and that we need to provide alternatives to private vehicle use. And, until we complete the study, we don’t know what the best mix of solutions will be.”

For more information on all of the options being evaluated by *conNECTions*, including RB4, read the *teMPO* double issue dedicated to the study (Special Edition & Summer 2000). If you would like to request a copy of the Special Edition, or to voice questions, comments or concerns regarding the study, please contact Mike Peoni at 317/327-5133 or mpeoni@indygov.org.



UPDATED CONNECTIONS SCHEDULE

Public involvement has always been an important part of the *conNECTIONS* study of Northeast Corridor transportation. That remains truer than ever as the study continues toward completion.

The schedule of public involvement for *conNECTIONS*' Draft

Environmental Impact Statement (DEIS), which details in part the likely impacts each of the remaining alternatives would have on the human and natural environment, was included in our last *teMPO* (Special Edition & Summer 2000). Because the DEIS must be reviewed by federal agencies before

being made available to the public, it now appears that public review will not begin before January, 2001. This delay will in no way shorten the public review and comment period. Area residents will still have 45-days during which a Public Hearing on *conNECTIONS*' DEIS will be held.

IRONS IN THE FIRE

IDENTITY DEFINED

Maybe you've already noticed, but it hasn't been officially announced that the Metropolitan Planning Organization has a new look. The logo pictured here, the result of a identity development process that began early this year, is suggestive of the MPO's expanding responsibilities and Central Indiana location. "The orbit path around our initials represents the way I-465 circumscribes Indianapolis," explains Mike Peoni, AICP, MPO Manager/Master Planner. "Because we represent the transportation interests of various neighboring communities, our initials extend beyond this circle. And the star that makes the orbit path is centered within the "O" of "MPO", a reference to the map icon that usually designates a capital city."

As part of the MPO's identity development program, staff business cards and letterhead were produced — both necessities for transportation planners who must operate independently of the city-county government in which they're housed to achieve their mission of a "cooperative, comprehensive and coordinated transportation planning process. "Our letterhead lists most of the entities with whom we work, including the Indianapolis Regional Transportation Council, 16 communities, eight counties and ten federal state and municipal agencies," says Peoni. "It and our logo help focus and define our continuing public involvement program, building public recognition and recall among our planning partners."



PLANNING STAFF EXPANDED

On September 6, 2000, Stephanie Belch joined the MPO as a Senior Planner, bringing the organization's staff count to six. "We are still very small when you consider our planning area and the size of other MPOs in comparable urban regions around the country," explains Mike Peoni. "So, we're delighted to be able to add a person to our staff, particularly one of Stephanie's caliber and experience." Formerly with the Indiana Department of Transportation and the Michiana Area Council of Governments, Stephanie will include transit development issues and a special neighborhood study among her new responsibilities.

NATIONAL TRENDS NOTED

In the first week of September, MPO Principal Planner Mike Dearing attended the Pro Bike/Pro Walk Conference in Philadelphia accompanied by Mike O'Loughlin, INDOT's State Bicycle

Coordinator, and Joe Whitman, MPO Communications Consultant. "My company saw this conference as a worthwhile investment in our relationship with the MPO and a great opportunity to gain a national perspective on regional pedestrian and bike-related issues," Whitman said.

The conference attracted more than 600 attendees from 48 of the 50 states, plus 7 foreign countries, and consisted of more than 60 workshops and 200 concurrent presentations over a three day period. "It was grueling, but time very well spent," said Dearing, who attended seminars on topics as wide ranging as funding for bike facilities and route plan implementation. "What we learned will contribute to initiatives we currently have underway, including our regional Bike Route System Plan and User Map. (see related story, page 1).

STATE CONFERENCE HOSTED

Your MPO played host to other designated transportation planning entities from around the state for Indiana MPO Conference 2000, September 11 - 13. This three-day seminar encouraged planners statewide to gather with their peers and share the problems, and solutions they have in common. The conference, headquartered in the new Adams Mark Hotel, downtown Indianapolis, included Opening Remarks from Mayor Bart Peterson of Indianapolis and INDOT Commissioner Cris Klika; a reception, private screening and dinner at the Children's Museum of Indianapolis; a guided tour of the Indianapolis Greenways System; and, fifteen presentation on topics like Livable Communities Through Design, Central Indiana ITS Initiatives and the Hoosier Helper Van and Airport Freight Planning (see related story, page 1).

OZONE REDUCED

The fifth year of the MPO's ozone awareness (Knozone) and reduction (Nozone) program ended in September. The program educates area residents about local ozone issues and encourages their voluntary cooperation in reducing the colorless pollutant. Ground-based ozone forms when vehicle, lawnmower and industry emissions react in the presence of sunlight and high temperatures. For this reason, the program is active only during the summer months. This year, meteorological conditions required the Knozone Program to declare only four Nozone Action Days -- a relatively mild season when compared with previous years. In 1998, for example 12 Nozone Action Days were declared; in 1999, 11.

CHANGES (from page 2)

the route enhancement, IndyGo will attempt to identify/implement lower cost options for serving riders along poorly performing routes, expand AM/PM Commuter Express Service, expand Access-to-Jobs service using a new \$1 million grant and \$1 million local match, assess/improve daily operations, and enhance Open-Door Service for the disabled.

Implement Advanced Technology - Acquire/deploy Automatic Vehicle Location (AVL) system hardware and software to aid IndyGo's dispatch and communications, and train AVL management/operation personnel.

Expand Public Relations Program - Increase participation in neighborhood meetings, expand marketing services to increase public awareness, and increase public relations staff.

Establish A Downtown Circulator System - Establish a permanent circulator system in time for the 2001 World Police and Fire Games (June 9 - 16, 2001) which will connect major downtown destinations, serve residents, commuters and visitors, and improve bus operations/congestion in the downtown area.

Establish A Downtown Transit Center - Establish a temporary bus transfer center for the 2001 World Police & Fire Games, while searching for an appropriate location to construct a permanent facility.

Position IndyGo To Provide Regional Transit Service - Designate staff spokesman to lead IndyGo's regional service effort, communicate effort to

regional decision-makers, establish regional funding mechanism and rideshare program, and expand IndyGo park & ride services/facilities.

Enhance Bus Shelter Program - Expand bus shelter locations and establish a bus shelter design that will provide opportunities to post useful information and maximize advertising revenues.

Increase Seasonal Route Services - Lead transportation planning/operations for the 2001 Police & Fire Games and enhance transit service offered for Colts, Pacers and other special events.

Comment: "Every initiative proposed for 2001, our first year of plan implementa-

Year 2002

Continue all of the 2001 initiatives, plus:

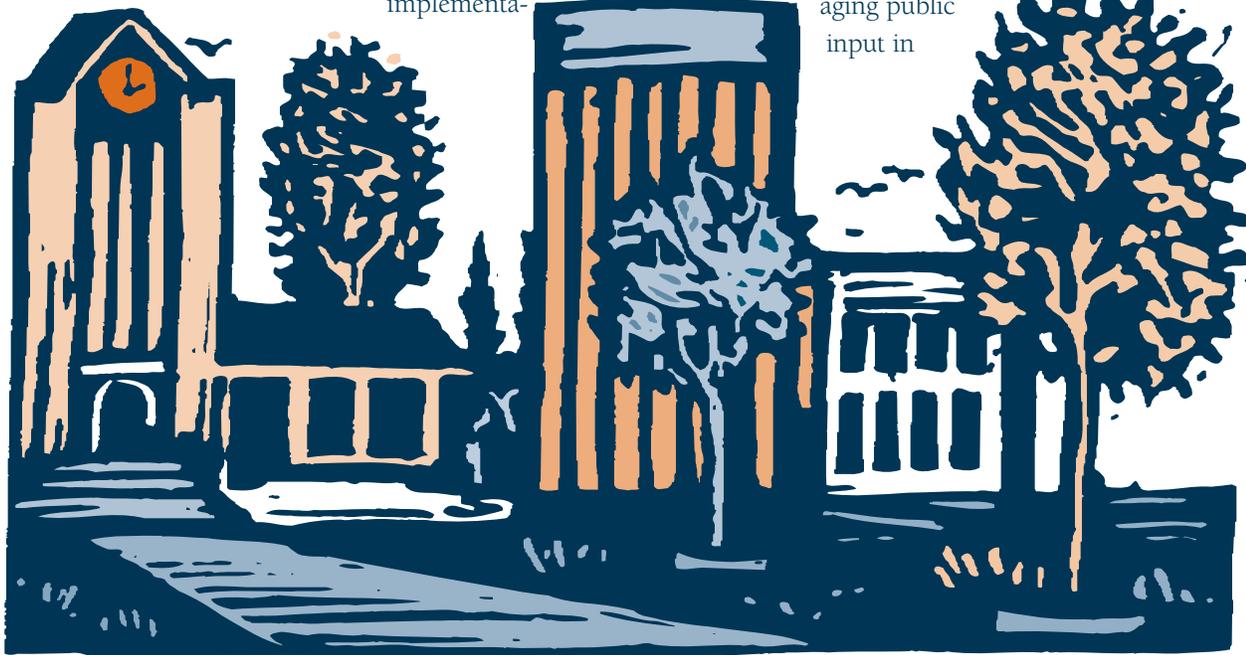
Establish an AVL-based Customer Information System, under *Implement Advanced Technology*,

Construct a *Permanent Transit Center Downtown*,

Expand IndyGo's Park and Ride Facilities/Services to 21st & Shadeland, Mt. Comfort Road & I-70, Girls School Road and US 36 and Lions Park, and construct 25 new bus shelters in IndyGo's current service area.

Comment: "We can't overestimate the importance of managing public perceptions and encour-

aging public input in



tion, contributes to our overall goal of expanding and improving service," notes Mross. "That's why most continue from year-to-year." Each strategy relates directly to improving customer service, operational efficiency, or the way IndyGo is perceived by potential customers and regional decision-makers. "The World Police & Fire Games are a showcase opportunity for us," Mross says. "We intend to make the most of them to build awareness of enhanced IndyGo service and to jump start longer term improvements, such as our downtown circulator system and transit center."

IndyGo's implementation process," says Shannon Joseph, IndyGo's Marketing Manager. "That's why we think that customer input is key to so many of our our initiatives."

Mary Lynn Ricks, IndyGo Public Affairs Director, agrees. "Our customers are really the best improvement planners we have," she says. "That's why our participation in neighborhood meetings will continue to expand. We want to talk with people a lot more to find out first hand what's working and what we can do better."

CHANGES *(from page 12)*

Year 2003

Continue all 2001 initiatives, plus:
Expand IndyGo's Park and Ride Facilities/Services to Avon Middle School and US 31 & 151st Street, construct 25 new bus shelters within IndyGo's current service area, and construct five new bus shelters *outside* IndyGo's current service area.

Comment: "This year is the first in which we plan to expand the location of our (bus) shelters beyond our current service area," Moss notes. (For a second straight year, park & ride facilities will also be constructed further out from Center Township.) "These bus shelters are the same steel and glass structures being built downtown right now," he says. "Their presence shows that IndyGo

In October, 2000, the IPTC/IndyGo successfully applied for federal Congestion Mitigation and Air Quality (CMAQ) funds to acquire five electric buses. These buses will be used to establish and operate a circulator service in downtown Indianapolis. IndyGo intends to introduce this new service at the World Police and Fire Games in June of 2001. "The Metropolitan Planning Organization is very enthusiastic about this project," says Mike Peoni, AICP, MPO Manager/Master Planner. "We think it will demonstrate the potential benefits of using alternative energy and new technology in public transportation, as well as reduce street congestion and improve downtown air quality."

The total purchase cost of the buses is \$3,125,000, 80% of which (\$2,500,000) is federal funding. The Indiana Department of Transportation (INDOT) is providing \$1,250,000 of the federal share with State CMAQ funds. The MPO will provide the remaining \$1,250,000 in federal funding from its available CMAQ allocations, as well as the entire local match of \$625,000.

IndyGo hopes to take possession of the new buses in May, 2001 and begin circulator service soon thereafter.

recognition of these improvements and top-of-mind awareness of IndyGo's changing role as a regional transit

Year 2005

Continue all 2001 initiatives, plus:
evaluate the performance/impact of the downtown circulator system,
construct 25 new bus shelters within IndyGo's current service area,
and construct 10 new bus shelters *outside* IndyGo's current service area.

Comment: "Enhancing transit service should be seen not only as a way to improve regional mobility, but also as an opportunity to improve regional air quality, cut personal transportation costs, and strengthen our sense of community," asserts Moss. Ricks and Joseph agree.

"About 90 years ago, Indianapolis had one of the most utilized transit systems in the country, if not the world," they say. "Implementing IndyGo's plan is a multi-pronged approach to re-capturing this advantage for everyone who lives in the region."

For more information on IndyGo's 5-Year Implementation Plan, contact Mary Lynn Ricks at 317/614-9239.



is serious about expanding its service area and about customer comfort."

Year 2004

Continue all 2001 initiatives, plus:
construct 25 new bus shelters within IndyGo's current service area, and construct 10 new bus shelters outside IndyGo's current service area.

Comment: "As IndyGo's service area expands, we plan to use marketing and advertising to help increase public

provider," Joseph says. "Still, our best promotional tool will remain good word-of-mouth, just as it is now. That's why we plan to manage our customer complaint rate even while increasing our service area. (NOTE: This year, IndyGo reduced its customer complaint rate to 2.2 per 100,000 rides. That's already a minuscule 2 one-hundredths of one percent, or an apparent customer satisfaction rate of 99.75%!)

PEDDLING *(from page 1)*

given the scope and schedule of the current phase. They are currently slated to be addressed in the near future.

"We've been working a long time to get where we are," says Mike Dearing, MPO Principal Planner, who has overseen the project since its inception in 1995. Past phases have included:

Phase 1: Identifying the plan's north-south and east-west axis

Phase 2: Developing facility design standards for all likely trail, path and travel lane configurations.

Phase 3: Estimating cost figures for system implementation, including federal and local funding requirements

Phase 4: Developing model ordinances to help Marion County and neighboring jurisdictions to incorporate the proposed route system into their planning process.

"In Phase 5, we are attempting to identify bicycle routes that encourage real-life usage, such as work trips, recreational travel and running errands," Dearing explains. "This is part of our goal to make regional transportation more multi-modal by offering area alternatives to car travel, which will lessen traffic congestion and help improve air quality."

Part of that effort has involved finding routes most used by non-motorized travelers for running errands and commuting, while also tying into the existing paths of Indy Greenways. To accomplish this, planners and the public identified important destinations that needed route access as "Primary Nodes." The proposed bike routes connecting these nodes are the result of computer-modeling, five public input meetings and a school project which encouraged local students to use the same informa-

tion planners had. "We worked again with the Corporation for Educational Communication (CEC) to assess the current demand and future potential of non-motorized transportation among our region's young people," Dearing says. "After all, they will benefit most by the planning decisions we make now."

Other planning partners in Phase 5 include INDOT, elected officials from neighboring communities and project consultants HNTB, all of whom contributed to the project's success. "For example, INDOT allowed us to keep the bridge over Shadeland Avenue as a crossover bridge," Dearing notes. "This is critical to the use of the Penn Central Rail Corridor path, which we incorporated into the Bike Route Plan's eastern axis." Dearing also notes that INDOT put in a large culvert where I-465

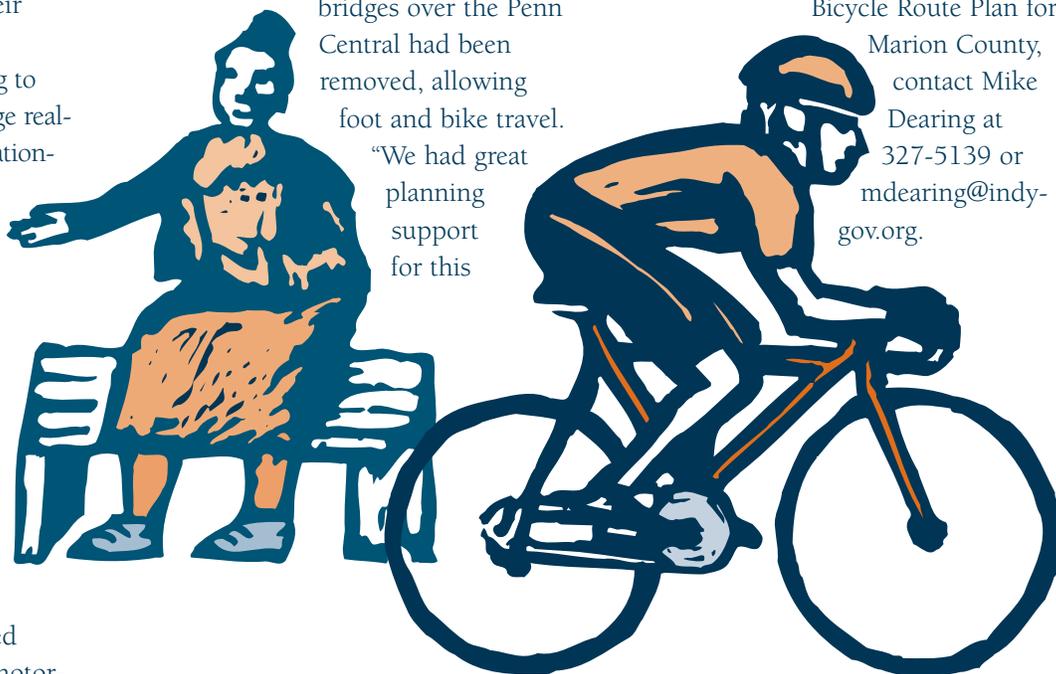
bridges over the Penn Central had been removed, allowing foot and bike travel.

