

# tempo

SUMMER 2002

VOLUME SIX

ISSUE TWO

KEEPING PACE WITH OUR TRANSPORTATION NEEDS

## HOT NEWS

Like summer in Indiana, transportation planning news from your Indianapolis Metropolitan Planning Organization (MPO) is sizzling and surprising. Just when you think you know what to expect, something different pops up. Check it out, with the new and varied topics in this issue of *teMPO*.

Here, you'll find an overview and update on the IIA Midfield Terminal Project, details on improvement projects recommended in the new 2003-2005 IRTIP, a progress report on the Comprehensive Land Use Plan Update, and a chance to get involved in expand-

*cont on page 3, see Hot News*

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## 2003-2005 IRTIP

It's always in development or being revised. The IRTIP is a constant part of the regional transportation planning process, being worked on monthly if not weekly," says Mike Dearing, MPO Principal Planner, of the Indianapolis Regional Transportation Improvement Program (IRTIP). "We talk about it, and the projects it contains, so much that some may get tired of it and underestimate its importance. But none of the agencies requesting projects or the planners involved with it do," he notes. It's our shopping list, and reflects the immediate purchases or "gets" that we can afford over the next three years. That's exciting."

The IRTIP documents all federally funded transportation improvement projects that are proposed for implementation in the Indianapolis region, including road construction, reconstruction and rehabilitation projects; intersection improvements; bridge reconstruction and rehabilitation; airport improvements; public transit projects; and, state highway projects including interstate maintenance. Prepared annually and updated quarterly through the cooperation of jurisdictional and agency representatives with-

*cont on page 18, see 2003-2005 IRTIP*

## MIDFIELD TERMINAL PROJECT

Though it's still in the planning and early design stages, you've probably been hearing about the Indianapolis International Airport Midfield Terminal project for years. And why not? It's a huge undertaking that represents a quantum leap forward in the region's air travel prestige and capabilities. Budgeted at \$939 million over six years, and scheduled for completion in mid-2007, the new Midfield Terminal will come 'on-line' just as the existing Indianapolis International Airport (IIA) terminal exceeds its traffic-handling capacity.

"The number of air passengers traveling through Indianapolis increased more than 36 percent between 1990 and 2000, from 5.7 million to 7.8 million, and the long-

*cont on page 10, see Midfield Terminal Project*



## 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

AIP – Airport Improvement Program

ATMS – Advanced Traffic Management System

CAC – Citizens Advisory Committee

CILC – Center for Interactive Learning and Collaboration

CMAQ – Congestion Mitigation & Air Quality

CMS – Congestion Management System

DEIS – Draft Environmental Impact Statement

DMD – Department of Metropolitan Development

DPW – Department of Public Works

EDA – Economic Development Administration

FHWA – Federal Highway Administration

FTA – Federal Transit Administration

IAA – Indianapolis Airport Authority

IIA – Indianapolis International Airport

INDOT - Indiana Department of Transportation

IPTC/IndyGo – Indianapolis Public Transportation Corporation

IRTC – Indianapolis Regional Transportation Council

IRTIP – Indianapolis Regional Transportation Improvement Program

MDC – Metropolitan Development Commission

MIS – Major Investment Study

MPA – Metropolitan Planning Area

MPO – Metropolitan Planning Organization

PIP – Public Involvement Program

SIP – State Implementation Plan

SPMS – Scheduling and Project Management System

STP – Surface Transportation Program

TE – Transportation Enhancement

TEA-21 – Transportation Equity Act for the 21st Century

TIP – Transportation Improvement Program

TMS – Traffic Monitoring System

UPWP – Unified Planning Work Program

# QUESTIONS ANSWERS

In Q & A, members of your MPO staff answer questions posed to them via voice mail, e-mail, regular mail or in-person. In this issue, MPO Senior Planner Steve Cunningham discusses the importance of the recently amended Marion County Thoroughfare Plan and its relationship to other core planning documents..

**I know transportation system improvements need to appear in a plan before they can be implemented, but I'm not sure I understand the relationship of the various plans. I thought the transportation planning process was guided by the Regional Transportation Plan and the Indianapolis Regional Transportation Improvement Program (IRTIP), but the May CAC meeting discussed an amendment to the Official Thoroughfare Plan. What is the Thoroughfare Plan, why do we need it if roadways improvements are covered elsewhere, and how does it fit in with the other plans?**

*-e-mail question following the May CAC meeting*

Good questions. Even though we try to share as much information as possible at Citizens Advisory Committee meetings, your confusion is understandable. In fact, that may be the reason for it, since the same CAC meeting also discussed the 2003-2005 IRTIP and the update of the Comprehensive Land Use Plan for Marion County. Let me try to sort it out for you by focusing on the Thoroughfare Plan and its recent amendment.

The Official Thoroughfare Plan for Marion County allows for the orderly development of the area's roadway system by identifying needed roadway improvements, establishing priorities and preserving right-of-way along thoroughfares as part of the development process. Planning support for the priority improvements identified in the Thoroughfare Plan is provided by the Indianapolis Regional Transportation Plan, which was amended in March of 2001 and, more recently, in April, 2002. The purpose of the recent Thoroughfare Plan amendment was to change priority improvements to be consistent with those now in the Regional Plan. These represent 120 proposed interstate and arterial priority improvements. Each of these projects is recommended for implementation during one of four phases, between now and 2025.

The amendment also makes a number of general editorial corrections and refinements to the existing Thoroughfare Plan.



**STEVE CUNNINGHAM**  
**MPO SENIOR PLANNER**

*cont on page 20, see Q & A*

# INDIANAPOLIS METROPOLITAN PLANNING AREA



## METROPOLITAN PLANNING AREA (MPA)

(PROJECTED URBANIZATION BY THE YEAR 2020)

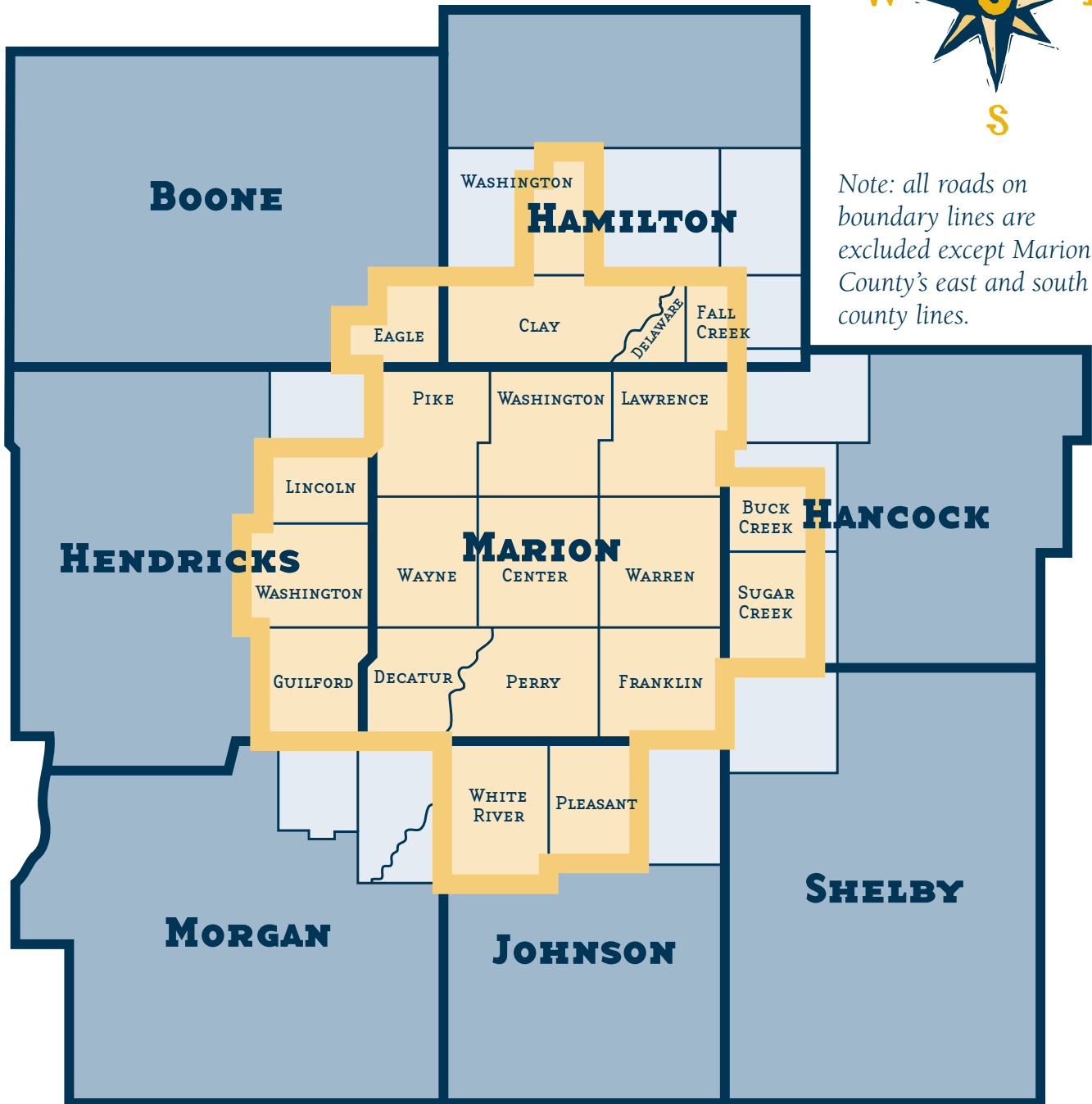


## MPO MODELING AREA

(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.*



## HOT NEWS

*(from page 1)*

ing the MPO's Public Involvement Program. Plus, you'll get the scoop on the amendment to the Marion County

Thoroughfare Plan, Carmel's contributions to the INDOT US 31 project, this year's Ozone Awareness Campaign, and possible Census 2000 ramifications on our regional planning process.

It's all here, along with planning partners profiles, study updates, and more. So, read it carefully. Because this time, *teMPO* is hot!

## HEALTHY OZONE AWARENESS

As reported in the Spring, 2002 *teMPO*, the seventh year of the Ozone Awareness Campaign, which helps educate area residents about the regional ozone pollution problem, and ways to help solve it, kicked off this Spring just as high temperatures started to threaten “Knozone Action Days”. Ozone, a colorless pollutant formed when the emissions of vehicles, lawnmowers and industry react in the air around us, forms only in the presence of sunlight, especially during hot weather. High concentrations of ozone pollution are more likely to develop as temperatures rise in the late spring and summer, presenting a serious health risk for individuals with respiratory problems. For this reason, the annual Ozone Awareness Program is active only between May and September.

“Our new advertising campaign hits on the health issues a little harder this year,” says John Chavez, Administrator for the Indianapolis Department of Public Works-Environmental Division. In 2001, the Indianapolis Department of Public Works (DPW) became responsible for administering the campaign. The change was made to better reflect the Ozone Awareness program’s *implementing* nature. “The MPO is a *planning* agency,” explains Chavez. “The DPW is an *implementing* agency, so we’re in a stronger position to conduct the program.” With this change came other changes.

“We pushed back the program kick off this year to early June to give us time to evaluate a number of program elements,” says Chavez. “We’ve started to work with a different marketing firm this year (Montgomery Zukerman Davis) which helped us create fresh television and radio spots and new print ads. They hit on the health risks of ozone a little harder than in the past,” he explains. “We’re hoping their fresh approach will help attract attention and increase program awareness and participation.