"We had great planning support for this

path and that's made all the difference," he says. With comprehensive planning and cooperation like this, the proposed route plan can be implemented more quickly and economically than expected. "We have about \$2 million for planning, design and construction until the year 2003," Dearing explains, "so I think we'll see a lot of progress over the next few years."

When Phase 5 is complete, the Bicycle Route Plan User Map will be available at the City-County Building, Public Libraries and Park Facilities and area bike shops. "We also intend to implement a bicycle education/safety program as part of this initiative," Dearing explains, "because we want to make sure people know how to bike, before they get on our routes."

For more information on the Bicycle Route Plan for Marion County, contact Mike Dearing at 327-5139 or mdearing@indy.gov.org.



Y O U R M P O S T A F F

. . . includes these people who would be happy to address your comments or questions on any aspect of the transportation planning process:

STEPHANIE BELCH • SENIOR PLANNER	317/327-5136
STEVE CUNNINGHAM • SENIOR PLANNER	317/327-5403
MIKE DEARING • PRINCIPAL PLANNER	317/327-5139
KEVIN MAYFIELD • PLANNER	317/327-5135
MICHAEL PEONI, AICP • MANAGER/MASTER PLANNER	317/327-5133
SWESON YANG, AICP • CHIEF TRANSPORTATION PLANNER	317/327-5137

For more information on our regional transportation planning process, visit the MPO web site at www.indygov.org/indympo.

AMENDMENTS *(from page 5)*

and, I-70 WB over a proposed ramp 3. Preliminary engineering for each of these projects: 415,000 (\$13,500 federal). Construction cost for each: \$400,000 (\$360,000 federal).

Requested by DCAM

The Department of Capital Asset Management requested the postponement of six Group 1 Urban STP projects to times outside of the 2001-2003 IRTIP. These include two bridge rehabilitations (Highland Ave/North Street Bridge over Pogue's Run and W. 86th St. over Big Eagle Creek); two road rehabilitations (S. Emerson Ave. from Churchman to Raymond Street and Hanna Ave. from US 31 to Keystone Ave.), an intersection improvement at E. Washington Street and College Ave., and the addition of travel lanes to E. 21st St. from Post Road to Mitthoefer Rd.

DCAM also requested the addition of four Group 1 Urban STP projects to program year 2001 or 2002 of the IRTIP, including two landscaping/enhancement projects along 38th Street. One project covers 38th St. from Martin Luther King to Meridian; the other, from Meridian to Fall Creek. Each is estimated to cost \$1,500,000 (\$1,200,000 federal). A drainage/wetlands project is also requested as part of the Fall Creek/Binford Blvd reconstruction at a cost of \$500,000 (\$400,00 federal) and a new road segment construction on the Ameriplex Parkway (from Decatur Blvd to the I-70/Six Points) at a cost of \$1,000,000 (\$800,000 federal). In addition, a new rail crossing is requested as part of the Harding Street added lanes project. This new crossing is for a spur line from the Indiana Railroad to the Indianapolis Power and Light facility west of Harding. Its estimated cost is \$700,000 (\$560,000 federal).

Requested by The City of Carmel

Carmel has asked to add to program year 2001 the land acquisition phase for the 116th St road reconstruc-

tion project from Rangeline Road to College Avenue. The construction phase of the project is already in the IRTIP. Land acquisition cost is estimated at \$2,000,000 (\$1,600,000 federal).

Requested by The City of Greenwood

Greenwood has requested the addition of a road reconstruction project on Frye Road from Madison Avenue to US 31 for program year 2002. Construction cost is estimated at \$1,200,000 with only \$360,000 being federal funds. This is an exception to the usual 80/20 federal funding rule.

Requested by Hamilton County

Hamilton Co. has asked to add a land acquisition phase to the intersection improvement project at 106th Street and College Ave. for program year 2001. The construction phase of the project is already in the IRTIP. Estimated cost for land acquisition is \$2,000,000 with only 50% being a federal match. This, too, is an exception to the usual 80/20 federal funding rule.

Requested by Johnson County

Johnson Co. has requested the addition of two projects to the IRTIP. In program year 2001, they want to add a land acquisition phase to the road reconstruction project on Smith Valley Rd (from SR 135 to Peterman/Berry Road) at a cost of \$1,000,000 (\$800,000 federal match). In program year 2002, they want to add a land acquisition phase to the road reconstruction project on Smith Valley Rd (from Peterman/Berry Rd to Morgantown Rd) at a cost of \$1,000,000 (\$400,000 federal match). The construction phase for both projects is already in the IRTIP.

Requested by The City of Lawrence

Lawrence requested the addition of three projects to the IRTIP. In program year 2001, they want to add the preliminary engineering phase for the 79th St. new road project (from

Sunnyside to Oaklandon) and the road reconstruction project on 79th Street (from Oaklandon Road to Carroll Road). The construction phase for both segments of the project is already in the IRTIP. In program year 2002, Lawrence requested the addition of a bridge replacement project on E. 52nd St. over Indian Creek. It is estimated to cost \$1,288,015, only \$360,000 of which will be federal funding.

Requested by The City of Southport

Southport has requested the addition of two projects to program year 2001 of the IRTIP. One is the preliminary engineering phase for the Anniston Drive road reconstruction (from Walnut Street to McFarland Rd.) which is estimated to cost \$40,000 (\$32,000 federal). The construction phase of the project is already in the IRTIP. The other requested project is the installation of a guardrail on Walnut Street/Stop 10 Road at a cost of \$7,000 (\$5,600 federal).

During his presentation, Dearing also mentioned an IRTIP amendment too recently requested to be included on his handout: the funding of five electric buses for IndyGo which will serve a downtown circulator route system (see related story, page 13). The cost of these buses will be \$3,125,000 with \$2,500,000 being federal funds.

"Although the approval process for all of these amendments may take us through the end of the year, I'm sure the IRTIP will see further changes in 2000," Dearing says. "The IRTIP, and the Regional Transportation Plan which feeds it projects, are both very dynamic documents, intended to be responsive to the changing transportation needs of our planning partners and the public we serve." For more information on these amendments, contact Mike Dearing at 317/327-5139 or mdearing@indygov.org.

(OUT)REACH *(from page 9)*

variety of approved curriculum projects. These projects will meet the previously stated Community Initiatives Grant Program academic goals, while dealing with developmental trend information in the areas of population growth and movement, unemployment rates and annual per capita personal incomes.

I-69 EXTENSION

This project would involve the CEC with the proposed, and much debated, extension of I-69. INDOT is seeking additional avenues for sharing study information and soliciting public input. Community Initiatives Grant Program projects could be used to engage the public in communities located along the extension's alternative routes. "If it comes to fruition, this will be the CEC's first attempt to coordinate a long term, multi-year project with schools outside of Marion County," Cougan notes. The project would represent a new opportunity

PAGE Sixteen



to build awareness and family involvement among the people most impacted by the proposed extension. "Plus, we're hoping that a project that involves students in this issue may help to inspire the interest and encourage the education of future engineers," says Cris Klika, INDOT Commissioner.

CARMEL PUBLIC ARTS

This project, now in its initial planning stage, would deal with the Monon Trail between 96th Street and 116th. Carmel-Clay Parks, which currently manages this stretch would be the funding partner. The

purpose of the proposed project would be to improve the aesthetics of the trail. Possible enhancements could include both sculpture and botanical gardens and a mural on the I-465 overpass. If possible, the CEC hopes to involve Broadripple and Carmel High Schools, as well as "sister" schools in East Chicago and San Diego.

Other possible Community Initiatives Grant Program projects currently under discussion include the US 31 Corridor (see related story, page 4) and the Indianapolis Greenways System. "The CEC is not dedicating this new program exclusively to transportation-related issues," notes Cougan, "but a number of projects on the drawing board do deal with them. I think that testifies to the importance mobility, like education, plays in our current and future quality of life."

For more information on the CEC's Community Initiatives Grant Program, contact Monica Cougan at 317/231-6526.



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tempo

KEEPING PACE WITH OUR TRANSPORTATION NEEDS

SPECIAL EDITION

&

WINTER 2000

VOLUME FOUR

ISSUE FOUR

PURPOSE, PARTNERS, PROCESS AND PROJECTS

As *teMPO* completes its fourth year of publication with this issue, it's a good time to review what we've covered since 1997 . . . and what we're likely to cover in 2001. More than anything else, *teMPO* is a tool for aiding public involvement in the regional transportation planning process. Through it, the MPO attempts to share information with, encourage input from, and build consensus among, area travelers. Have we succeeded? Judging by the numbers, yes. Over the last four years, *teMPO* has grown from an 8-page quarterly to a 16-28-page bimonthly with nearly triple the readership. But, could we be doing more?

That's what we'd like to find out from you. On page 3 of this issue is a brief survey. Use it to tell us about your-
cont on page 26, see Projects

MPO MANDATE & MISSION

Since its inception, the Indianapolis Metropolitan Planning Organization has been reminding elected officials, local decision-makers and the public in general what it is, what it does, and why. Keeping this information top-of-mind helps to facilitate understanding of, and encourage participation in, the regional transportation planning program for which the MPO is primarily responsible. To understand this program's goals, see the box on page 19.

Each urbanized area with a population of more than 50,000 is required to have a designated Metropolitan Planning Organization (MPO) with the responsibility of conducting a continuing, cooperative and comprehensive transportation planning process. This requirement

cont on page 18, see Mandate & Mission



MPO PLANNING PARTNERS

“Our letterhead pretty much says it all,” notes Mike Peoni, AICP, MPO Manager/Master Planner about the coordination of the regional transportation planning process. “We currently work with nine counties, 16 cities and towns and various federal, state and municipal agencies to insure that recommended improvements to the area's transportation system -- the network of roadways and available modes that move people and goods throughout the region -- represent our best thinking. They're all listed on our letterhead and that list is growing all the time.”

Transportation planning is an all inclusive process. In fact, the Transportation Equity Act for the 21st Century (TEA-21) -- the federal transportation bill

cont on page 20, see Planning Partners

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ACRO-NYMBLE

Here's a list of the acronyms used in this issue. Refer to it to keep your understanding letter-perfect.

AICP - American Institute of Certified Planners
CAAA - Clean Air Act Amendments
CAC - Citizens Advisory Committee
CEC - Corporation for Educational Communication
CIRCL - Central Indiana Regional Citizens League
CMAQ - Congestion Mitigation & Air Quality (projects)
conNECTIONS - Study of NorthEast Corridor Transportation
DCAM - Department off Capital Asset Management
DMD - Dept. of Metro. Development
DOT - Department of Transportation
EDA - Economic Development Administration
EPA - Environmental Protection Agency
ERMD - Environmental Resources Management Division
FHWA - Federal Highway Administration
FTA - Federal Transit Administration
ITS - Traffic Impact Study
IIA - Indianapolis International Airport
IDEM - Indiana Department of Environmental Management
INDOT - Indiana Department of Transportation
IPTC - Indianapolis Public Transportation Corporation/IndyGo
IRTC - Indianapolis Regional Transportation Council
IRTIP - Indianapolis Regional Transportation Improvement Program
ITS - Intelligent Transportation Systems
MDC - Metropolitan Development Comm.
MIS - Major Investment Study
MPA - Metropolitan Planning Area
MPO - Metropolitan Planning Org.
MSA - Metropolitan Statistical Area
OWP - Overall Work Program
SIP - State Improvement Plan
SOV - Single Occupant Vehicle
STP - Surface Transportation Program
TAZ - Traffic Analysis Zones
TCSP - Transportation and Community and System (Grant)
TEA-21 - Transportation Enhancement Act (for the 21st Century)
TMS - Transportation Monitoring System
UPWP - Unified Planning Work Program
USEPA - United State Environmental Protection Agency
VMS -Variable Message Signs
VOC - Volatile Organic Compounds

WORKING WITH TEA-21

“Most people interested in transportation planning understand the relationship between the MPO, a regional entity primarily responsible for coordinating the area’s transportation planning program, and the federal government which legislates funding for planning initiatives. “Basically, to receive financial help from the government, and recoup some of the tax dollars Indiana has paid in, our recommended transportation programs and projects need to meet certain criteria,” explains Mike Peoni, MPO Manager/Master Planner. “This criteria is spelled out in the prevailing transportation bill.”

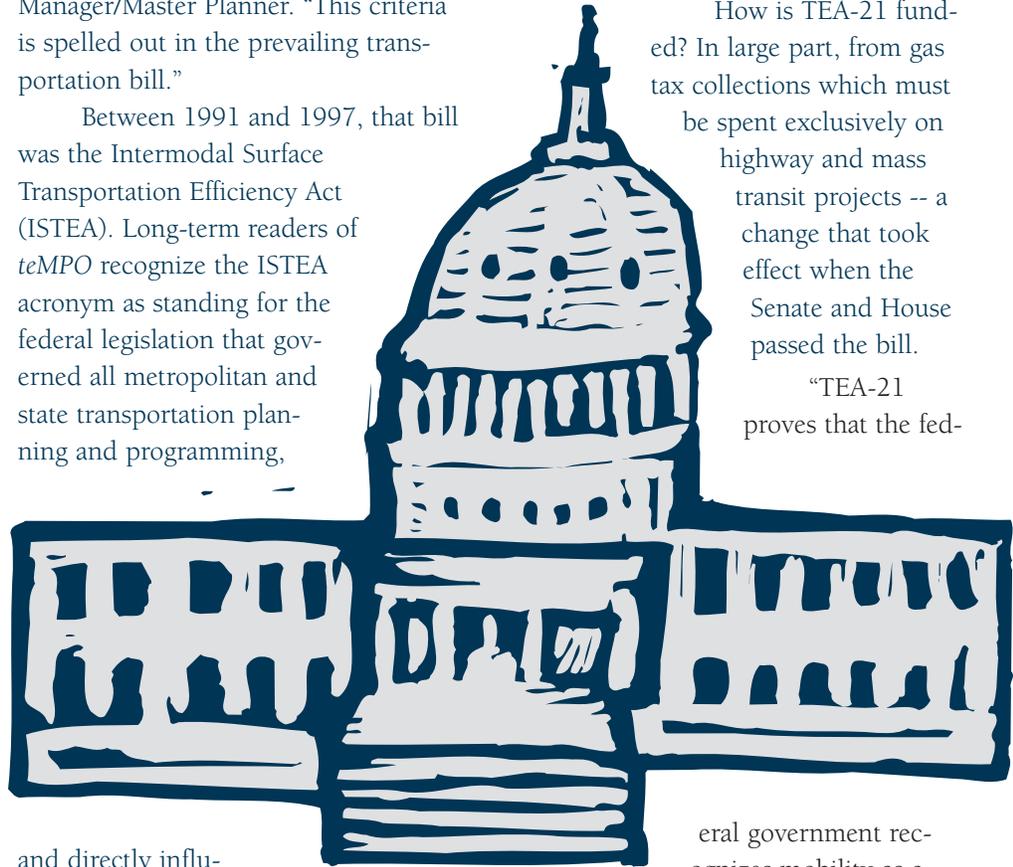
Between 1991 and 1997, that bill was the Intermodal Surface Transportation Efficiency Act (ISTEA). Long-term readers of *teMPO* recognize the ISTEA acronym as standing for the federal legislation that governed all metropolitan and state transportation planning and programming,

and directly influenced the development of the Indianapolis Regional Transportation Plan, the Indianapolis Transportation Improvement Program (IRTIP), and the MPO’s annual Work Program. However, many may not yet realize that ISTEA is no more. Transportation bills are limited-term legislation lasting only six years. Since June 9, 1998 when President Clinton signed it into law, the MPO has operated under the Transportation Equity Act for the 21st Century (TEA-21).

Like its predecessor, TEA-21 is concerned with various modes of travel, including roadway (motor vehicles, including cars, trucks and buses), rail, bicycle, pedestrian and air. However, this new bill represents a financial commitment of \$217.3 billion over six years -- an increase of roughly 40% more than the bill it replaces. “Even for a country like the United States, which has always valued the freedom of mobility, TEA-21 is a staggering commitment,” says Peoni. “It attests to the strategic importance our government places on efficient and safe transportation of people and goods.”

How is TEA-21 funded? In large part, from gas tax collections which must be spent exclusively on highway and mass transit projects -- a change that took effect when the Senate and House passed the bill.

“TEA-21 proves that the fed-



eral government recognizes mobility as a cherished individual right and a competitive advantage to American businesses,” Peoni notes. “As such, it helps us not only fund improvements crucial to the viability of our regional transportation system, but also to focus our thinking on diversified solutions to anticipated future problems.”

For more information about TEA-21 funding of regional planning initiatives, contact Mike Peoni at 317/327-5133 or mpeoni@indygov.org.

KEEPING PACE WITH YOU!

In its four years of publication, *teMPO* has attracted the attention and earned the respect of policy-makers, opinion leaders and transportation planners/engineers throughout Central Indiana . . . and beyond. It has been used to brief elected officials, government agencies and news reporters alike. However, its greatest impact has been as the public communications and involvement tool it was always designed to be.