Program strategies and components that proved effective in past years are also back this year, revised to match the new campaign approach. These include:

- interactive school kits. Last year, more than 20,000 were distributed to third graders in Indianapolis Public Schools, township school districts, and surrounding counties.
- an interactive web site featuring opportunities to register for “Knozone Action Day” notification and to post your own questions at [www.knozone.com](http://www.knozone.com)
- a real-time air quality information line at 327-4AIR
- on-going radio and television ads.
- educational brochures and newspaper advertising underwritten by local corporate citizens interested in ensuring the continued growth of ozone pollution awareness.

“We’ve been pleased with the interest and financial support the Ozone Awareness Program has

received from corporate sponsors as it certainly extends the reach of our

existing budget and helps us educate the Indianapolis area residents on the dangers of

ozone pollution, and the steps that can be taken to alleviate them,” says Chavez.

“With the help of past corporate citizens like Cinergy,

Indianapolis Power & Light and

BPAMOCO, the City’s Ozone

Awareness Program has been able to achieve a

lot already. The tweaks

we’re making this year are intended to insure even greater public awareness and voluntary

cooperation.”

Research conducted by the Opinion Laboratory at Indiana

University-Purdue University at Indianapolis

(IUPUI) in 1998, two years into the ozone awareness effort, documented a significant increase in 1) the public

awareness of the ozone problem, 2) the percentage of Marion County residents familiar with

*cont on page 6, see Ozone Awareness*



## PLANNING PARTNERS

In the Spring, 2002 issue of *teMPO*, your *MPO* introduced and dedicated this semi-regular feature to the 35 or 40 'planning partners' with whom it works to ensure a cooperative, comprehensive and coordinated regional transportation planning process. With each installment, readers are invited to learn a little about one of the federal, state or municipal agencies, neighborhood associations, civic organizations or not-for-profit groups profiled in their own words. Here, then, is how the Center for Interactive Learning and Collaboration (CILC) presents itself.



The Center for Interactive Learning and Collaboration (CILC) is a not-for-profit corporation committed to enhancing education, rural healthcare and library communities through the use of two-way, interactive, video distance learning. CILC provides grants, services, project management and resources in support of planning, training, hardware, implementation and content development for our Vision Athena video distance learning network. It is all part of our vision to engage intellectual curiosities about the world of places and people outside the immediate community.

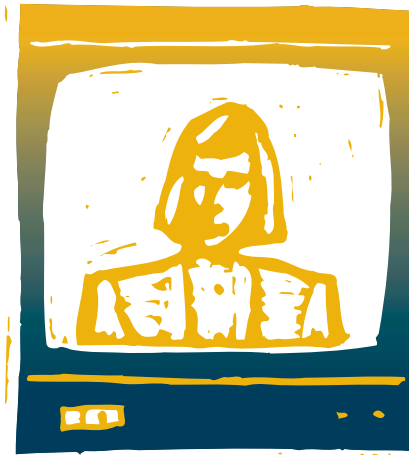
CILC was founded in 1994 as the Corporation for Educational Communications (CEC), with the purpose of supplying distance learning grants to fund hardware, program content and provide training that encouraged use of distance learning technology, primarily in schools. Over the years, the CILC broadened its vision and became, through the Vision Athena network, the facilitator of many high-level learning experiences. As a result, Indiana is now recognized as one of America's premier video distance learn-

ing states. CEC was renamed in 2001 to reflect our deepening impact on learning, and the broadening of our focus to embrace library and rural healthcare communities.

Today, a staff of nearly 30 educators and business professionals team up to conduct needs analyses, develop creative implementation plans, and partner with clients to ensure a successful project. Our goal is to help schools, rural healthcare providers and libraries across Indiana and beyond to move toward self-sufficiency in the use of interactive video. Such projects, coordinated with the Metropolitan Planning Organization, have included school outreach programs for the *conNECTIONS* study of Northeast Corridor Transportation (Autumn, 1999 *teMPO*), the Marion County Bike Route Plan (Autumn, 2000 & Summer, 2001 *teMPOs*) and the Multi-Modal Task Force Project.

Key components of CILC's service include:

- Vision Athena – a broadband video network that, over time, has emerged as a complex matrix of people using video distance learning technology and its applications to promote high-quality learning, communication and collaboration. CILC is responsible for supporting and advancing the use of video distance learning within Vision Athena.
- Core Sessions – support services that allow schools, rural healthcare providers and libraries to enhance learning and collaboration through the interactive video technology. A well-defined core process promotes the integration of video distance learning to meet client needs.
- CILC Vista – a distance learning application that creates deeper, longer-term connections between students, schools, public and government entities, and entire communities. Students explore



and research complex community issues alongside community partners via technology. Through the Vista programs, students serve as collaborative school partners who ultimately design, plan, recommend and present solutions to community decisions-makers. CILC provides project management, consulting, training and technology support to schools and community partners participating in Vista programs.

- Rural Healthcare and Library Initiatives – a group of strategies that explore

ways in which interactive, video technologies can foster meaningful learning opportunities in rural healthcare and library communities with school interactive being a goal. CILC is committed to assessing client needs, identifying opportunities, and implementing video technologies that enable quality learning experiences.

"Because of the Center, more than 300 Indiana elementary, middle and secondary schools enhance traditional learning opportunities with interactive video technologies," says Ruth Blankenbaker, Executive Director. "We want to help create a generation sensitive to, and accepting of, multiple cultures and differing opinions," she explains. "We also want young people involved in the challenges that face our communities, so they learn first-hand the art and skill of engendering change. We can accomplish this vision because our interactive telecommunications service connects us face-to-face and mind-to-mind."

**For more information on the Center for Interactive Learning and Collaboration or on the Vista Series, contact CILC Director for Community Connections Monica Cougan at 317/231-6526 [mcougan@visionathena.org](mailto:mcougan@visionathena.org).**

## OZONE AWARENESS

(from page 4)

Knozone Action Days — days in which special voluntary measures are recommended to reduce the formation of ozone pollution throughout the region (see box below), 3) the percentage of the public who took at least one voluntary step to reduce ozone pollution, and 4) the number of respondents who recognized that individual sources, such as automobiles and small engines, cause more ozone pollution than industry.