So, get involved now! As a *teMPO* reader, tell us a little about yourself and what you'd like to see covered in future issues. When complete, please fax (327-5103) or mail this page to:

Mike Peoni, AICP
 Metropolitan Planning Organization
 1841 City-County Building
 200 East Washington Street
 Indianapolis, IN 46204-3310

1. I've been a *teMPO* reader for
- less than 1 year
 - 1-2 years
 - 2-3 years
 - 3-4 years

2. I am interested in articles about transportation:

(check all appropriate)

- studies
- planning partners
- projects
- alternative modes
- problems/solutions
- improvement funding
- planners/engineers/advocates
- Other _____

3. I'd rather not see any more articles about: _____

4. Which regular features would you like to see added to *teMPO* (please rank in order of preference)
- Question/Answer Column
 - Guest columnists
 - teMPO*-sponsored forums/public meetings
 - Regular meeting schedules/agendas
 - MPO staff column

5. If I could change *teMPO*, I would (use separate sheet, if necessary)

6. I would like *teMPO* to be:
- shorter, but more frequent
 - longer, but less frequent
 - same length and frequency

7. *teMPO* should come out
- 4 times a year
 - 6 times a year
 - 12 times a year

8. My copy of *teMPO* is read by:
- 1 person
 - 2-3 people
 - 3+ people
9. If you know someone who would appreciate receiving *teMPO*, please provide their name and address below:

10. If you would like to discuss your ideas concerning *teMPO* or further coverage of the regional transportation planning program, please include your name and daytime phone number below:



REGIONAL TRANSPORTATION PLAN

“The Indianapolis Regional Transportation Plan is the result of our on-going cooperative, coordinated and comprehensive planning process,” says Mike Peoni, MPO Manager/Master Planner. “It is a physical document that helps guide the development of the area’s transportation system for the next twenty-plus years,” he explains. “And, because of its term and the sheer numbers of its contributors, it is constantly changing to reflect developing trends, changing conditions and shifting priorities.”

With the help of transportation planners, engineers, elected officials and the public,

the Plan ensures that facilities and services required to support the mobility needs of our community and its future growth are anticipated and available.

It also provides decision-makers with information upon which to base their project priorities.

“Advance knowledge of the region’s mobility needs is key to the allocation of resources, preservation of rights-of-way and coordination of land use decisions,” Peoni explains. “That’s why we

update the plan every few years and make sure it maintains a minimum twenty year overview.” The Plan’s most recent update is currently nearing completion.

It’s also why the plan is regional in scope, covering the Indianapolis Metropolitan Planning Area (MPA), including all of Marion County and parts of Hamilton, Boone, Hendricks, Morgan, Johnson, Shelby and Hancock counties. This planning area consists of the territory defined by the 1990 Census as

urbanized, plus the contiguous area expected to be urbanized by the year 2020, the current planning horizon (see map, page 3). Year 2000 Census information will soon be available and, in all likelihood, will expand the Indianapolis MPA.

Another reason for taking the long view is federal legislation. “TEA-21 requires at least a 20-year planning horizon to assure that our process remains comprehensive,” Peoni explains. “That’s partly why we are updating the Regional Transportation Plan to the year 2025, five years beyond its previous horizon.”

To make the update as accurate as possible, new regional growth projections needed to be devel-

oped, traffic impacts extrapolated, collecting planning partner and implementing agency input, and newly proposed transportation projects evaluated. Finally, the Plan Update involved the reconciliation of the “Needs” and “Cost-Feasible” Plans. “Needed transportation system



TABLE #1 INDIANAPOLIS MPA MODELING
UPDATED SOCIO-ECONOMIC FORECASTS

	ACTUAL 1990	FORECAST 2025	1990 -2025 % CHANGE
POPULATION	1,056,703	1,479,094	40%
HOUSEHOLDS	409,871	603,114	47%
TOTAL EMPLOYMENT	728,997	1,148,436	58%
RETAIL EMPLOYMENT	130,143	201,164	55%
NON-RETAIL EMPLOYMENT	598,854	947,272	58%

improvements always exceed available funding,” acknowledges Peoni. “That’s not likely to change in the future.” Combining the “Unfunded” and “Cost-feasible” projects give you the “Needs Plan” (see listings, page 22).

YEAR 2025 PLAN UPDATE

“The only way to handle the regular discrepancy between proposed improvements and anticipated funding is professional objectivity and systematic evaluation,” says Steve

cont on page 16, see Transportation Plan

PROGRAMMING THE IRTIP

“It sounds enough like the Regional Transportation Plan that people get the two documents confused, yet in many ways the IRTIP is the Plan’s exact opposite,” says Mike Dearing, MPO Principal Planner who is responsible for coordinating the IRTIP with the longer term Transportation Plan. “They may not understand the difference between a ‘plan’ and a ‘program’ or they may not be aware that one feeds projects to the other.” Before projects can be considered for inclusion in the IRTIP, they must first appear in the Regional Transportation Plan.

The acronym IRTIP stands for “Indianapolis Regional Transportation Improvement Program.” The IRTIP documents federally-funded transportation improvement projects programmed for our region using available dollars within a three-year time frame. As such, it is an ever-changing document that reflects both the shifting project priorities of the MPO’s planning partners and the need to earmark improvement funds for specific projects as they become available.

“That’s one of the ways the IRTIP is the opposite of the Regional Transportation Plan,” Dearing explains. “While the Plan takes the long view and maintains a 20+ year planning horizon, the IRTIP is short term. It covers just three years.” For this reason, the IRTIP always includes a specific term reference in its programming. For instance, the current IRTIP is called the 2001-2003 Indianapolis Regional Transportation Improvement Program. The projects it includes, along with firm budgets, are intended for implementation. “That’s another difference,” Dearing notes. “The Regional Transportation Plan places potential projects into the pipeline for future funding consideration, while the IRTIP commits to them now. It is more of an implementation tool than a planning tool.”

Still, both documents are dynamic enough to respond to the changing conditions and priorities of their contributors. In 2000 alone, 15 different requesting agencies proposed nearly 200 amendments to the IRTIP. These federally funded projects fell into a variety of planning categories including :

- Local Jurisdictions within the Urbanized Area
 - Projects Using Funds Reimbursed by INDOT to local jurisdictions as a Result of Relinquishment of Former State Highways
 - Airport Improvement Program (AIP) Projects
 - Indianapolis Public Transportation Corporation/IndyGo Projects
 - Surface Transportation Program (STP) Rail/Highway Protection Safety Projects
 - Congestion Mitigation & Air Quality (CMAQ) Projects
 - Transportation Enhancement (TE) Projects
 - INDOT Highway Projects
- “As coordinator of the IRTIP, the MPO objectively evaluates all requested projects to make sure that those funded in the IRTIP offer the greatest benefit to our regional transportation system as a whole,” Dearing says. “All newly proposed amendments must be presented to the Technical and Policy Committees of the Indianapolis Regional Transportation Council (IRTC), and to the Metropolitan Development Commission for approval.”

Before they can be approved for implementation, however, all proposed project amendments must be offered to the public for review and comment -- a process detailed in the MPO’s monthly publication *CAC Minutes* six times last year, following presentations to the Citizens Advisory Committee (January, February, May, September, October and November), and as recently as the Autumn 2000 issue of *teMPO*. In May, 2000, the MPO also started running display advertising in the City/State section of *The Indianapolis Star* in conjunction with its traditional classified notices to promote public awareness and review of IRTIP amendments. Similar ads have

already run in the new year on January 12th and 15th.

“We rely on the diverse perspectives and insights of all of our planning partners to keep the IRTIP on



IMPORTANT

The Indianapolis Metropolitan Planning Organization, your MPO, invites your input on proposed amendments to the 2001 Indianapolis Regional Transportation Improvement Program (IRTIP).

These new amendments concern federally-funded road reconstruction and bridge rehabilitation projects in Marion and Hamilton Counties.

See our classified ad in today’s paper to learn about the projects involved in these new IRTIP amendments.

For more information on transportation planning, call 327-5151 or visit www.indygov.org/indympo.



course, especially the public.” Dearing said. “Besides, the public has a right to know how their tax dollars are being used.” Most transportation improvement projects are 80% funded with federal dollars. The remaining 20% is contributed by the local jurisdiction.

The following proposed 2001-2003 IRTIP amendments were advertised in *The Indianapolis Star* in January, 2001.

cont on page 6, see Programming

PROGRAMMING (from page 5)

Requested by INDOT

The Indiana Department of Transportation (INDOT) requested the following six amendments which cover fourteen distinct projects, including:

- The land acquisition (LA) phase in the southwest quadrant of the interchange at US 31 and I-465 on the north-side of Indianapolis. The estimated cost of acquiring this property is \$7,500,000 (\$6,750,000 of which is federal funding).

- The construction (CN) phase for landscaping along northbound I-65 off-ramp at Lafayette Road to program year 2001. The cost is estimated at \$250,000 (\$225,000 federal).

- The Preliminary Engineering (PE) phase for Phase 2 of the Interchange Modification at I-465 and I-70 (east leg) to program year 2001. The cost of the PE is \$500,000 (\$450,000 federal).

Also, add the Land Acquisition (LA) phase for the project to program year 2003. The LA cost is \$6,340,000 (\$5,706,000 of which is federal funds).

- The Preliminary Engineering (PE) phase for the replacement of the bridge over the I-70 ramp from westbound I-70 to southbound I-465. Note: PE for this project will be done in conjunction with the above mentioned Interchange Modification.

- The Construction (CN) phase for Bridge Painting to program year 2001 for the following locations: 1) various structures on I-70 in Marion and Hancock Counties at a cost of \$222,000 (\$200,000 federal); 2) various structures on I-69 and I-465 in Marion and Hamilton Counties at a cost of \$250,000 (\$225,000 federal); 3) various structures on I-65 in Marion County at a cost of \$300,000 (\$270,000 federal).

- The Construction (CN) phase for five projects to provide better traffic flow on local roads during the I-465/I-70 interchange modification to program year 2001. These projects include 1) resurfacing 21st St. from I-465 to Post

Rd. at a cost of \$460,000 (\$414,000 federal); 2) improving the intersection at Washington St. and Post Rd. at a cost of \$100,000 (\$80,000 federal); 3) resurfacing Pendleton Pike between Shadeland Ave. and Post Rd. at a cost of \$900,000 (\$810,000 federal); 4) improve traffic signals on Post Rd. from Washington St. to Pendleton Pike at a cost of \$160,000

(\$144,000 federal); and, 5) resurfacing Shadeland Ave. between 21st St. and Pendleton Pike at a cost of \$520,000 (\$468,000 federal).

Requested by the Indianapolis Department of Parks & Recreation

The Indianapolis Department of Parks & Recreation requested the addition of the Pre-Scoping and Alignment Study for the Pennsy Bike/Pedestrian Trail (Penn Central Abandoned Rail Corridor), roughly from Arlington Avenue to Post Road, to program year 2001. This study was originally programmed in the 2000-2002 IRTIP. Group 1 Urban Federal funds will make up \$20,000 of its \$25,000 cost. These federal funds come out of the Indianapolis portion of Group 1 STP funds.

Requested by the Indianapolis Public Transportation Corporation/IndyGo

IndyGo has requested a revised funding table for the 2001-2003 IRTIP to reflect the amounts contained in their Federal Transit Administration capital grant for 2001.

“The IRTC holds quarterly meetings in which newly proposed IRTIP amendments can be addressed, but we’ve needed to move more quickly than that recently,” explains Dearing, who frequently issues amendment vote advisories to IRTC members. “The best way for members of the general public to keep up-to-date on IRTIP amendments is to watch for MPO ads in both the City-State and Classified sections of *The Indianapolis Star* and to attend the monthly CAC meetings (see meeting schedule, page 27).” Those unable to attend can see the meeting re-broadcast on WTCY, the government access channel (Ch. 16, Comcast).

For more information on the IRTIP, or its amendment process, contact Mike Dearing at 317/327-5139 or mdearing@indygov.org.

PLANNING TO PROGRAM

Many *teMPO* readers, and visitors to the Indianapolis MPO web site (www.indygov.org/indympo) have a hard time understanding the difference between the MPO’s various transportation plans and programs. We’ve covered it before, but let’s go over it again.

Generally speaking, a plan, like the Indianapolis Regional Transportation Plan, uses various procedures to identify system needs and recommend improvements, with estimated costs, to meet those needs. Often, plans serve the initial function of getting worthy projects “into the pipeline.” A plan is often long term in nature, looking beyond immediate funding availabilities.

A program, such as the Indianapolis Regional Transportation Improvement Program, represents much more of an immediate action, making a time- and cost-specific commitment. In effect, it says “We’re spending these dollars now on this project.” A program is likely to be relatively short term, in nature, dealing normally with currently available funds.

Usually, a project must go through the planning process, and have been included in a plan, before it can be considered for programming.

OVERALL WORK PROGRAM 2000 RECAP

“It’s really our to-do list,” says Mike Peoni, AICP, MPO Manager/Master planner of the Unified Planning Work Program. “It has a new name now, but its purpose remains the same -- to identify the projects important enough for us to commit available time and funding to over the next year.”

Priority projects from recent Transportation Planning Elements of the OWP include the Ozone Awareness Program (1995), the Northeast Corridor Transportation Study (1998), and IndyGo 5-Year Implementation Plan (2000).

Various departments of the City of Indianapolis contribute different segments to the upcoming year’s Overall Work Program. Because the Division of Planning of the Department of Metropolitan Development -- your Metropolitan Planning Organization (MPO) -- is principally responsible for the Regional Transportation Plan, we contribute the Transportation Planning Element each year.” Peoni explains. “It’s all part of guiding a continuing, cooperative and comprehensive transportation planning process,” he says. “We work to promote the priorities, address the concerns, and incorporate the work, of our diverse planning partners.”

The Work Program, issued on an annual basis, reflects the mission of the Indianapolis Department of Metropolitan Development’s Regional Transportation Planning Program, which is to develop local and state government plans/programs for moving people and goods in compliance with federal requirements throughout the Indianapolis MPA. To do so, the Transportation Planning Element of the Work Program incorporates the funding and project priorities of five transportation-related sub-elements. The five elements that contribute to this comprehensive perspective are:

- Transportation Monitoring and Management Systems
- Major Investment Studies and Multi-modal Plan
- Transportation Plan
- Transportation Planning Support
- Transportation Improvement Program

“By considering each of these five areas, and working closely with our various transportation planning partners throughout the year, we make sure that the regional transportation plan stays on course, meeting current and anticipating future needs as they develop,” says Sweson Yang, MPO Chief Transportation Planner primarily responsible for the development of the Work Program. In fact, that’s one of the goals of the Transportation Planning Element, which include:

1. Setting transportation project priorities
2. Aiding in the budgeting of available federal and local funds
3. Identifying areas and issues requiring major investment studies, such as the Transit Development in the Northeast Corridor MIS detailed in the Summer ‘97 issue of *teMPO*.

4. Serving as a planning aid to the discussion of Regional Transit Authority (RTA)

5. Annually updating the Regional Transportation Plan.

“That last goal makes the program’s relationship to our core activities pretty clear,” Yang notes. Updating our transportation plan is always part of our annual work program, as is maintaining our Transportation Improvement Program. The Work Program sets priorities for the year and they are always among them.”

*cont on page 8,
see 2000 Recap*



2000 RECAP

(from page 8)

YEAR 2000 RE-CAP

As always, the Year 2000 Work Program incorporated projects that reflect the concerns of area residents, as well as the objective assessment of present and future needs by transportation planners and engineers. "We felt really good about the scope, thrust and responsiveness of the initiatives in last year's program," says Peoni. "We'd heard about them from implementing agencies and the public at forums like the Citizens Advisory Committee meetings throughout the previous year.

The budget for the Year 2000 Work Program was \$2 million -- 80% federal transportation funds and 20% local funds provided by the Department of Capital Asset Management (DCAM). Following is a listing of the major program activities from the Year 2000 Overall Work Program, followed by a status report on where each project stands now:

2025 Indianapolis Regional Transportation Plan Update – This was an "interim" plan update intended to maintain a 20-year planning horizon until a full update can be completed using Census 2000 data.

STATUS: COMPLETED

2025 Economic Analysis – The MPO collaborated with the Indianapolis Division of Planning on an economic analysis of the Indianapolis Metropolitan Statistical Area (MSA). A phase of this work provided urbanization and growth forecasts for regional transportation planning.

STATUS: COMPLETED

2000-2002 Indianapolis Regional Transportation Improvement Program – This program documented the federally funded regional transportation projects proposed to be undertaken over the three-year period from 2000 to 2002.

STATUS: COMPLETED

conNECTions: Major Investment Study for the Northeast Corridor – This study is a continuation of work started in 1998. It will result in a set of locally preferred, finan-

cially feasible strategies for addressing the traffic congestion and mobility issues facing the corridor.

STATUS: IN-PROGRESS The major investment study and the Draft Environmental Impact Study are being conducted in tandem.

I-465 Assessment - This study is a continuation of work started in 1999 which will benefit from the *conNECTions* major investment study (MIS). Due to the delay in modeling work associated with the MIS, the I-465 Assessment has also been delayed.

STATUS: NOT INITIATED

I-465 Noise Impact Study – This study will be a continuation of *conNECTions* and will model noise walls along I-465 within the Northeast Corridor.

STATUS: NOT INITIATED

This will be addressed in *conNECTions* Final Environmental Impact Study.

Preliminary Outer Beltway Study – This study will examine the pros and cons associated with an outer beltway with respect to relieving congestion on the existing freeway system and future growth impacts.

STATUS: NOT INITIATED

This will be incorporated in an upcoming INDOT study.