In 2000, an independent research firm conducted a telephone survey among the general public. The objectives of the survey were to 1) track awareness of Knozone advertising, 2) track behavioral changes among area

residents, and 3) evaluate the program's effect on area commuters.

Significant survey findings include:

- Citizens are beginning to understand that they share responsibility for ozone problems. Previously, they were slightly more likely to blame industry.
- Awareness of Knozone Action Days increased 8% over the previous year.
- Postponing lawn mowing and gas purchase/usage were the most frequently changed behaviors.
- TV promotion ranks the highest in recall, followed by radio, painted buses and newspaper.

"We'll be tracking awareness levels, and ozone levels, again this year, says Chavez. "We need to keep the momentum going for the good of our air and the people who breath it." Toward this end, nearly 200 members of the Indianapolis Chamber of Commerce will again join the DPW in participating in the KNOZONE program and spreading awareness of ozone pollution.

For more information on the 2002 Ozone Awareness Program, contact Rick Martin of the Department of Public Works at 317/327-2234 (rmartin@indygov.org) or MPO Planner Kevin Mayfield at 317/327-3135 (kmayfiel@indygov.org).

# KNOZONE ACTION DAY TIPS

As in past years, the KNOZONE symbol will appear on TV and in the newspaper this spring and summer to indicate a KNOZONE Action Day — days in which special voluntary measures are recommended to reduce the formation of ozone pollution. Those wishing to help reduce the possibility of ozone pollution can do so by . . .

- filling gas tanks after 6 PM
- mowing lawns after 6 PM
- choosing in-store service rather than drive-through lanes
- carpooling and/or combining errands to reduce car trips
- keeping cars tuned
- making short trips by bike or on-foot
- riding the bus for half-fare on Knozone Action Days
- using water-based, rather than oil-based, paints and solvents
- avoiding the use of aerosols

For bus route information, call IndyGo at 635-3344.



## INDIANAPOLIS INSIGHTS STARTS MAPPING

“We ended Phase One of *Indianapolis Insight* last winter and moved on to Phase Two this spring” says Keith Holdsworth, Principal Planner of the Comprehensive Planning Section, Planning Division of the Department of Metropolitan Development. *Indianapolis Insight* is the update of the Marion County Comprehensive Land Use Plan which started in September, 2000. The Comprehensive Plan helps guide City decisions on land use and capital expenditures. The purpose of this update is to identify shared community values and to develop plan goals, objectives and implementation policies that reflect those values, eventually resulting in specific land use recommendations.

On February 20, 2002, the Metropolitan Development Commission adopted *Indianapolis Insight's* Community Values Component as the first phase of the update. This document sets forth a framework for development of the update's second phase of land use planning and includes planning principals, value statements and recommendations for new and revised policies, procedures, programs and ordinances as they relate to land use. It also provides a variety of supporting information, including chapters on city and county history, environmental conditions, population and housing trends, and a glossary of planning terms.

“The Community Values Component was developed through two series of Town Hall meetings, held at four locations around the city over a three-week period,” Holdsworth explains. The first series, held in September and October of 2000, provided insight into the issues and values citizens bring to the development of the city and county. The second series of Town Hall Meetings was held in October of 2001. This series was held as an open house where the draft Community Values Component was presented for open discussion. Between the two series, eight Issue Committees met to discuss issues and develop goals in a particular topic area. Each committee was comprised of 30 to 40 experts, representatives of city and county agencies, and area

residents. The Issue Committees each met eight to nine times beginning in late January, 2001. The Values Component was largely developed from the deliberations of these Committees.

“Seven hundred volunteers contributed more than 3,600 hours to the planning process in Phase One,” Holdsworth says. “Clearly, the participants care deeply about our community and its future development.”

In anticipation of its land use plan mapping phase, Indianapolis Insight has introduced a new set of land use categories. Land use categories are one of the fundamental

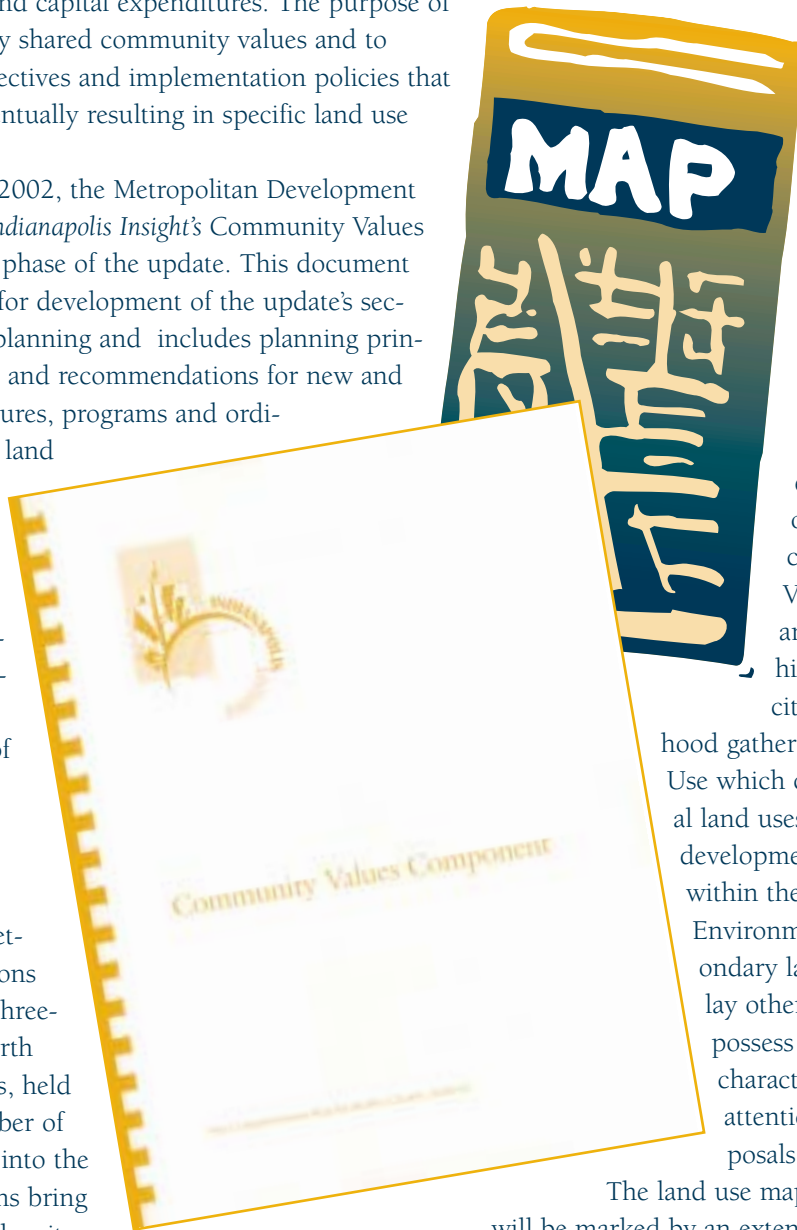
building blocks of Comprehensive Land Use maps.

Each parcel of land in the County will be eventually labeled with one of these categories as its land use recommendation. New categories were added to better depict historic land uses and to accommodate new development trends. New categories include Urban Mixed Use which consists of existing areas of densely developed, pedestrian oriented, primarily commercial development within the historic central city and first generation suburbs; Village Mixed Use which refers to areas intended to strengthen existing, historically rural, small towns and cities within Indianapolis as neighborhood gathering places; Airport Related Mixed Use which consists of commercial and industrial land uses that are complementary to airport development; Floodway which refers to areas within the flow of a 100-year flood; and, Environmentally Sensitive which is a secondary land use classification that will overlay other categories and refers to land that possess special environmental or natural characteristics that will require careful attention with regard to development proposals.

The land use mapping phase of Indianapolis Insight will be marked by an extensive schedule of public meetings. Approximately nine meetings will be held in all planning areas, which are loosely based on townships. Areas with neighborhood or corridor plans will not be re-planned.

The order of the township planning meetings was established by the *Indianapolis Insight* Steering Committee. At the suggestion of the Comprehensive Planning staff, the Steering

*cont on page 12, see Land Mapping*



## MPO PROFILE

Meet Randy Walter, a Programming Specialist with the Indiana Department of Transportation (INDOT) who has made helping people not only his avocation, but his full-time job.

“Working for 28 years with a large state agency like INDOT, particularly in programming, it would be easy to concentrate on figures and dates, and forget about the people involved,” Walter says. “But how a job gets done is an important part of the process and I think the ‘human touch’ makes the process work better.”

Randy has a degree in Urban and Regional Planning from Ball State, plus credits toward a Masters from the College of Architecture and Planning at Ball State, but knowing his academic background doesn't really tell you what he does. “I serve as INDOT's liaison, or primary contact person, for four of Indiana's metropolitan planning organizations, including the Indianapolis MPO,” he says. The others are Fort Wayne, Terre Haute and Lafayette. “Part of my job is to help coordinate their new locally approved transportation improvement program (TIP) projects within our Scheduling and Project Management System (SPMS). I help generate schedules and DES numbers; these are unique numbers that identify each project. Without these, projects couldn't get into the funding pipeline or move ahead.”

“That's only a small part of what he does,” says Mike Dearing who works

closely with Randy when developing the Indianapolis Regional Transportation Improvement Program (IRTIP). “As Manager of INDOT's Program Management Groups for Interstate, Resurfacing and Expansion Projects, Randy also forwards information to the MPO about new INDOT projects to be implemented in our region,” Dearing notes. “Once our IRTIP is approved by the Indianapolis Regional Transportation Council (IRTC) and the Metropolitan



### Programming Specialist/ People Person

Development Commission (MDC), Randy follows up on our new projects, often asking me for information that is needed to add the projects to the SPMS, such as traffic count data or bridge information. Over the years, his coordination skills, and his people skills, have been a real advantage.”

MPO Manager/Master Planner  
Mike Peoni couldn't agree more.

“Randy's been a real friend to our department in all of our dealings, always pleasant and always professional,” he says. “Given the pace of his work schedule, and the volume of projects he coordi-

nates, I think that's amazing.” By conservative estimates, Walter and his three Programming Specialist co-workers at INDOT each coordinate about 700 transportation projects, not including the Local Public Agency projects in the counties, small cities (5,000 to 50,000 population) and towns that also cross their desks.

“I think that's the thing I'm proudest of, keeping all the plates spinning at once while never losing sight of the ‘people aspect’ of the planning process,” Walter says. “Between INDOT projects and those of the various MPOs with whom I work, it can get pretty hectic sometimes. But that's when the human touch is most critical.”

Randy has a lot of be proud of off-duty, as well. Though he lives in north-west Indianapolis, near his Zionsville-based extended family, Walter remains active with Center Township neighborhoods as part of his service philosophy. For instance, he devotes time to the Chatham Arch Neighborhood, including helping with the area's annual Neighborhood Clean-Up. “I like the idea of preservation and renewal,” he says, “and I want to help the people who take that seriously.”

Randy is also President of his church congregation at Our Redeemer Lutheran Church in the Mapleton-Fall Creek Neighborhood, where he volunteers for the Kids Café, an after school program associated with Gleaners Food Bank. “The program is not huge,” Walter says. “Just a safe place to go and get both tutoring and a decent meal for children who need them. That can be pretty important, though.”

So can a professional *and* personal goal of doing a little good each day. Whether he's helping transportation planners move their agendas ahead, or picking up trash in one of our historic neighborhoods, Randy sticks to his program like the specialist he is. “It's all about people,” he says. “I just try to never forget that.”