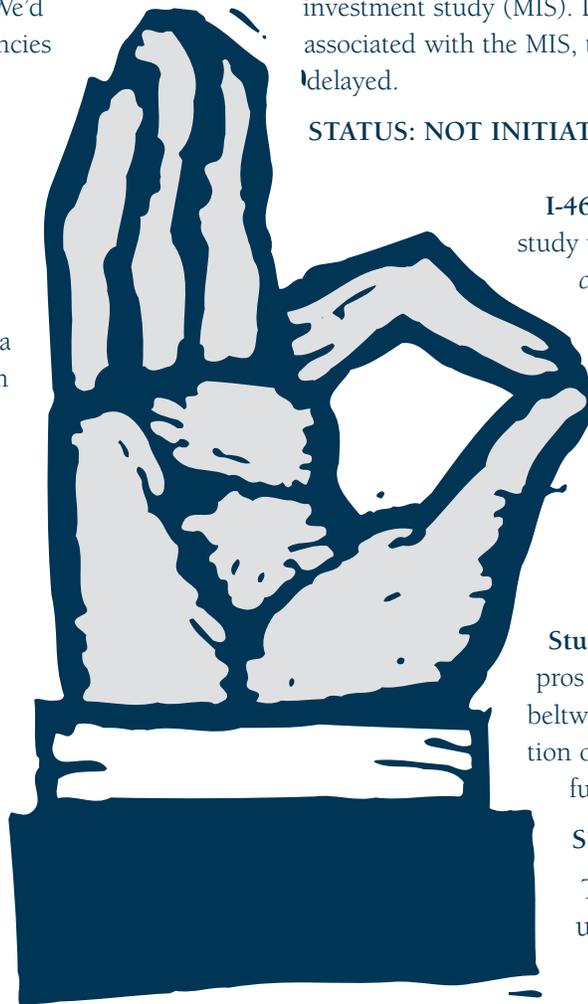
Transportation Monitoring System (TMS) Update – The TMS

will be updated using the most current existing data (including data from the Metropolitan Traffic Count Program) and updated 2025 future year data.

STATUS: NOT INITIATED This appears again in the 2001 Unified Planning Work Program.

Metropolitan Traffic Count Program – This is a continuation of work started in 1999. It will result in traffic counts for thoroughfares in the modeling area for use in model calibration and other planning efforts.

STATUS: IN-PROGRESS



cont on page 10, see 2000 Recap

WORK PROGRAM PARTS

To achieve its objectives, the Transportation Planning Element of the Unified Planning Work Program (formerly, the Overall Work Program) incorporates the definition, past accomplishments and future priorities of the following five sub-elements:

1 TRANSPORTATION MONITORING AND MANAGEMENT SYSTEMS

The purpose of this sub-element is to ensure effective management of new and existing transportation facilities via travel demand reduction and operational management strategies. As a result, it serves to implement Transportation Monitoring System (TMS) strategies and the continuing development of the Intermodal Freight System Plan. Due to the variety of operating agencies involved in management systems and operations planning, this sub-element also provides a forum for the exchange of information and coordination of all planning efforts.

2 MAJOR INVESTMENT STUDIES & MULTI-MODAL PLANNING ACTIVITIES

This sub-element includes any activity necessary to complete Major Investment Studies (MIS) and incorporates many multi-modal planning activities, such as those dealing with auto, bus, rail, pedestrian and bicycle travel. Your MPO works with INDOT, the Indianapolis Public Transportation Corporation/IndyGo, the Federal Highway Administration, and all other appropriate agencies and jurisdictions to ensure that the region's transportation plan is multi-modal in scope and addresses the requirements and guidelines of the federal government set forth in TEA-21.

3 REGIONAL TRANSPORTATION PLAN

The purpose of this sub-element is the continuing refinement of the Regional Transportation Plan for the Indianapolis MPA, which includes a Thoroughfare Plan, a Transit Plan, a Bike/Ped Plan, a Congestion Management System, Air Quality Conformity and Cost Feasibility.

4 TRANSPORTATION PLANNING SUPPORT AND SPECIAL STUDIES

This sub-element provides overall management and policy direction, fiscal analysis, and accounting and personnel services for your MPO's Transportation Planning Process. "It also provides staff-training, professional development workshops, administrative meetings and a forum for public information and citizen participation," says Mike Peoni, MPO Manager/Master Planner. In addition, this sub-element provides transportation planning support and special studies facilitating any planning support activity required by state or federal legislation or deemed necessary by state and local officials to address pressing transportation issues.

5 TRANSPORTATION IMPROVEMENT PROGRAM

This sub-element provides for the programming activities of the Indianapolis Regional Transportation Improvement Program (IRTIP) -- a program of regional transportation projects proposed for implementation over the next three years. Inclusion of a project in the IRTIP is a prerequisite for eligibility for certain federal funding sources. The TIP also provides the quarterly monitoring of federal Surface Transportation Program (STP) projects and the on-going analysis of fiscal resources available for transportation improvements.

2000 RECAP

(from page 8)

Intermodal Freight System Plan Airport Deployment Study - The Indianapolis Intermodal Freight System Plan has recommended further study of the Airport Freight Development Zone. It will explore the intermodal connections and Intelligent Transportation System (ITS) potentials of the area.

STATUS: IN-PROGRESS

Indianapolis Bicycle and Pedestrian Route Plan and User Map - This is a collaboration between Indy Greenways and the MPO to develop a comprehensive map of greenways, bike/ped system plan routes, and other bicycle/pedestrian facilities in Marion County. This map will to replace the existing bicycle user map.

STATUS: IN-PROGRESS

Traffic Impact Study (TIS) Process Evaluation - In addition to conducting the on-going TIS process, an evaluation of the effectiveness of this process continued in 2000. A draft report is due in spring, 2001.

STATUS: IN-PROGRESS

Downtown Trolley Proposal - The MPO, in cooperation with IPTC/IndyGo and the Department of Capital Asset Management provided planning support to the Trolley Task Force.

STATUS: COMPLETED

IndyGo 5-Year Implementation Plan - The MPO assisted IndyGo in preparing a 5-year implementation plan.

STATUS: COMPLETED

Regional Mass Transit Service Plan - This plan completed the study initiated in 1999 and expanded it to consider the deployment of new technologies to compete with single occupant vehicle (SOV) usage.

STATUS: COMPLETED

Special Neighborhood Study - This study will analyze the effectiveness of improving the livability of existing neigh-

borhoods by retrofitting them with sidewalks and bicycle/transit facilities.

STATUS: IN-PROGRESS

Knozone Public Awareness Program - Year four of this program built upon past efforts to educate the public about, and encourage their participation in, efforts to reduce ground level ozone pollution.

STATUS: COMPLETED

Central Indiana Regional Citizens League (CIRCL) Collaboration - The MPO is assisting CIRCL in developing a guide to serve as a "planning options resource book" for creating pedestrian- and transit-friendly communities.

STATUS: IN-PROGRESS

TCSP Consolidated Grant Potential - This effort included the examination and submission of a request for a consolidated Transportation, Community and System Preservation Grant to benefit the MPO and its planning partners.

STATUS: COMPLETED

2000 Indiana MPO Conference - The Indianapolis MPO hosted the Year 2000 Statewide MPO conference in September, 2000.

STATUS: COMPLETED

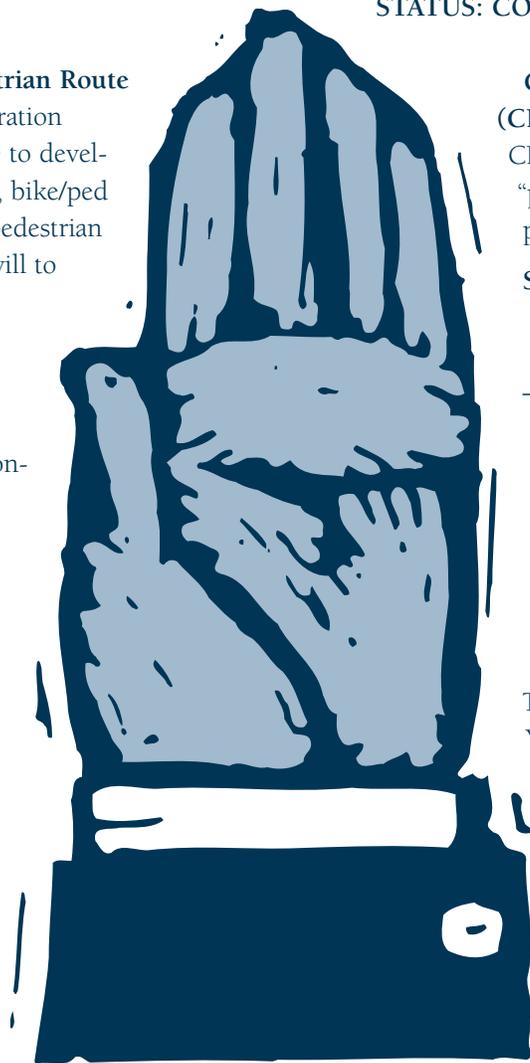
Community Involvement Plan - The MPO continued and expanded its efforts to actively involve the public in the transportation planning process via Citizens Advisory Committee meetings, *teMPO* and *CAC Minutes* newsletters and

other community-outreach activities, including collaboration with the Corporation for Educational Communications (CEC) and the Committee for Census Awareness.

STATUS: COMPLETED

Special Studies - These studies will respond to changing conditions that were not specifically anticipated at the time the Work Program was prepared.

For more information on the status of 2000 Overall Work Program projects, contact Mike Peoni at 327-5133 or e-mail him at mpeoni@indygov.org.



2001 UNIFIED PLANNING WORK PROGRAM

This year, the MPO's Unified Planning Work Program (formerly, Overall Work Program) was re-named at the request of its federal reviewing agencies to better express the purpose of coordination the regional transportation planning process serves, and which this document reflects.

The main thrust of the 2001 Unified Planning Work Program is to keep the Transportation Plan and the Transportation Improvement Program current, gear up for a major plan update using 2000 Census information, integrate environmental justice into the overall MPO process, and to make the regional transportation system more multi-modal. Budget for the program this year is approximately \$1.8 million. This figure assumes 80% federal transportation funding and 20% local funds provided by the Department of Capital Asset Management (DCAM).

Following is a proposed list of major program activities

1. Amend to the 2025

Indianapolis Regional Transportation Plan -

The Regional Plan will be amended, as needed, in response to new information and/or changing conditions.

2. Further Study Plan

Recommendations - Plan recommendations will be monitored and further articulated, as needed, when additional planning support is needed to advance recommendations toward implementation. 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 Regional Plan Overview Report.

3. 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.

4. Urban Area Boundaries and Functional Classification -

The MPO, in collaboration with the Indiana Department of Transportation, will re-examine the Federal-Aid Urban Area Boundaries and Functional Classification System as the 2000 Census re-defines the Indianapolis Urbanized Area and the 2025 Economic Base Study

provides forecasts regarding urbanization and growth of the Indianapolis Metropolitan Statistical Area.

5. 2002-2004 Indianapolis Regional Transportation Improvement Program -

Documents the federally funded regional transportation projects and programs proposed to be undertaken over the three year period from November, 2001, through October, 2004.

6. conNECTIONS: Major Investment Study for the NorthEast Corridor -

This study is a continuation of work started in 1998. It includes both a Major Investment Study and a Draft Environmental Impact Statement. The Policy Steering Committee will not identify a preferred alternative until all public comment has been received following the Public Hearing and review/comment period required by the DEIS process. It is anticipated that the Policy Steering Committee will be advancing the preferred roadway alternative and requesting supplemental information for the preferred transit alternative.

cont on page 12, see UPWP



UPWP

(from page 11)

Preliminary Outer Beltway Study -

The MPO's interest in examining the pros and cons associated with an outer beltway with respect to relieving congestion on the freeway system and future growth impacts will be incorporated into a more comprehensive study to be conducted by INDOT in coordination with the MPO.

8. 9-County Travel Simulation Model - This effort was initiated and 10% completed in the 2000 OWP. It is a collaborative effort with the INDOT and the Anderson MPO via a Memorandum of Understanding. It is anticipated that the 9-County Metropolitan Statistical Area will be designated non-attainment for ozone pollutant.

9. Transportation Monitoring System (TMS) Update - The TMS will be updated using the most current existing data (including data from the Metropolitan Traffic Count Program) and updated 2025 future year data.

10. Intermodal Freight System Plan Airport Deployment Study - This study was initiated and 80% completed in the 2000 OWP. It is exploring the intermodal connections and Intelligent Transportation System (ITS) potentials of the airport area.

11. Bicycle Route Plan and User Map for Marion County - This study was initiated and 80% completed in the 2000 OWP. It is a collaboration between the Indy Greenways and the MPO to develop a bike route and map for Marion County.

12. Pedestrian System Plan - This is a collaboration with IndyGo to recommend improvements to the sidewalks and other pedestrian facilities to make neighborhoods more accessible to transit, goods and services as a means of reducing single occupancy vehicle use.

13. Corridor Planning Study - This is a collaboration with IndyGo to select a corridor to study the costs and benefits of incorporating pedestrian and transit facilities into an existing roadway corridor.

14. Special Neighborhood Study - This study was initiated and 5% completed in the 2000 OWP. It is analyzing the effectiveness of improving the livability of an existing neighborhood by retrofitting it with sidewalks, bicycle and transit facilities.

15. 2002 TCSP Consolidated Grant - The MPO will work with its planning partners to submit a consolidated Transportation and Community and System Preservation Grant to benefit the Indianapolis Region.

16. Knozone Awareness Program - Year five will continue and build on past efforts to educate the public on ways they can reduce ground level ozone pollution. In 2001, the City's Environmental Management Division will take the lead in 2001.

17. Regional Planning Guide - This collaboration with the Central Indiana Citizens League (CIRCL) was initiated and 5% completed in 2000. This year, the MPO will assist CIRCL in developing a planning guide that will serve as a planning options book for creating pedestrian and transit friendly communities. The 2001 UPWP includes additional money for the printing, marketing and training associated with the Regional Planning Guide.

18. Community Involvement - Continue and expand efforts to actively involve the community in the transportation planning process via the Citizens Advisory Committee, *teMPO* and *CAC Minutes* newsletters, presentations, media and public relations, and special efforts to involve minorities and low income populations.



THE WORK PROGRAM PERSPECTIVE

To be comprehensive in nature, the MPO's transportation planning process must incorporate a lot of land use, environmental and socio-economic information. It uses this input to monitor conditions, and accommodate increasing travel demand in ways that minimize social, economic and environmental harm.

Monitoring these conditions within the context of a coordinated Unified Planning Work Program ensures that the assumptions upon which the transportation plan is based are consistent with other adopted plans. Interrelated activities cooperatively carried out by MPO-counterparts in other sections of the Planning Division, the Department of Metropolitan Development and the Indianapolis Department of Capital Asset Management (DCAM) include:

AIR QUALITY ANALYSIS

In November, 1994, the U. S. Environmental Protection Agency reclassified Indianapolis/Marion County as a maintenance area for the ozone pollutant. A portion of the Indianapolis Central Business District (downtown) remains a non-classified, non-attainment area of CO. For this reason, approval of the region's Transportation Plan is contingent upon conformity with the air quality regulations required of the area by the 1990 Clean Air Act Amendments (CAAA). Your MPO is responsible for air quality conformity analysis and documentation for Marion County. Other transportation-related air quality activities are conducted by the city's Environmental Resources Management Division (ERMD).

LAND USE PLANNING

The Comprehensive and Sub-Area Planning sections of the Planning Division, counterparts of your MPO, develop a variety of plans and specific development studies, including the Comprehensive Land Use Plan, Neighborhood Plans and Corridor Plans. This information is used to ensure that existing land use conditions, and future land use recommendations, are consistent with the Comprehensive Plan. It also provides current and future land use data to traffic impact studies.

ECONOMIC ANALYSIS/DATA DEVELOPMENT

The Research and Policy Analysis section of the Planning Division analyzes social and economic data, such as the Census 2000, to develop future population and employment projections, among other things.

PERMIT DATA

The Division of Neighborhood and Development Services compiles and maintains housing starts and losses data, improvement location permits, and map re-zoning approvals.

TRAFFIC COUNT DATA

Every three years, DCAM counts traffic on Marion County thoroughfares, excluding interstate and selected state routes, and makes this information available in a FoxPro database format. Traffic on routes under state jurisdiction is counted by INDOT every four years.

19. School Involvement Program

- Continue educational activities in collaboration with the Corporation for Educational Communications (CEC).

20. Evaluation of the Community Involvement Process - This evaluation is to ensure the effectiveness of the MPO's Community Involvement Process and to identify opportunities for continued improvement.

21. Refinements to the Environmental Justice Process - The

MPO will continue to refine and promote the integration of environmental justice into all planning, development and implementation processes.

22. Special Studies - These studies are in response to changing conditions that were not specifically anticipated during the preparation of the work program. An example might be the creation of a bicycle route web site.

"We're really excited by the diversity and innovation of the Unified

Planning Work Program we're proposing for 2001," says Mike Peoni, AICP, MPO Manager/Master Planner. "Much of it reflects issues we've heard discussed at the Citizens Advisory Committee meetings over the last few years, and newly available Census 2000 data will aid us in recognizing growing or changing regional transportation-related trends." For more information on any aspect of the 2001 Unified Planning Work Program, contact Mike Peoni at 327-5133 or mpeoni@indygov.org.

MPO PROFILES

In past issues of teMPO, we have featured MPO Profiles of outside volunteers and advocates whose participation in our planning process has helped to improve the region's transportation system. In this issue, we look inside and profile the professional planners who make up your MPO.

Currently, the Metropolitan Planning Organization has a staff of six who function as a coordinated team. While every staff member is assigned specific areas of responsibility as "planner-in-charge", each also maintains a general working knowledge of all MPO-related partners, procedures and projects. In this way, MPO planners are able to assist each other in meeting the many deadlines and coordinating the many consultant services involved in our regional transportation planning process.

The MPO staff includes:



Mike Peoni
Manager/Master Planner

Mike is ultimately responsible for all aspects of the MPO planning process and for providing overall process direction, including setting priorities, work program development and coordination with regional planning partners. In addition, Mike is the planner-in-charge of the *conNECTIONS* study of Northeast Corridor Transportation, the MPO's Community Involvement Program, the Environmental Justice process and the Regional Planning Guide being prepared in partnership with the Central Indiana Regional Citizens League.