### teMPO

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## CENSUS 2000 URBANIZED AREA

On May 1, The Bureau of the Census published an official Notice in the Federal Register that provided a new list of urbanized areas (UZAs) based on the findings of Census 2000. These UZAs were determined using new criteria proposed by the Census Bureau back in March, 2001. The primary justification for changing the criteria was to reduce subjectivity, allowing population density-based the mapping to be done by computers using nationally available data. This new plan for determining an urbanized area, as well as population growth identified by the 2000 Census, had a dramatic affect on the updated Indianapolis urbanized area.

The 2000 Indianapolis UZA is much larger than the 1990 version in both total area and population, now extending north to Noblesville, west to Danville, south to Franklin, and east nearly to Greenfield. Because the Census Bureau's definition of "urbanized area" involves population only, the Indianapolis UZA not only expanded overall, but contracted in several areas within Marion County (see map, this page).

This is because the Bureau defines an urbanized area as "a densely settled territory that contains 50,000 or more people". For this reason, an urbanized area may exclude significant non-residential land uses that could be considered urban, such as industrial parks, office districts and recreational areas.

"The 1990 UZA definition described one or more places and adjacent densely settled surrounding territories, or urban fringe, with a combined population of at least 50,000," explains Sweson Yang, AICP, MPO Chief Transportation Planner. "The new definition allows for no "grandfathering" of previously recognized UZA territory and is more restric-

tive in its handling of uninhabited areas. So, we end up with some 'drop outs' right in town."

The population of the updated Indianapolis urbanized area is 1,218,919, an increase of more than 33% over the 1990 figure of 914,824. In land area, the 2000 UZA grew almost 14% or 77 square miles, from 476 square miles in 1990 to 553 square miles in 2000.

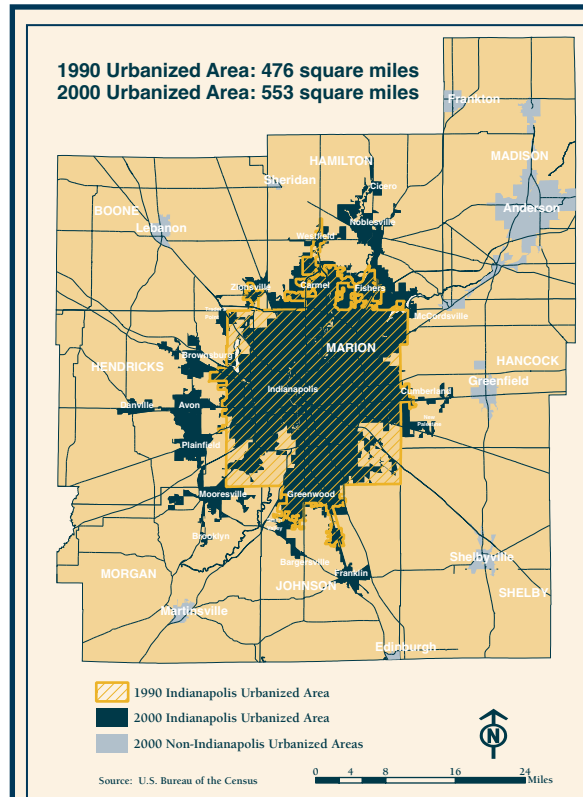
What does this mean for the regional transportation process? Maybe a lot.

The Indianapolis urbanized area is an key determinant of MPO activity, influencing both the amount of federal transportation funding received, and where those dollars can be spent. So, dramatic changes in the UZA could have similar impacts on the MPO's metropolitan planning area (MPA).

According to the U.S. Bureau of Census, metropolitan planning area boundaries "shall, as a minimum, cover Urbanized Areas and the contiguous geographic areas likely to become urbanized within the twenty year forecast period covered by the transportation plan. . . The boundary may encompass the entire metropolitan statistical area or consolidated metropolitan statistical area, as defined by the Bureau of the Census."

"Before our planning area is expanded to reflect the updated UZA, there needs to be consensus on MPA geographic units, such as townships, census block groups and traffic analysis zones," notes Yang. "There also needs to be a detailed county-by-county review, a technical evaluation including 20-year forecasts, comprehensive evaluation and comments, IRTC and MDC approval, and approval from INDOT and appropriate federal agencies," he says. "So, our planning activity may eventually encompass the newly updated UZA, but it's not going to happen tomorrow."

For more information on the updated Indianapolis Urbanized Area, contact Sweson Yang at 317/327-5137 (syang@indygov.org) or MPO Senior Planner Philip Roth, AICP, at 317/327-5149 (proth@indygov.org).



## CENSUS 2000 UZA STATS

### Rank by Population

1. New York/Newark, NY/NJ/CT (17,799,861)
2. Los Angeles/Long Beach/Santa Ana, CA (11,789,487)
33. Indianapolis, IN (1,218,919)

### Rank by Land Area

1. New York/Newark, NY/NJ/CT (3,353 square miles)
2. Chicago, IL/IN (2,123 square miles)
- 23 Indianapolis, IN (553 square miles)

### Rank by Density

1. Los Angeles/Long Beach/Santa Ana, CA (7,068 people/square mile)
2. San Francisco/Oakland, CA (6,999 people/square mile)
51. Indianapolis, IN (2,204 people/square mile)

## MIDFIELD TERMINAL PROJECT

(from page 1)

term trend will continue,” notes Project Director John Kish, the former Executive Director of the White River State Park and Commissioner of the Indiana Department of Administration under Governor Evan Bayh who was hired by

### *DID YOU KNOW?*

*The Midfield Terminal project is budgeted at \$939 million over six years.*

the Indianapolis Airport Authority (IAA) to oversee the Midfield Terminal project. “The current terminal building is old and tired. Just as our new terminal begins operation, the old one will have reached capacity and service will have begun to deteriorate,” he says, “That’s just one of the reasons we’ll stay on-schedule. As a travel hub, we really can’t afford delays.”

Though often called the “Midfield Terminal” project, the effort will actually involve the construction of a new Indianapolis International Airport terminal, including a new control tower and parking lot. Because existing runways can accommodate projected travel capacity increases, no new ones are planned at this time (see side bar, page 11). The \$939 million construction cost will be financed through a combination of airline rates and charges, federal grants and passenger facility charges. To date, the financial bite has been relatively small; just \$2 million in 2001 for planning, and \$52 million budgeted this year for site work, and control tower design. The bulk of the budget, \$622 million, will be spent in 2005 and 2006.

And what will almost a billion dollars buy?

- More space. The new terminal site is nearly a mile wide, more than two miles long, and offers plenty of room to grow. It will include international arrivals at the main terminal, a significant feature for Indianapolis’s image.
- Better access. A dedicated interchange on I-70 will offer convenience, safety and a major increase in parking capacity.
- More gates. With 40 gates, 8 more than the present terminal, the new terminal will permit direct access to more flights.
- Greater efficiency. Because of reduced taxi time, there will be less noise, pollution and fuel consumption.

### *DID YOU KNOW?*

*Indianapolis International Airport covers 12 square miles (7,700 acres) and employs 13,000 men and women.*

- Modern systems. The project calls for the latest information technology, fuel distribution and baggage handling methods. The baggage area will have more space for service counters for transportation, accommodations and concessions.

- A new gateway experience. The new Midfield Terminal provides the opportunity to describe who we are through architecture and design. It will represent Indianapolis to travelers worldwide.

“The new midfield terminal is one of the most important economic development initiatives for our community in the new century,” says Indianapolis Mayor Bart Peterson. “It will offer added convenience for our business and leisure travelers and give our region’s industries, particularly our life sciences companies, better access to the rest of the world.”

As the man most responsible for keeping this massive construction project on-schedule and within budget, it is Kish’s job to anticipate potential problems before they impede progress. “At almost a billion dollars over six years, we’re concerned about the impact this project could have on the local labor and materials market,” Kish says. “After all, this project equals the combined size of the top 25 construction projects

### *DID YOU KNOW?*

*The Midfield Terminal project includes the construction of a new terminal, a new tower and new parking – but no runways.*

going on in Central Indiana (as of July, 2000).”

In addition, there may be competition for materials. The project is estimated to require 720,000 squares yards of concrete, not to mention tons of glass and steel. At the same time, the Indiana Department of Transportation will be reconstructing portions of I-70 and other regional interstates, straining material supplies. “It’s been a concern,” Kish concedes, “but we’ve anticipated the situation and I’m satisfied that we’ll be able to secure the concrete we need at reasonable prices.”

That’s looking quite a ways down the road, or runway, for a terminal that isn’t even scheduled to begin construction until 2004 or 2005, but the project has benefited from visionary management from the beginning. BSA Design, Inc. and Blackburn Architects provided the airport with preliminary technical assistance and helped to develop a project definition. Those parameters include a 1.2 million-square foot, probably U-shaped terminal with about 40 gates. To the southwest, a new air-traffic control tower will rise above an enormous parking lot connected to I-70 via a new interchange. “It’s just a rough concept right now,” Kish says. “Our lead architect will help us bring the vision into focus.”

## MIDFIELD TERMINAL PROJECT

(from page 10)

In May of this year, Hellmuth, Obata + Kassabaum, Inc. (HOK) of St. Louis was hired as Master Designer for the Midfield Terminal project and will be principally responsible for providing a comprehensive design solution for the entire development. In so doing, the firm known for its work on Victory Field and the Indiana Convention Center, will focus primarily on developing a unique and compelling gateway experience for the Indianapolis air traveler, integrating not

### *DID YOU KNOW?*

*The \$939 million construction cost will be financed through a combination of airline rates and charges, federal grants and passenger facility charges.*

only the best practices of air terminal design but also arts and cultural expression.

“The one thing we know is that we want something people will remember,” Kish says. “With their proven creative track record and aviation expertise, we’re confident HOK’s participation will result in a landmark gateway to Indianapolis and Central Indiana for generations.”

Currently, HOK is also working on several high-profile airport expansion projects, including a new south terminal at Orlando International Airport. Since the World Trade Center attacks on September 11, 2001, the firm has also become a leader in airport terminal security and is now working to upgrade security at four U.S. airports. The firm also is also involved with reconstructing the Pentagon.

Before the terminal design phase concludes, other elements of the project will be under construction. In late 2002/early 2003, the Federal Aviation Administration (FAA) is scheduled to begin construction of a new air-traffic control tower in what is now an empty field. Since the new terminal

### *DID YOU KNOW?*

*The new IIA Control Tower will be built by the Federal Aviation Administration (FAA).*

will eventually be positioned between the two main parallel runways, drastically reducing taxi time, this new tower will enable air-traffic controllers to see the end of the runways which they otherwise would be unable to do. With construction scheduled to conclude a year later, this tower will give the airport project its first, and most recognizable, symbol of progress.



## RUNWAY RUNDOWN

- No new runways are planned as part of the Midfield Terminal Project. Currently, Indianapolis International Airport has three runways with long range plans for a fourth, south of I-70, if future capacity demands warrant it.
- Of the three current runways, the two parallel runways run southwest to northeast and are 5,200 feet apart. The southern most runway, opened in 1990, is 10,000 feet long. The northern most runway, open in 1996, is 11,200 feet long. The wide spacing of these parallel runways permits simultaneous operations in all weather conditions.
- There is also a 7,600 foot long *crosswind* runway that runs southeast to northwest. It was opened in 1961.
- The fact that none of the IIA runways intersect provides maximum operational flexibility and reliability.

About the same time, the Indianapolis Airport Authority will begin moving ahead with site infrastructure, including a significant amount of grading. Construction of the new I-70 interchange will also commence in 2003, at the same time INDOT will be building another interchange at Six Points Road.