Mike can be contacted by phone at 327-5133 or by e-mail at mpeoni@indygov.org.



Sweson Yang
Chief Transportation Planner

Sweson is the MPO's in-house technical expert. He is the planner-in-charge of the regional travel simulation model and of coordinating the development of the work program. In addition, Sweson is the planner-in-charge of status reporting, air quality conformity analysis, downtown parking issues, the Transportation Monitoring System, the 9-County Travel Simulation Model Expansion Project, and the Intermodal Freight System Plan and Airport Deployment Study.

Sweson can be contacted by phone at 327-5137 or by e-mail at syang@indgov.org.



Mike Dearing
Principal Planner

Mike is the planner-in-charge of the Indianapolis Regional Transportation Improvement Program (IRTIP) -- a document that reflects the changing project priorities of the MPO's planning partners through continuous amendment. In addition, Mike is planner-in-charge of coordinating the Congestion Mitigation and Air Quality (CMAQ) Grant Program, the Bicycle and Pedestrian System Plan, the Pedestrian System Plan, the MPO's School Involvement Program and agenda coordination for the Indianapolis Regional Transportation Council (IRTC).

Mike can be reached by phone at 327-5139 or by e-mail at mdearing@indygov.org.



Steve Cunningham
Senior Planner

Steve is planner-in-charge of the Regional Transportation Plan which provides long-range planning support for federally funded regional transportation improvements. He is also planner-in-charge of the Marion County Thoroughfare Plan, the Transportation Impact Analysis Process, the street functional classification system, railroad and airport issues, and contract coordination and monitoring. In addition, he works closely with Sweson on activities related to air quality conformity analysis and the travel simulation model.

Steve can be contacted by phone at 327-5104 or by e-mail at scunning@indygov.org.



Stephanie Belch
Senior Planner

Stephanie is the newest MPO staff member, having joined the organization in September, 2000. She now serves as the planner-in-charge of furthering the recommendations of the Regional Mass Transit Service Plan and of the proposed Regional Rideshare/Van Pool project in partnership with IndyGo. In addition, Stephanie is planner-in-charge of transit coordination, the Glendale Special Neighborhood Study, and coordination of the Transportation Enhancement Grant Program.

Stephanie can be contacted by phone at 327-5136 or by e-mail at sbelch@indygov.org.



Kevin Mayfield
Planner

Kevin is the planner in-charge-of development and maintenance of MPO Mapping and Traffic Counts, using AutoCad, Maptitude, ArcView and Traffic Projection Modeling. He is also planner-in-charge of coordinating Highway Performance Monitoring System (HPMS) information with INDOT, of traffic count data, of the Ozone Awareness Program, and of the Street Facilities Inventory Plan. Kevin is also Chairman of the Committee for Specialized Transportation, Indianapolis Area FTA Section 5310 Grant Program.

Kevin can be contacted by phone at 327-5135 or by e-mail at kmayfield@indygov.org.

TRANSPORTATION PLAN *(from page 4)*

Cunningham, the MPO Senior Planner primarily responsible for the current Regional Transportation Plan update. “Population growth, number of households and employment forecasts suggest specific “trip generation” values (see tables). Through travel simulation modeling, these values are used to assess the future impact of increased travel on 1012 Traffic Analysis Zones (TAZ) that make up our regional transportation system.”

Once the assessment is complete, the MPO and its planning partners develop a list of recommended improvements intended to maintain a good level of service throughout our system despite projected traffic increases. “Then we offer all of our planning partners, including implementing agencies and the general public, the opportunity to review and comment on what we’ve put together,” Cunningham explains.

“Public comment is crucial to successfully updating the regional transportation plan,” notes Cunningham. “That’s why we present proposed amendments for public review at our monthly CAC meetings and run both display and classified

advertising in *The Indianapolis Star* and *The Indianapolis Recorder* to encourage public interest.”

Given the positive growth forecasts for the Indianapolis MPA, particularly in suburban areas, the updated plan now recommends improvements to both roadway systems and transit operations. Specific projects and programs have been identified that, if funded, assure smooth travel flow throughout the region. “The Plan, with its constant updates, provides policy-makers with information upon which to base their funding decisions,” says Peoni. “It also assures that an efficient transportation system will contribute to our continued economic growth.” The plan update will be presented at the February CAC meeting and will be available for public review and comment from February 7 to March 9 at Marion County libraries, local government offices and on the MPO website (www.indygov.org/indympo).

For more information on the Indianapolis Regional Transportation Plan, or its current update, contact Mike Peoni at 327-5133 (mpeoni@indygov.org) or Steve Cunningham at 327-5403 (scunning@indygov.org).



**TABLE #2 INDIANAPOLIS MODEL AREA
TRAVEL DEMAND FORECAST (AS OF 1990)**

	ESTIMATED 1990	FORECAST 2025	1990 - 2025 % CHANGE
TOTAL DAILY PERSON TRIPS	3,658,297	5,808,771	59%
DAILY VEHICLE MILES OF TRAVEL	26,192,580	52,470,004	100%
DAILY VEHICLE HOURS OF TRAVEL	604,254	1,780,222	195%

TRANSPORTATION PLAN DEVELOPMENT STEPS

In 1990, the Indianapolis Regional Transportation Plan was developed using the following seven steps

ASSESSMENT OF CURRENT CONDITIONS

Using a wide range of resources, including census data, financial records and land use plans, a current picture of the planning area was developed. Some of the factors analyzed included existing facilities, travel demand estimates and current level of transportation funding. As part of this step, a computer-model of the roadway system as it existed in 1990 was developed. Committed projects -- planned for implementation through 1997 and having an identified funding source -- were added to this model.

FORECAST FUTURE CONDITIONS AND TRAVEL DEMAND

This step began with a forecast of future land use trends and development patterns. Historical trends combined with local expectations of anticipated growth form a basis for a reasonable prediction. Predicted land use trends were also used to forecast population and employment levels in the MPA which, in turn, were used to forecast Year 2020 travel demand.

By combining the future travel demand forecast with the existing (plus committed) transportation network, future system deficiencies and needs were identified by roadway segment, interchange and transit service. This is where our transportation system needed to be modified to meet anticipated travel demand.

EVALUATE ALTERNATIVES THROUGH SKETCH PLANS

To correct identified service deficiencies or capacity constraints, various

transportation alternatives were evaluated for effectiveness by a sketch plan process. Roadway expansions, transit expansions and system management improvements (e.g. intersection improvements) were incorporated into the transportation system computer-model and run against the future travel demand forecast. If proven effective in solving demand or capacity-related problems, proposed projects were presented to the advisory groups who decided whether or not to include them in their recommendations. Approved projects were then incorporated into a "needs" plan which listed actions deemed necessary to meet future travel demand *without regard to funding limitations*.

PREPARE REVENUE FORECASTS

This step involved assembling a financial plan, including a compilation of funds expected to be available over the planning horizon. Doing so provided a limiting factor in the number and range of projects that can be reasonably included in a "cost feasible" plan. Because the region's transportation needs greatly exceed available funding resources, fiscal constraints pose a very real limitation.

DEVISE AND REFINE COMPOSITE NEEDS PLAN

The Composite Needs Plan contained the best features of the three alternative sketch plans plus committed projects, whose funding had already been identified. Because the composite needs plan did not take funding limitation into account, it contained many more projects than could be implemented. Needs plan projects for which funding was not yet identified could be funded in the 2020+ time frame of the "cost feasible plan,"

which was beyond the current planning period. A combination of the committed projects, cost feasible projects and the 2020+ projects made up the "needs" plan.

SELECT COST FEASIBLE PROJECTS

To do so, proposed roadway expansion projects were evaluated through effectiveness assessment, cost-benefit analysis and committee discussions. Transit projects were evaluated for projected ridership and potential cost. Management system proposals were evaluated using federal funding criteria.

PERFORM AIR QUALITY CONFORMITY ANALYSIS

Marion County is classified as a maintenance area for ozone pollution. As such, proposed roadway capacity expansion projects must be analyzed using a sophisticated computer-model developed by the U. S. Environmental Protection Agency. The model measures the amount of pollutants that will be emitted as a result of implementing the plan's proposed projects. Emissions cannot exceed the emissions "budget" specified in the State Implementation Plan (SIP) which was developed by the Indiana Department of Environmental Management (IDEM) in conjunction with the Indianapolis Air Pollution Control Division and your Metropolitan Planning Organization.

Proposed Projects approved as recommendations, which meet all needs, cost, funding and air quality criteria, became part of the 1990 Indianapolis Regional Transportation Plan. Subsequent Updates of the 1990 Plan followed the same seven steps.

MANDATE & MISSION

(from page 1)

was first suggested in the Federal-Aid Highway Act of 1962 and has been in effect ever since. In our region, the Indianapolis Department of Metropolitan Development (DMD) is the designated MPO.

At present, six DMD employees serve as the permanent MPO staff (see *MPO Profiles*, page 14). As such, their responsibilities



include issuing warrants for transportation impact studies; acting as gatekeepers for federally funded local transportation projects,

MPO salaries are paid through this 80/20, federal/local funding ratio.

Planning Area

The MPO is responsible for transportation planning in the area defined by the Census as being currently urbanized, plus the area anticipated to be urbanized by the year 2025. This area is known as the Metropolitan Planning Area (MPA), which

includes *all* of Marion County and *portions* of the surrounding counties of Boone, Hamilton, Hancock, Hendricks and Johnson where suburban growth has occurred (see map, page 3). This area includes the following cities and towns:

- Town of Avon
- City of Lawrence
- City of Beech Grove
- Town of New Whiteland
- Town of Brownsburg
- Town of Plainfield
- City of Carmel
- City of Southport
- Town of Cumberland
- Town of Speedway
- Town of Fishers
- Town of Westfield
- City of Greenwood
- Town of Whiteland
- City of Indianapolis
- Town of Zionsville

These municipalities are among the partners with whom the MPO coordinates most closely to achieve a truly cooperative and comprehensive regional transportation plan. Others include federal and state agencies, county governments and of course, the general public.

cont on page 19, see Mandate & Mission

MPO PROCESS CERTIFICATION

The Indianapolis Department of Metropolitan Development, as designated MPO, is responsible for the Regional Transportation Planning Program. Methods used to develop, conduct, expand and update this program are considered to be the MPO's transportation planning process. This process is reviewed every three years for compliance with all pertinent federal regulations and with the memorandum of understanding signed by the MPO, the Indiana Department of Transportation (INDOT), the Indiana Department of Environmental Management (IDEM), the United States Environmental Protection Agency (USEPA), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The MPO must maintain federal certification of its planning process to receive federal planning funds as well as federal funds for making transportation improvements in the Metropolitan Planning Area. Its process was most recently reviewed and certified in 2000.

including the review and recommendation of qualified applications; soliciting membership in, and interacting with, the Citizens Advisory Committee (CAC); administering and evaluating all transportation-related studies; and updating the long range transportation plan which attempts to reconcile current and future system requirements based on existing conditions and growth and development projections.

All MPOs are governed by federal legislation called the Transportation Equity Act for the 21st Century (TEA-21).

As part of these responsibilities, MPO staff act on behalf of both the area's transportation system (and you, the people who use it) and the Transportation Enhancement Act For the 21st Century (TEA-21) -- the federal legislation through which government funds can be obtained for local transportation-related projects (See related story, page 2). The MPO planning process is a prerequisite to the area receiving federal funds for airport, transit and highway transportation improvements. Most qualifying projects are 80% funded by TEA-21; the remaining 20% representing local funds. In fact, even

MANDATE & MISSION

(from page 18)

Decision-making Process

As the governing body for the DMD, the Indianapolis Metropolitan Development Commission officially adopts all plans and recommendations prepared by the MPO. Those plans and recommendations are developed in cooperation with the Indianapolis Regional Transportation Council (IRTC) (See "Planning Partners", page 1). Once endorsed by the IRTC, MPO plans and recommendations are presented to the Metropolitan Development Commission (MDC) for adoption.

Core Activities

The basic mission of the MPO is to fairly represent the various interests, concerns and priorities of its planning partners in responding to the current and future transportation needs of the Indianapolis MPA. The core activities involved in accomplishing this mission include developing and maintaining the Indianapolis Regional Transportation Plan (see related story, page 4), Air Quality Conformity Analysis, Indianapolis Regional Transportation Improvement Program (IRTIP) (see related story, page 5), and the MPO Community Involvement Plan. These activities are included annually in the MPO's Unified Planning Work Program, previously known as the Overall Work Program (see related stories, pages 7 and 11), which sets work and funding priorities for the coming year.

For more information on the MPO and its mission, or how you can participate in the Indianapolis Regional Transportation Plan, contact MPO Manager/ Master Planner Mike Peoni, AICP, at 317/327-5133 or mpeoni@indygov.org.

TRANSPORTATION PLANNING PROGRAM GOALS

The Indianapolis Regional Transportation Planning Program involves the development of plans, programs and projects by state and local governments in the Indianapolis Metropolitan Planning Area for highways, transit and other means of moving people and goods in compliance with all federal transportation requirements. This program is the primary responsibility of the MPO which coordinates it. Its major goals include:

- 1 The identification of future transportation needs by analyzing existing travel, employment and population conditions and trends, and projecting from these long-term changes in the way the regional transportation system is being used.
- 2 The provision of a factual basis for comprehensive public policies to meet the transportation needs of people and their communities.
- 3 The preparation of plans in which streets, public transit, highways, airports 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 Indianapolis region.
- 4 The maintenance of a continuing, cooperative and comprehensive planning process that will enable plans to be kept current and modified as necessary in response to changing conditions while meeting the requirements of the Transportation Equity Act for the 21st Century (TEA-21) and of the Clean Air Act Amendments (CAAA).



YOUR MPO STAFF

. . . includes these people who would be happy to address your comments or questions on any aspect of the transportation planning process:

STEPHANIE BELCH • SENIOR PLANNER	317/327-5136
STEVE CUNNINGHAM • SENIOR PLANNER	317/327-5403
MIKE DEARING • PRINCIPAL PLANNER	317/327-5139
KEVIN MAYFIELD • PLANNER	317/327-5135
MICHAEL PEONI, AICP • MANAGER/MASTER PLANNER	317/327-5133
SWESON YANG, AICP • CHIEF TRANSPORTATION PLANNER	317/327-5137

For more information on our regional transportation planning process, visit the MPO web site at www.indygov.org/indympo.

PLANNING PARTNERS

(from page 1)

which governs all transportation planning and programming between 1998-2003 -- states that the process "must be coordinated within the metropolitan area, with the State and local agencies and organizations, and that it must be conducted cooperatively and in such a way as to provide for continu-

jurisdictions within the MPA and recommends to the MPO 1) policies for the conduct of the transportation planning program; 2) transportation projects involving the federal-aid Surface Transportation Program (STP), and ; 3) mechanisms for the discussion and resolution of local transportation issues.

The IRTC is a voluntary, inter-governmental body, created to promote cooperation and coordination among the area's local governments and composed of a Policy Committee and an Inter-agency Technical

of Capital Asset Management (DCAM) traditionally chairs the Inter-agency Technical Committee.

The IRTC meets quarterly. MPO plans and recommendations are endorsed by IRTC's Inter-agency Technical Committee before going to its Policy Committee.

UNITED STATES DEPARTMENT OF TRANSPORTATION

The Federal Highway Administration (FHWA) and

ous and substantive public participation."

In short, the Indianapolis Department of Metropolitan Development, as the designated MPO for the Indianapolis region, is responsible for, among other things, seeing to it that the area's transportation planning process takes into consideration the input of designated organizations or "planning partners," including:

INDIANAPOLIS REGIONAL TRANSPORTATION COUNCIL (IRTC)

This cooperative group is composed of representatives from all the

Committee. The IRTC Policy Committee consists of the heads of local governments and public agencies within the Indianapolis Metropolitan Planning Area. The IRTC Inter-agency Technical Committee consists of planners and engineers from the local governments and public agencies within the MPA. The Mayor of Indianapolis traditionally chairs the IRTC Policy Committee; the Director of the Indianapolis Department

the Federal Transit Administration (FTA), as non-voting members of the IRTC, provide guidance on the interpretation and implementation of federal transportation planning regulations.

STATE OF INDIANA

The Indiana Department of Transportation (INDOT) has the primary responsibility under TEA-21 of development on page 21, see Planning Partners



PLANNING PARTNERS

(from page 20)

ing a statewide long range transportation plan and statewide transportation improvement program. The Indiana Department of Environmental Management (IDEM) is responsible for air quality issues as they relate to the Indianapolis region's long range transportation plans.

CITY OF INDIANAPOLIS/MARION COUNTY

The unified government of the City of Indianapolis (Unigov) encompasses Marion County with the exception of four cities and towns (Beechgrove, Lawrence, Southport and Speedway) which were excluded when Unigov was formed. Unigov is responsible for all streets outside of the excluded cities and all thoroughfares within Marion County including the excluded cities.

UNIGOV EXCLUDED CITIES AND TOWNS

These four cities and towns are responsible for streets not on the state highway system or the Official Thoroughfare Plan for Marion County.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

The U.S. Environmental Protection Agency (EPA), approves all federally funded transportation projects to insure minimum negative impacts on both the region's human and natural environments.

OTHER CITIES AND COUNTIES

As part of the MPA, Boone, Hamilton, Hancock, Hendricks and Johnson Counties participate in the region's transportation planning activities. Individual cities and towns included in the MPA within these counties are also represented on the IRTC.

INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION (IPTC)/INDYGO

As Marion County's public transit provider, IPTC/IndyGo participates in the long range transportation planning process and is represented on the IRTC.

INDIANAPOLIS DEPARTMENT OF CAPITAL ASSET MANAGEMENT (DCAM)

As the primary budgeter for the unified City/County government, the Indianapolis Department of Capital Asset Management helps coordinate the fiscal participation of Indianapolis in the regional transportation planning process.

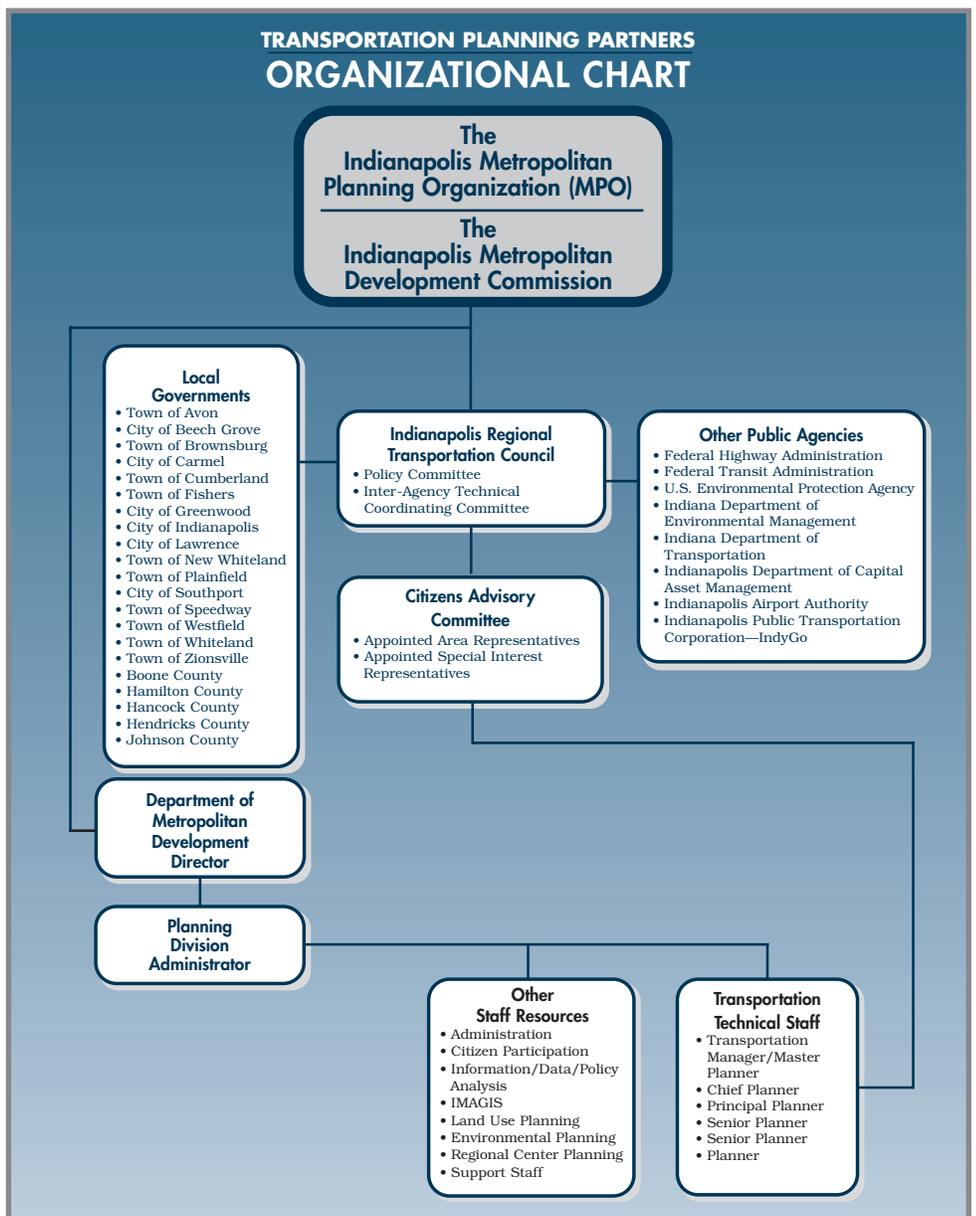
INDIANAPOLIS AIRPORT AUTHORITY

An active IRTC member, the IAA is the public agency responsible for the operation of the Indianapolis International Airport, the region's commercial air carrier airports and most of the region's reliever airports.

PRIVATE SECTOR

Specialized transportation carriers, such as private taxi operators, and human services agencies are major providers of service to the transit dependent within the Indianapolis MPA. As such, they are represented on the IRTC

cont on page 28, see Planning Partners



TRAN PLAN PROJECTS

The Indianapolis Regional Transportation Plan guides the development of our metropolitan area's transportation system for the next 25 years. The Plan is updated every three years, and amended as needed in response to changing conditions, including the area's projected growth in population, number of households and employment. Fiscal restraint is a key consideration in effectively updating the plan since estimated growth, viewed as projected need, invariably exceeds estimates of available funding. For this reason, not all projects proposed to address projected needs can be funded. Compromise is always a significant part of the planning process.

Following is the "Cost-Feasible Plan" (funded projects), followed by a listing of "Unfunded Projects" and a map showing approximate funded project locations. Together, "Cost-Feasible" and "Unfunded" projects reflect the "Needs Plan" for the current Indianapolis Regional Transportation Plan update.

Cost-Feasible Plan Urban Transportation Projects

ID#	Facility	Location	Length	Project Description	Agency	Amount
2000-2006 URBAN PROJECTS						
675	Illinois Street	103rd to 136th	3.65	New 4-lane div. Roadway	CAR	\$15,900,000
6	116th Street	Range Line Rd to College Ave.	2.00	Widen 2-lane to 4-lane	CAR	\$2,000,000
600	Lee Road	Otis Avenue to 71st Street	2.10	Widen 2-lane to 4-lane div.	LAW	\$7,620,000
601	21st Street	Post Road to Mithoefer	1.00	Widen 2-lane to 4-lane div.	DCAM	\$4,000,000
602	Michigan Road	38th to 42nd	0.40	Widen 2-lane to 4-lane div.	DCAM	\$660,000
603	Crawfordsville Road	Lynnhurst Drive to Highschool Road	1.25	4-lane divided to 6-lane div.	DCAM	\$1,000,000
604	Michigan Road	42nd to Coldspings	0.40	Widen 2-lane to 4-lane div.	DCAM	\$2,700,000
200	South Co. Line Road	Meridian Street to Shelby Street	1.00	Widen 2-lane to 4-lane div.	DCAM	\$3,034,431
40	Allisonville Road	Hamilton Hills Lane to 96th St.	0.58	Widen 2-lane to 4-lane div.	FIS	\$2,133,166
75.2	Harding Street	Raymond St. to Hanna Ave.	2.00	Widen 2-lane to 4-lane div.	DCAM	\$7,100,000
47.3	Brookville Road	Arlington Av. to Hunter Rd.	1.05	Widen 2-lane to 4-lane div.	DCAM	\$2,500,000
135	Southport Road	SR 37 to Bluff	1.00	Widen 2-lane to 5-lane div.	DCAM	\$3,500,000
65	Georgetown Road	56th St. to Lafayette Rd.	1.38	Widen 2-lane to 4-lane div.	DCAM	\$5,080,980
631	LaFayette Road	56th St. to 62nd Street (resurfacing \$)	0.80	Widen 2-lane to 4-lane div.	DCAM	
631	LaFayette Road	I-65 to 56th Street	1.00	Widen 2-lane to 4-lane div.	DCAM	\$2,800,000
59.2	Franklin Road	42nd to 38th	0.40	Widen 2-lane to 4-lane div.	DCAM	\$2,000,000
19	38th Street	Industrial Blvd. to Cold Springs Rd (E)	1.46	4-lane divided to 6-lane div.	DCAM	\$1,000,000
129.2	Shadeland Avenue	42nd St. to Pendleton Pike	0.40	Widen 2-lane to 4-lane div.	DCAM	\$1,452,759
147	Stop 11 Road	Madison St. to Sherman	1.09	Widen 2-lane to 5-lane div.	DCAM	\$3,000,000
628	Emerson Avenue	South Co. Line Rd. to Main St.	1.53	Widen to 5-lanes	GRWD	\$3,500,000
301	Pike Plaza Road	Lafayette Rd. to Moller Rd.	0.62	Widen to 4-lanes	DCAM	\$400,000
102.1	56th Street	Lafayette Rd. to Guion Rd.	1.57	Widen to 4-lane	DCAM	\$5,000,000
19	38th Street	Industrial Blvd. to Cold Springs Rd (W)	1.46	4-lane divided to 6-lane div.	DCAM	\$1,000,000
699	East St.	Mills Avenue to Southern Avenue	3.50	6-lane to 7-lane divided	DCAM	\$7,000,000
131	Shadeland Avenue	38th St. to ConRail (N. of I-70)	1.64	From 4-lane div. to 6-lane div.	DCAM	\$158,000
605	Meridian Street	86th St to 96th St.	1.00	4-lane divided to 6-lane div.	DCAM	\$3,500,000
2000-2006 URBAN PROJECTS IN MPA SUBTOTAL						\$88,039,336
2007-2015 URBAN PROJECTS						
37.1	Allisonville Road	141st Street to S. of 126th Street	1.66	Widen 2-lane to 4-lane div.	FIS	\$6,105,268
39	Allisonville Road	106th St. to Hamilton Hills Lane	0.44	Widen 2-lane to 4-lane div.	FIS	\$1,618,264
37.2	Allisonville Road	S. of 126th St. to Shadow Lawn Dr.	1.06	Widen 2-lane to 4-lane div.	FIS	\$3,898,544
27.1	79th Street	Fall Creek Rd. to Sunnyside Rd.	0.98	Widen 2-lane to 4-lane div.	DCAM	\$3,615,716
64	Georgetown Road	62nd St. to 56th St.	1.01	Widen 2-lane to 4-lane div.	DCAM	\$3,725,317
606	75th Street	Shadeland to SR 37	0.66	Widen 2-lane to 4-lane div.	DCAM	\$3,000,000
607	56th Street	Guion Road to Kessler	1.12	Widen 2-lane to 4-lane div.	DCAM	\$4,000,000
54.2	Emerson Avenue	Shelbyville Rd. to Southport Rd.	1.48	Widen 2-lane to 4-lane div.	DCAM	\$5,100,000
133.2	Smith Valley Road	Meridian (SR 135) to East St. (US 31)	2.76	Widen 2-lane to 4-lane div.	GRWD	\$10,150,927
63	Georgetown Road	86th St. to 62nd St.	3.05	Widen 2-lane to 4-lane div.	DCAM	\$11,217,510
25	56th Street	Dandy Trail Road to I-465	0.89	Widen 2-lane to 4-lane div.	DCAM	\$3,282,501
41	Allisonville Road	96th St. to 86th	1.41	Widen 4-lane div. to 6-lane div.	DCAM	\$5,527,617
117	North-South Corridor	300N at 1000E to 56th St.	4.23	New 2-lane on 4-lane div.	ROW HEN	\$9,892,591
35.1	96th Street	Village Way to Lantern Rd.	0.35	Widen 2-lane to 4-lane div.	FIS	\$1,285,218
152.2	Township Line Road	79th St. to 71st St. (Westlane Rd.)	0.80	New 4-lane divided Roadway	DCAM	\$5,636,075
152.1	Township Line Road	96th St. to 79th St.	2.06	Widen 2-lane to 4-lane div.	DCAM	\$7,576,416
306	116th Street	Keystone Av. to Gray/Moontown Rd.	2.12	Widen 2-lane to 4-lane	CAR	\$2,400,000
42	Allisonville Road	82nd St. to Kessler Blvd.	3.13	Widen 2-lane to 4-lane div.	DCAM	\$15,305,678
28	79th Street	Georgetown Rd. to Michigan Rd.	1.40	Widen 2-lane to 4-lane div.	DCAM	\$5,149,021
29	79th Street	Michigan Rd. to Township Line Rd.	0.67	Widen 2-lane to 4-lane div.	DCAM	\$2,464,174
2007-2015 URBAN PROJECTS IN MPA SUBTOTAL						\$110,950,837
2016-2020 URBAN PROJECTS						
49.2	Cooper Road	Michigan Road to 62nd Street	0.90	New 2-lane on 4-lane div.	ROW DCAM	\$3,940,340
43	Allisonville Road	Kessler Blvd. to Fall Creek Pkwy	2.04	Widen 2-lane to 4-lane div.	DCAM	\$9,975,586
608	71st Street	Georgetown Rd. to Michigan Rd.	2.25	Widen 2-lane to 4-lane div.	DCAM	\$8,000,000
102.2	Lynhurst	Bradbury to Rockville Road	3.00	Widen 2-lane to 4-lane div.	DCAM	\$4,000,000
2	10th Street	Raceway Rd. to Tomahawk.	1.04	Reconst./widen to 4-lane div.	DCAM	\$7,338,874
53	Dandy Trail Road	Crawfordsville Rd. to 34th St.	0.65	Widen 2-lane to 4-lane div.	DCAM	\$2,398,708
24	56th Street	Raceway Rd. to Dandy Trail Road	1.99	Widen 2-lane to 4-lane div.	DCAM	\$4,448,032

cont on page 23, see Tran Plan Projects

TRAN PLAN PROJECTS

(from page 22)

ID#	Facility	Location	Length	Project Description	Agency	Amount
150	Thompson Road	High School Rd. to Mann Rd.	1.40	Widen 2-lane to 4-lane div.	DCAM	\$5,134,677
160	Zionsville Road	96th St. to 86th St.	0.96	Widen 2-lane to 4-lane div.	DCAM	\$3,530,757
10	131st Street	Keystone Ave. to Cherry Tree Rd.	1.72	Reconst./widen to 4-lane div.	CAR	\$12,117,562
31	82nd Street	Hague Rd. to Fall Creek Rd.	2.08	Widen 2-lane to 4-lane div.	DCAM	\$7,651,445
2016-2020 URBAN PROJECTS IN MPA SUBTOTAL						\$68,535,981
2021-2025 URBAN PROJECTS						
104	Mann Road	Kentucky Rd. to Southport Rd.	3.58	Widen 2-lane to 4-lane div.	DCAM	\$13,160,529
50	County Line Road	SR 37 to Morgantown Rd.	0.41	Widen 2-lane to 4-lane div.	DCAM	\$914,728
100	Kessler Boulevard	Fall Creek Pkwy to SR 37	0.40	Widen 36 ft. to 4-lane div.	DCAM	\$1,955,997
135	Southport Road	Bluff to Meridian Rd. (SR 135)	1.04	Widen 2-lane to 4-lane div.	DCAM	\$4,000,000
134	Southport Road	Hague Rd. to SR 37	2.64	Widen 2-lane to 4-lane div.	DCAM	\$5,887,725
44	Bluff Road	Thompson Rd. to SR 37	3.87	Widen 2-lane to 4-lane div.	DCAM	\$14,216,446
54.1	Emerson Avenue	I-465 to Thompson Rd.	0.62	Widen 4-lane to 6-lane div.	DCAM	\$2,430,584
56	Fall Creek Road	Hague Rd. to I-465 (Shadeland)	1.05	Widen 2-lane to 4-lane div.	DCAM	\$3,848,157
45	Bluff Road	West St. to Troy Ave.	0.60	Widen 2-lane to 4-lane div.	DCAM	\$2,951,600
127	Rockville Road	Lynnhurst Drive to Washington St.	0.83	Widen 2-lane to 4-lane div.	DCAM	\$4,058,694
67	Girls School Road	Rockville Rd. to 21st St.	2.05	Widen 2-lane to 4-lane div.	DCAM	\$7,555,085
125	Post Road	Brookville Rd. (US 52) to I-74	2.14	Widen 2-lane to 4-lane div.	DCAM	\$7,870,646
136	Southport Road	Meridian Rd. (SR 135) to US 31	0.58	Widen 2-lane to 4-lane div.	DCAM	\$2,133,166
2021-2025 URBAN PROJECTS IN MPA SUBTOTAL						\$70,983,358
2000-2025 URBAN PROJECTS IN MPA TOTAL						\$338,509,512
ID#	Facility	Location	Length	Project Description	Agency	Amount
2000-2006 PROJECTS WITH GROUP 2 URBAN FUNDING						
138	Stafford Road	Six Points Road to S.R. 267	2.78	Widen 2-lane to 4-lane div.	PLAIN	\$4,500,000
2000-2006 PROJECTS WITH GROUP 2 URBAN FUNDING SUBTOTAL						\$4,500,000
2000-2006 URBAN PROJECTS WITH SPECIAL FUNDING						
27.2	79th Street	Sunnyside Rd. to Oaklondon Rd.	0.98	New 2-lane on 4-lane div.	ROW LAW	\$3,140,000
303	116th Street	Rangeline Rd to Keystone Av.	1.06	Widen 2-lane to 4-lane	CAR	\$1,440,000
610	River Avenue	136th to 146th	1.30	Widen 2-lane to 4-lane div.	CAR	\$1,300,000
304	Old Meridian Cor.	Pennsylvania Street to Guilford	1.70	Widen 2-lane to 4-lane div.	CAR	\$1,350,000
305	126th Street	Pennsylvania St. to Adams St.	1.52	Widen 2-lane to 4-lane div.	CAR	\$3,200,000
132	Six Points/Camby	I-70 at Six Points to Ky. at Camby Rd.	1.95	New 4-lane divided Roadway	DCAM	\$7,674,982
2000-2006 URBAN PROJECTS WITH SPECIAL FUNDING TOTAL						\$18,104,982
2000-2006 RURAL PROJECTS in MPA						
114	North-South Corridor 1000E	I-70 at Six Points Rd. to US 40	2.88	New 4-lane divided	HEN	\$11,358,075
38	Allisonville Road	Shadow Lawn Dr. to 106th St.	0.86	Widen 2-lane to 4-lane div.	FIS	\$3,162,970
2000-2006 RURAL PROJECTS IN MPA SUBTOTAL						\$14,521,045
2007-2015 RURAL PROJECTS in MPA						
71	Greenwood Road	Interstate 65 to Arlington Ave.	0.33	Widen 2-lane to 4-lane div.	GRWD	\$2,173,698
124	Perimeter Parkway	Vestal to SR 267	1.00	Widen 2-lane to 4-lane div.	PLAIN	\$1,750,000
627	CR 100N (10th Street)	Raceway Road to SR 267	4.00	Widen 2-lane to 4-lane	AVON	\$10,000,000
115	North-South Corridor 1000E	US40 to Morris Rd.	1.77	New 2-lane on 4-lane divided	ROW HEN	\$4,131,764
116	North-South Corridor 1000E	Morris Rd. at 1050E to 300N at 1000E	3.56	New 2-lane on 4-lane divided	ROW HEN	\$8,324,627
36	Allisonville Road	146th St. to 141st Street	1.00	Widen 2-lane to 4-lane div.	FIS	\$3,677,872
2007-2015 RURAL PROJECTS IN MPA SUBTOTAL						\$30,057,962
2015-2020 RURAL PROJECTS in MPA						
23	56th Street	N/S Corridor to Raceway Rd.	0.99	Reconst./widen to 4-lane div.	HEN	\$3,890,141
35.2	96th Street	Lantern Rd. to Sarget Rd.	0.38	Widen 2-lane to 4-lane div.	HAM	\$1,397,591
2015-2020 RURAL PROJECTS IN MPA SUBTOTAL						\$5,287,732
2021-2025 RURAL PROJECTS in MPA						
151	Towne Road	146th St. to 96th St.	5.00	Widen 2-lane to 4-lane div.	HAM	\$11,154,551
2021-2025 RURAL PROJECTS IN MPA SUBTOTAL						\$11,154,551
2000-2025 RURAL PROJECTS IN MPA TOTAL						\$61,021,289
2000-2006 STATE PROJECTS IN MPA						
108	Michigan Road (US 421)	I-465 to 121st St.	2.90	Widen to 4-lane div, interch.	INDOT	\$19,300,000
611	Inner loop I-70 eastbound	Pine St. on-ramp to 5th lane EB I-70	0.50	Add 1 lane eastbound	INDOT	\$1,743,000
700	I-465 @ SR 37	Interchange	0.50	Interchange Modification	INDOT	\$12,000,000
612	Interstate 70	E. of Mt. Comfort Rd. to State Road 9	3.00	Widen 4-lane to 6-lane div.	INDOT	\$50,000,000
701	Interstate 70	Interchange at Mount Comfort Road	0.50	Interchange Modification	INDOT	\$8,400,000
17	SR 32	Spring Mill Rd. to US 31	1.60	Widen 2-lane to 4-lane div.	INDOT	\$5,100,000
154	Washington St. (US 40)	Franklin Rd. to German Church Road	3.00	Widen 4-lane to 6-lane div.	INDOT	\$23,000,000
209	Washington St. (US 40)	German Church Road to Buck Creek	1.20	Widen 4-lane to 5-lane	INDOT	\$13,900,000
651	Washington St. (US 40)	Raceway Road to Research Drive	2.20	Widen 4-lane to 5-lane	INDOT	\$6,900,000
98	Kentucky Ave (SR 67)	I-465 to Thompson Rd.	1.02	Widen 4-lane to 6-lane div.	INDOT	\$4,013,991
47.2	Brookville Road (US52)	Franklin Rd. to Post Rd.	1.38	Widen 2-lane to 6-lane div.	INDOT	\$5,075,463
120.2	Pendleton Pike	Franklin Rd. to Post Rd.	1.06	Widen 4-lane to 6-lane div	INDOT	\$3,898,544
47.1	Brookville Road (US52)	I-465 to Franklin Rd.	0.82	Widen 4-lane to 6-lane div.	INDOT	\$3,214,643
120.1	Pendleton Pike	I-465 to Franklin Rd.	0.44	Widen 4-lane to 6-lane div.	INDOT	\$1,708,857
99	SR 67	Hendricks Co. Line to Thompson Rd.	4.00	Intersection improvements	INDOT	\$6,600,000
121	Pendleton Pike	Post Rd. to 56th St	1.44	Widen 2-lane to 4-lane div.	INDOT	\$5,313,054
122	Pendleton Pike	56th St. to 65th St.	2.42	Widen 2-lane to 4-lane div.	INDOT	\$8,899,715
123	Pendleton Pike	65th St. to SR 234	2.53	Widen 2-lane to 4-lane div.	INDOT	\$9,291,776
106.1	Meridian Street (SR 135)	Smith Valley Rd. to Stones Crossing	1.99	Widen 2-lane to 4-lane div.	INDOT	\$5,000,000

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TRAN PLAN PROJECTS

(from page 23)

ID#	Facility	Location	Length	Project Description	Agency	Amount
47.5	Brookville Road (US52)	Marion/Hancock Co. line to CR 500W	3.44	Widen to 4-lanes	INDOT	\$3,300,000
47.4	Brookville Road (US52)	Post Rd. to Marion/Hancock Co. Line	3.18	Widen to 4-lanes	INDOT	\$5,710,000
101	Keystone Ave. (SR 431)	I-465 to US 31	5.60	Widen 4-lane to 6-lane div.	INDOT	\$15,000,000
1998-2006 STATE PROJECTS SUBTOTAL						\$217,369,043
2007-2015 STATE PROJECTS						
93	Interstate 69	N of '96th St. to I-465	2.56	6-lane div. to 8-lane div.	INDOT	\$37,033,640
141	State Road 37	I-465 to Edgewood Rd.	1.40	Widen 4-lane to 6-lane div.	INDOT	\$8,228,177
142	State Road 37	Edgewood Rd. to Bluff Rd.	2.57	Widen 4-lane to 6-lane div.	INDOT	\$5,756,859
143	State Road 37	Bluff Rd. to Smith Valley Rd.	2.78	Widen 4-lane to 6-lane div.	INDOT	\$6,241,831
143.1	State Road 37	Smith Valley Rd. to SR 144	3.10	Widen 4-lane to 6-lane div.	INDOT	\$6,000,000
128	Rockville Road (US 36)	N/S Corridor to I-465	3.51	Widen 5-lane to 6-lane div.	INDOT	\$13,748,478
613	Interstate 70	I-65 north split to I-465 east leg	5.82	Add 1 lane in each direction	INDOT	\$75,000,000
78.2	Huntington Ave. (SR 37)	146th Street to I-69	2.51	Widen 4-lane to 6-lane div.	INDOT	\$9,846,215
702	Interstate 70	At SR 267	0.00	Interchange modification	INDOT	\$4,000,000
92	Interstate 69	N of '96th St. to I-465 + 3 I-changes	2.56	Add 2-lane C/D @ side	INDOT	\$104,122,250
91	Interstate 69	SR37 to N. of 96th St.	2.95	6-lane div. to 8-lane div.	INDOT	\$42,582,215
90	Interstate 69	SR37 to N. of 96th St. + 3 I-changes	2.95	Add 2-lane C/D @ side	INDOT	\$111,064,648
96	Interstate 74	I-change on N-S Corridor (CR 1000E)	0.50	Add diamond interchange	INDOT	\$8,000,000
97	Interstate 74	Widen Post Rd. over I-74	0.50	Widen Post and adjust ramps	INDOT	\$4,071,186
106	Meridian Street (SR 135)	Stones Crossing to SR 144	1.99	Widen 2-lane to 4-lane div.	INDOT	\$3,871,077
107	Michigan Road (US 421)	146th St to 121st St	2.90	Widen 2-lane to 4-lane div.	INDOT	\$15,000,000
17.2	SR 32	US 31 to Moontown Rd.	2.00	Widen 2-lane to 4-lane div.	INDOT	\$4,462,088
105	US 31 Freeway Upgrade	96th to SR 38	13.00	Widen 6-12 lanes/new interchs	INDOT	\$292,700,000
2007-2015 STATE PROJECTS SUBTOTAL						\$751,728,663
2016-2020 STATE PROJECTS						
95	Interstate 70	Interchange at German Church Road	0.5	Add Diamond Interchange	INDOT	\$10,000,000
140	State Road 267	SR 67 to SR 267 S. of I-70	2.03	New 2-lane on 4-lane div.	ROW INDOT	\$4,746,028
9	116th Street (SR 334)	Zionsville Rd. to US 421	1.07	Widen 2-lane to 4-lane div.	INDOT	\$7,048,050
2016-2020 STATE PROJECTS SUBTOTAL						\$21,794,078
2020-2025 STATE PROJECTS						
614	Interstate 65	I-70 north split to 38th Street	5.00	add 1 lane in each direction	INDOT	\$75,000,000
2020-2025 STATE PROJECTS SUBTOTAL						\$75,000,000
1998-2025 STATE PROJECTS TOTAL						\$1,065,891,784
2000-2006 STATE URBAN PROJECTS WITH INTERSTATE MAINTENANCE FUNDING						
202	Interstate 465 (SE)	Emerson Avenue Interchange	0.50	Urban Single Point Interchange	INDOT	\$9,100,000
79	Interstate 465	US40E to I-70E + US40 I-change	1.54	Widen 6-lane div. to 8-lane div.	INDOT	\$36,693,861
94.1	Interstate 70	Six Points to SR 267	2.00	6-lane div. to 8-lane div.	INDOT	\$17,800,000
615	Interstate 69	SR 37 to SR 238	4.66	Widen 4-lane div. to 6-lane div.	INDOT	\$68,000,000
203	Interstate 465 (SE)	I-74 (east) interchange	0.50	Interchange Modification	INDOT	\$19,000,000
204	Interstate 465 (SE)	US 52 interchange	0.50	Interchange Modification	INDOT	\$5,900,000
205	Interstate 465 (East)	Shadeland Avenue interchange	0.50	Interchange Modification	INDOT	\$6,400,000
207	Interstate 465 (East)	56th Street (east) interchange	0.50	Interchange Modification	INDOT	\$46,000,000
80	Interstate 465 (East)	I-70 (east) int. US 36/Pend. Pike	1.97	Widen to 10-lanes,mod. interch.	INDOT	\$54,000,000
94	Interstate 70	Six Points to I-465	4.39	6-lane div. to 8-lane div.	INDOT	\$31,724,502
201	Interstate 465 (West)	West 86th Street	0.50	Interchange Modification	INDOT	\$5,100,000
85	Interstate 465	US 36 to 10th Street	1.06	Widen to 10-lanes,mod. interch.	INDOT	\$36,000,000
634	Interstate 65	W of Kessler to .8Km N of I-465	5.15	Widen to 6 lns	INDOT	\$7,500,000
210	Interstate 465 (West)	West 71st Street	0.50	Interchange Modification	INDOT	\$7,525,000
85	Interstate 465 (West)	10th Street to 34th Street	2.54	Widen to 10-lanes,mod. interch.	INDOT	\$47,000,000
2000-2006 STATE PROJECTS SUBTOTAL						\$397,743,363
2007-2015 STATE URBAN PROJECTS WITH INTERSTATE MAINTENANCE FUNDING						
86	Interstate 465	US 40 to N of I-70W + 1 I-change	2.43	Widen 6-lane div. to 10-lane div.	INDOT	\$64,003,339
616	I-65/I-70 innerloop east	North Split to south split	2.05	add one lane in each direction	INDOT	\$125,000,000
80	Interstate 465	I-70E to E of SR431+5 I-change	10.72	Widen 6-lane div. to 8-lane div.	INDOT	\$270,397,640
617	Interstate 70	Post Road to E. of Mt. Comfort Rd	5.27	Widen 4-lane div. to 6-lane div.	INDOT	\$31,620,000
618	Interstate 65	Southport Road to Greenwood Rd	4.34	Widen 6-lane div. to 8-lane div.	INDOT	\$26,660,000
619	Interstate 65	I-465 South to Southport Rd	2.90	Widen 6-lane div. to 8-lane div.	INDOT	\$25,650,000
620	Interstate 65	I-465 N extension to Western UAB	2.10	Widen 4-lane div. to 6-lane div.	INDOT	\$11,550,000
621	Interstate 465	I-65 to 86th Street	3.30	Widen 6-lane div. to 10-lane div.	INDOT	\$36,760,000
88	Interstate 65	I-70 W to I-465 South	4.25	Widen to 8-lanes	INDOT	\$42,900,000
622	Interstate 465	(West) 86th to US 421	3.40	Widen 6-lane div. to 10-lane div.	INDOT	\$39,190,000
81	Interstate 465	SR431 to W of US31+2 I-chnges	2.60	Widen 6-lane div. to 10-lane div.	INDOT	\$95,320,250
82	Interstate 465	US 31 to US 421 + US 421 I-change	3.89	Widen 6-lane div. to 8-lane div.	INDOT	\$85,089,308
85	Interstate 465	.56 Mi N of US 40 to US 36	0.64	Widen to 10-lanes,mod. interch.	INDOT	\$36,000,000
87	Interstate 465 (west)	I-70 to S of SR67SW + 2 I-chnges	0.83	Widen 6-lane div. to 10-lane div.	INDOT	\$69,728,449
84	Interstate 465	34th Street to I-65	3.00	Widen to 10-lanes,mod. interch.	INDOT	\$45,000,000
2007-2015 STATE PROJECTS SUBTOTAL						\$1,004,868,986
2016-2020 STATE URBAN PROJECTS WITH INTERSTATE MAINTENANCE FUNDING						
89	Interstate 65	Greenwood Rd. to Whiteland Rd.	4.73	Widen 4-lane div. to 6-lane div.	INDOT	\$30,930,000
2016-2020 STATE PROJECTS SUBTOTAL						\$30,930,000
2021-2025 STATE URBAN PROJECTS WITH INTERSTATE MAINTENANCE FUNDING						
623	Interstate 465	I-65 South to US 40 East	8.49	Widen 6-lane div. to 8-lane div.	INDOT	\$56,034,000
624	Interstate 70	I-70 South split to Airport Expressway	6.00	Widen 6-lane div. to 8-lane div.	INDOT	\$75,000,000
630	US 52	Gem Road to 8.29 miles east of I-465	0.70	TSM Improvements	INDOT	\$2,500,000

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TRAN PLAN PROJECTS

(from page 24)

ID#	Facility	Location	Length	Project Description	Agency	Amount
625	Interstate 465	SR 67 to I-65 South	8.48	Widen 6-lane div. to 8-lane div.	INDOT	\$55,968,000
89	Interstate 65	Whiteland Road to SR 44	4.90	Widen 4-lane div. to 6-lane div.	INDOT	\$31,270,000
2021-2025 STATE PROJECTS SUBTOTAL						\$220,772,000
2000-2025 STATE PROJECTS TOTAL						\$1,654,314,349

2000-2006 STATE PROJECTS WITH SPECIAL FUNDING

ID#	Facility	Location	Length	Description	Agency	Amount
710	Interstate 70	I-70 at Six-Points Rd.	0.50	New Interchange	INDOT	\$21,000,000
1998-2006 STATE PROJECTS SUBTOTAL						\$21,000,000

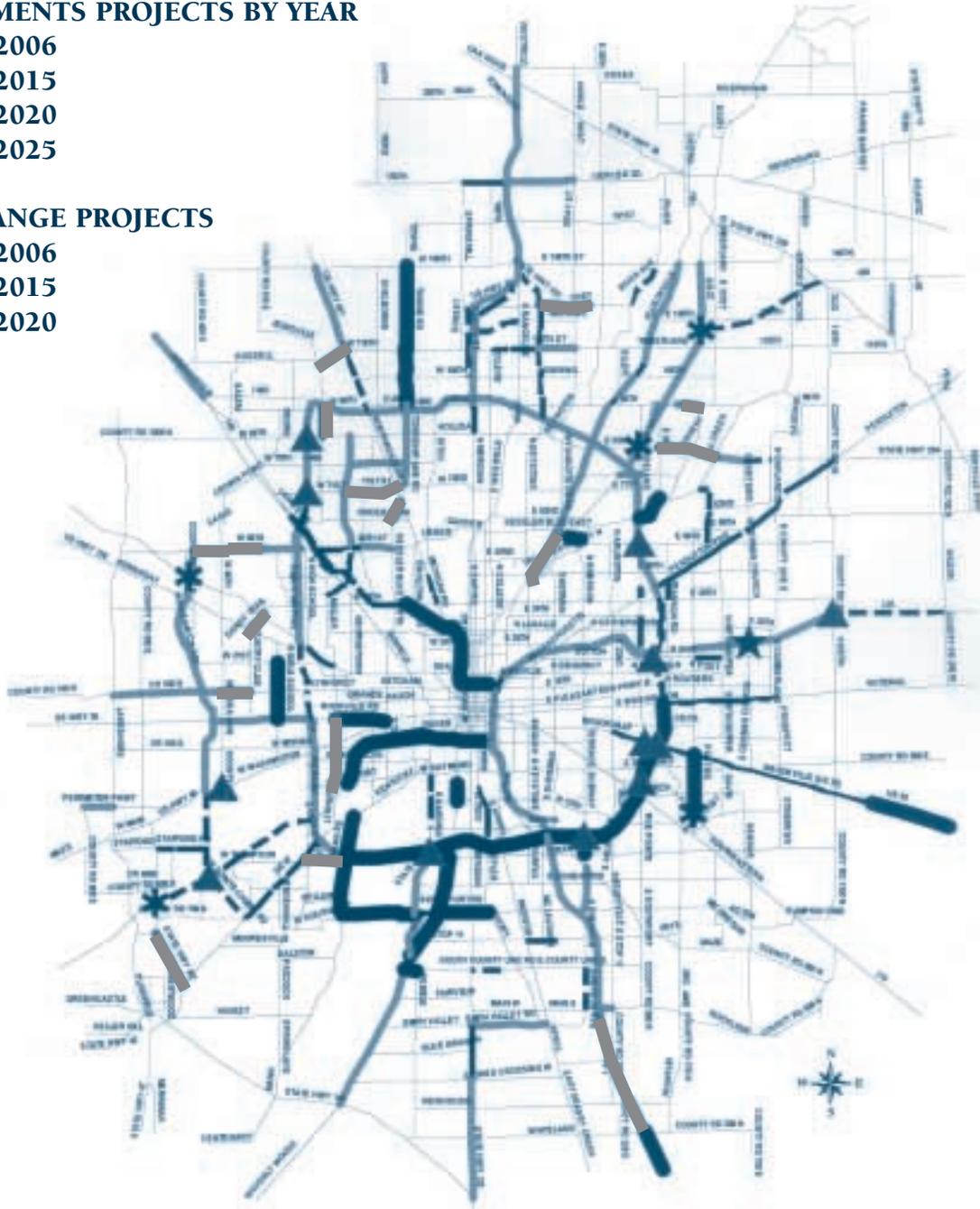
NOTE: State projects shown above should be considered preliminary until the Statewide Transportation Plan is complete.

IMPROVEMENTS PROJECTS BY YEAR

-  2000-2006
-  2007-2015
-  2016-2020
-  2021-2025

INTERCHANGE PROJECTS

-  2000-2006
-  2007-2015
-  2016-2020



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TRAN PLAN PROJECTS

(from page 25)

Unfunded Urban Projects

ID#	Facility	Location	Length	Improvement type	Description	Agency Amount
20	38th Street	Cold Springs Rd. to White River Pk. E. Dr.	0.89	Roadway widening	4-lane divided to 6-lane div.	DCAM \$5,215,124
59.1	Franklin Road	38th St. to 21st St.	2.04	Roadway widening	Widen 2-lane to 4-lane div.	DCAM \$13,437,405
156	West Street	Raymond St. to Bluff Rd.	0.41	Roadway widening	Widen 2-lane to 4-lane div.	DCAM \$2,007,831
149	Thompson Road	Kentucky Ave. to High School Rd.	0.25	New Roadway	4-lane divided	DCAM \$1,745,070
159.2	Whiteland Road	Center Rd. to US 31	0.79	Roadway widening	Widen 2-lane to 4-lane div.	WHLD \$1,762,525
159.3	Whiteland Road	US 31 to Conrail RR	0.47	Roadway widening	Widen 2-lane to 4-lane div.	WHLD \$1,048,591
68	Girls School Road	Crawfordsville Rd. to 21st St. (ptSR134)	0.69	Roadway widening	Widen 2-lane to 4-lane div.	DCAM \$2,553,179
43.2	56th St	Lee Rd to Pendelton Pike	0.76	Roadway widening	Widen 2-lane to 4-lane div.	LAW \$2,795,183
21	46th Street	Pendleton Pike to Mitthoeffer Rd.	1.44	Roadway widening	Widen 2-lane to 4-lane div.	DCAM \$5,283,263
111	Moller Road	30th St. to Lynhurst Dr.	1.16	New roadway	4-lane divided	DCAM \$8,169,491
60.1	Franklin Road	Brookville Rd.(US 52) to Troy Ave.	2.8	Roadway widening	Widen 2-lane to 4-lane div.	DCAM \$10,298,042
52	County Line Road	Five Points Rd. to Franklin Rd.	1.37	New Roadway	2-lane of 4-lane div. ROW	DCAM \$3,196,324
148	Thompson Road	Mendenhall Rd. to Kentucky Ave.	0.75	Roadway widening	Widen 2-lane to 4-lane div.	DCAM \$2,758,404
66.1	Georgetown Road	38th St. to 30th St.	1	Reconstruction	4-lane (35ft.) to 4-lane div.	DCAM \$3,692,216
137	Southport Road	Emerson Ave. Franklin Rd.	3.4	Roadway widening	Widen 2-lane to 4-lane div.	DCAM \$12,507,707
49.1	Camby Road Extension	Mooresville Rd. to Mann Rd.	1.49	New Roadway	2-lane on 4-lane div. ROW	DCAM \$3,496,198
126.1	Reed Road	Realignment at 46th to Eagle Ck.Pkwy.	0.4	New Roadway	2-lane on 4-lane div. ROW	DCAM \$1,751,262
609	Highschool Road	46th to 56th	1	Roadway widening	Widen 2-lane to 4-lane div.	DCAM \$2,000,000
119.2	Payne Road	79th Street to 71st Street	0.68	New Roadway	2-lane on 4-lane div. ROW	DCAM \$2,977,145
48	Camby Road	Kentucky Ave. to Mooresville Rd.	2	Roadway widening	Widen 2-lane to 4-lane div.	DCAM \$7,887,552
32	86th Street	Moore Rd. to I-465	0.96	Roadway widening	Widen 2-lane to 4-lane div.	DCAM \$3,530,757
802	10th St	I-465 to Country Club Lane	1.97	Roadway widening	Widen 4-lane to 6-lane	DCAM \$7,722,983
820	131st	Cherry Tree Ln to River Ave	1.48	Roadway widening	Widen 2-lane to 4-lane	CAR \$3,301,945
821	96th St	US 431 to Allisonville Rd	2.4	Roadway widening	Widen 4-lane to 6-lane	HAM \$11,735,983
822	96th St	Allisonville Rd to I-69	1.94	Roadway widening	Widen 4-lane to 6-lane	HAM \$7,135,072
823	96th St	I-69 to Cumberland Ridge	0.49	Roadway widening	Widen 4-lane to 6-lane	HAM \$1,802,157
815	75th St	Allisonville Rd to I-69	1.45	Roadway widening	Widen 4-lane to 6-lane	DCAM \$7,090,490
804	116th St	I-69 to Cumberland Ridge	0.7	Roadway widening	Widen 4-lane to 6-lane	HAM \$2,744,207
805	Brooks School Rd	Fall Creek to 116th St	1.64	Roadway widening	Widen 2-lane to 4-lane	HAM \$3,658,912
806	Olio Rd	113th st to 86th st	2.4	Roadway widening	Widen 2-lane to 4-lane	HAM \$5,354,506
816	Shelbourne Rd	96th St to 126th St	0.82	Roadway widening	Widen 2-lane to 4-lane	HAM \$3,015,855
814	Greenfield	Allisonville Rd to Cumberland	1.41	Roadway widening	Widen 2-lane to 4-lane	HAM \$5,185,800
819	106th St	Shelbourne to Towne Rd	1.01	Roadway widening	Widen 2-lane to 4-lane	HAM \$3,714,651
811	Spring Mill Rd	131st St to 146th St	1.47	Roadway widening	Widen 2-lane to 4-lane	CAR \$3,279,635
812	146th St	River Ave to Cumberland Rd	2.08	Roadway widening	Widen 2-lane to 4-lane	CAR \$4,640,572
813	146th St	Oak Ridge to Grassy	1.9	Roadway widening	Widen 2-lane to 4-lane	CAR \$4,238,984
831	Allisonville Rd	146th to Greenfield	2.53	Roadway widening	Widen 2-lane to 4-lane	HAM \$9,305,016
819	106th St	Shelbourne to Towne Rd	1.01	Roadway widening	Widen 2-lane to 4-lane	HAM \$3,714,651
60.2	Franklin Road	Southeastern Ave. to Stop 11	3.8	Roadway widening	Widen 2-lane to 4-lane div.	DCAM \$13,965,983

UNFUNDED URBAN PROJECTS TOTAL \$199,720,669

Unfunded Rural Projects

ID#	Facility	Location	Length	Improvement type	Description	Agency Amount
113	Mt.Comfort-McCordsville Rd.	38th St. to I-70	0.53	Roadway widening	Widen 2-lane to 4-lane div.	HAN \$1,949,272
124	Plainfield Circle Rd.	east side and NW side of town	3.65	New Roadway	2-lane on 4-lane divided ROW	PLAIN \$14,230,266
5	116th Street	Spring Mill Rd. to Meridian St.	0.38	Roadway widening	Reconst./widen to 4-lane div.	HAM \$2,677,136
660	CR 100S (Morris St.)	Raceway Road to SR 267	4	Roadway widening	Widen 2-lane to 4-lane	AVON \$1,000,000
661	Perimeter Parkway	SR 267 to Moon Road to US 40	4	Roadway widening	Widen 2-lane to 4-lane div.	PLAIN \$11,650,000
648	CR 800E (Dan Jones Rd.)	CR 300S to CR 200N	5	Roadway widening	Widen 2-lane to 4-lane	AVON \$12,500,000
8	116th Street	Gray/Moontown Rd. to River Ave.	1.27	Roadway widening	Widen 2-lane to 4-lane div.	CAR \$9,354,902
22	56th Street	SR 267 to N/S Corridor	2.62	Roadway widening	Reconst./widen to 4-lane div.	HEN \$10,334,665
6	116th Street	College St. to Westfield Blvd.	0.39	Roadway widening	Widen 2-lane to 4-lane div.	HAM \$6,118,007
33.1	96th Street	Michigan Rd. to Shelborne Rd.	0.4	Roadway widening	Widen 2-lane to 4-lane	HAM \$1,471,149
159.4	East-West Corridor	Conrail RR to I-65	2	Roadway widening	Widen 2-lane to 4-lane div.	JOH \$4,462,088
664	CR 550S (Reeves/Stanley)	SR 267 to Center Street	1	Roadway widening	Widen 2-lane to 3-lane	PLAIN \$1,500,000
663	Perimeter Parkway	SR 267 to CR 900E	2	Roadway widening	Widen 2-lane to 4-lane div.	PLAIN \$3,500,000
662	Perry Road	SR 267 to Stafford	2	Roadway widening	Widen 2-lane to 4-lane div.	PLAIN \$1,850,000
649	Dan Jones Road	US 40 to CR 300S	0.75	Roadway widening	Widen 2-lane to 4-lane div.	PLAIN \$1,750,000
158	East-West Corridor	SR 144 to Meridian Rd. (SR 135)	2.38	Roadway widening	Widen 2-lane to 4-lane div.	JOH \$5,309,885
159.1	East-West Corridor	Meridian Rd. (SR 135) to Center Rd.	3	Roadway widening	Widen 2-lane to 4-lane div.	JOH \$6,693,132
159.5	East-West Corridor	I-65 to Franklin Rd.	2.28	Roadway widening	Widen 2-lane to 4-lane div.	JOH \$5,086,780
810	CR 1000 N	Lafayette Rd to SR 267	5.63	Roadway widening	Widen 2-lane to 4-lane	HEN \$12,560,778
807	Franklin	Rocklane to CR 600 N	3.46	Roadway widening	Widen 2-lane to 4-lane	JON \$7,719,412
809	Zionsville Rd	96th rd to SR 334	1.57	Roadway widening	Widen 2-lane to 4-lane	BOONE \$3,502,739
133.1	Smith Valley Road	Mann Rd. to SR 37	2.56	New Roadway	2-lane of 4-lane divided ROW	JOH \$5,986,728
3.1	116th Street	Michigan Rd. to Shelborne Rd.	1.12	Roadway widening	Reconst./widen to 4-lane div.	HAM \$4,417,029

UNFUNDED RURAL PROJECTS TOTAL \$144,623,968

Unfunded State Projects

ID#	Facility	Location	Length	Improvement type	Description	Agency Amount
800	SR 267	0.4 mile north of I-74 to Acre Ln	0.70	Roadway widening	Widen 2-lane to 4-lane	INDOT \$2,030,250
801	SR 267	County Hwy 600 N to US 136	0.52	Roadway widening	Widen 2-lane to 4-lane	INDOT \$7,904,356
803	US 36	East junction @ old US 36 to SR 267	1.87	Roadway widening	Widen 4-lane to 6-lane	INDOT \$4,194,719
830	SR 267	SR 67 to I-70	3.08	Roadway widening	Widen 2-lane to 4-lane	INDOT \$6,871,616
808	SR 144	Mann Rd to SR 37	2.31	Roadway widening	Widen 2-lane to 4-lane	INDOT \$4,707,503
817	SR 238	113th St to SR 13	1.94	Roadway widening	Widen 2-lane to 4-lane	INDOT \$3,480,429
818	SR 37	SR 213 to SR 13	3.33	Roadway widening	Widen 2-lane to 4-lane	INDOT \$7,317,824

UNFUNDED STATE PROJECTS TOTAL \$36,506,696

PURPOSE, PARTNERS, PROCESS AND PROJECTS

(from page 1)

self and what you'd like to see more of in *teMPO*. To aid your thinking, this issue details the MPO's federal mandate/ mission, regional transportation planning partners, and core activities. In addition, all Year 2000 Work Program projects are updated and 2001 Work Program proposals are described. Read on to keep pace with transportation planning in our area now, and in the future . . . with *teMPO*!

teMPO

is published quarterly by your Metropolitan Planning Organization, part of the Department of Metropolitan Development. If you know of anyone who would like to receive *teMPO*, or if you have any questions concerning its publication, please call:

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2001 IRTC AND CAC MEETINGS & IRTIP SCHEDULE

Indianapolis Regional Transportation Council (IRTC)
TECHNICAL
COMMITTEE

March 1 - 9:00 a.m.
IndyGo

June 7 - 9:00 a.m.
Indianapolis
International Airport
Board Room

August 30 - 9:00 a.m.
Greenwood City Hall

November 1 - 9:00 a.m.
Fishers

POLICY
COMMITTEE

March 21 - 9:00 a.m.
Mayor's Conference Room
Suite 2501, City County
Building, Indianapolis

June 13 - 9:00 a.m.
Mayor's Conference Room
Suite 2501, City County
Building, Indianapolis

September 12 - 9:00 a.m.
Mayor's Conference Room
Suite 2501, City County
Building, Indianapolis

November 14 - 9:00 a.m.
Mayor's Conference Room
Suite 2501, City County
Building, Indianapolis

CITIZENS
ADVISORY
COMMITTEE (CAC)

January 23 - 6:30 p.m.
Public Assembly Room
City County Building

February 27 - 6:30 p.m.
Public Assembly Room
City County Building

March 27 - 6:30 p.m.
Public Assembly Room
City County Building

April 24 - 6:30 p.m.
Public Assembly Room
City County Building

May 22 - 6:30 p.m.
Public Assembly Room
City County Building

June 26 - 6:30 p.m.
Public Assembly Room
City County Building

July 24 - 6:30 p.m.
Public Assembly Room
City County Building

August 28 - 6:30 p.m.
Public Assembly Room
City County Building

September 25 - 6:30 p.m.
Public Assembly Room
City County Building

October 23 - 6:30 p.m.
Public Assembly Room
City County Building

November 27 - 6:30 p.m.
Public Assembly Room
City County Building

Indianapolis Regional
Transportation Improvement
Program (IRTIP) Schedule

February 2
Submit new projects
for 2002-2004 IRTIP

February 9
1st quarter IRTIP
amendment deadline

March 21
MDC approval of
IRTIP amendments

May 18
2nd quarter IRTIP
amendment deadline

June 20
MDC approval
of 2002-2004 IRTIP &
2001-2003 amendments

June 29
IRTIP sent to INDOT

August 10
3rd quarter IRTIP
amendment deadline

September 19
MDC approval of
IRTIP amendments

October 12
4th quarter IRTIP
amendment deadline

November 1
MPO call for submittal
of new local projects for
the 2002-2004 IRTIP - due
date is February 1, 2002

November 21
MDC approval of
IRTIP amendments

THIS SCHEDULE IS SUBJECT TO CHANGE.

PLEASE CONFIRM ALL MEETING TIMES, DATES AND LOCATIONS BY CALLING THE MPO AT 317/327-5151

PLANNING PARTNERS

(from page 21)

and participate on a number of planning committees with the MPO.

CITIZENS ADVISORY COMMITTEE

Started by the MPO in 1994, the Citizens Advisory Committee (CAC) pro-



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vides 1) the IRTC with public input on a variety of transportation-related issues, and 2) the public with the opportunity to learn more, and be heard on, proposed and on-going transportation related initiatives. Although its members are appointed to ensure diverse regional and philosophical representation, this loosely organized group encourages participation by all interested parties. Its monthly meetings are open to the public and usually held on the fourth Tuesday of the month in the public assembly room of the City-County Building, downtown Indianapolis (See the 2001 Proposed IRTC and CAC Meeting Schedule, page 17.)

THE GENERAL PUBLIC

Whether representing an individual perspective or that of an organized group, any interested party is

encouraged to voice their interest in, approval of, or objection to, any aspect of the regional transportation planning process.

“The public, as end-user of our regional transportation system, is really both partner and customer to the MPO,” Peoni says. “That’s why we seek the informed input of the public throughout the planning process and do everything in our power to accommodate and encourage it through various communications initiatives, including public forums, web sites, toll-free hotlines, newspaper and radio advertising, surveys and informational newsletters like *teMPO*”

For more information on the MPO’s planning partners, or to find out how you can play a more active role in the transportation planning process, contact Mike Peoni at 317/327-5133 or mpeoni@indygov.org.



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