### *DID YOU KNOW?*

*It is estimated that the Midfield Terminal project will require 720,000 square yards of concrete, not to mention hundreds of tons of steel and glass.*

“The terminal design phase is scheduled to conclude in 2003, but construction won’t start for another year or two,” Kish says, citing the size of the site and the amount of pre-construction grading it needs. “Above ground construction on the terminal will probably be visible sometime in 2005,” he says. “And, if everything goes as planned, the new terminal will be open for business in mid-2007. That’s our ETA and we’re sticking to it.”

For more information on the Midfield Terminal project, visit the IIA web site at [www.indianapolisairport.com](http://www.indianapolisairport.com).

## LAND MAPPING

(from page 7)

Committee decided that an objective set of selection criteria based on need and urgency would be the most appropriate method of deciding the sequence of townships.

The criteria that were chosen to represent that sense of urgency include:

- **Demand for vacant land in excess of supply.** This criteria looks at how much of the future demand cannot be met. A recent study commissioned by the Division of Planning has projected the demand for developable land over the next 25 years. The assumption is that a township with a large amount of demand in comparison to supply will develop more quickly and thus has a greater urgency.

- **Number of building permits issued in the last three years.**

This gets at the amount of development happening right now. The assumption is that a township with a lot of current development has a greater urgency than a township with less current development. By choosing three years instead of one year, the effect of a single-year aberration is lessened.

- **10-year trend in number of housing units permitted.** This criteria provides a sense of the amount of development in the recent past. The assumption here is that a township with a long term trend of decline in the number of housing units permitted each year would have a lesser urgency than a township with a long term trend of an increasing number of yearly building permits.

After developing this criteria, Steering Committee members individually gave weight to each point to determine its relative importance. DMD staff then averaged the individual weightings to determine an overall criterion weight. Demand for vacant land in excess supply was given the greatest weight and, as such, is considered by committee members as the most important criteria. The 10-year trend in housing permits was given the least weight by Committee members. DMD staff took these weighted scores and generated the sequence of townships in which to hold land mapping meetings.

Based on the selection criteria developed by the Steering Committee, and because staff expects to work on two planning areas at a time, land use mapping meetings will be held

in the following order: Wayne and Pike, Perry and Lawrence, Washington and Warren, and Decatur and Franklin Townships

## PLANNED AGENDA

The opening meetings in the land use planning process will focus on learning about the land use planning process, stable areas, areas in transition and environmentally sensitive areas.

The first meeting in each township planning area will be an overview of the planning process. Planning handbooks will be made available to help participants keep everything in mind. After the overview, meeting participants can expect to get right down to work making land use recommendations.

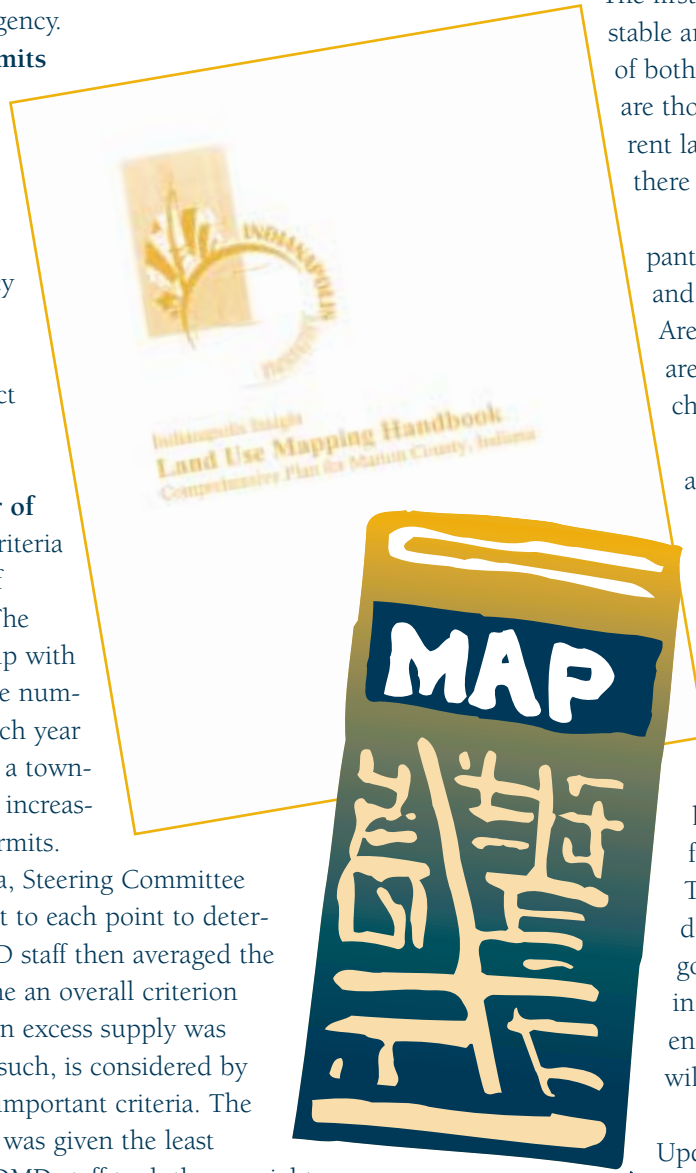
The first areas to be addressed will be the stable areas that make up a large portion of both planning areas. The stable areas are those developed areas where the current land uses are appropriate and where there is little to no pressure of change.

At the second meeting, participants will look at areas of transition and environmentally sensitive areas. Areas of transition are developed areas that are under some pressure to change or redevelop.

Environmentally sensitive areas are those places, such as steeply sloped sites, high-quality woodlands, wetlands and well-fields that possess special environmental characteristics that require careful attention with regard to development proposals.

Future meetings will look at less established areas where the future land uses are less clear-cut. The process will conclude with a designation of critical areas. Ongoing and continuous participation in the land mapping process is encouraged because each meeting will build upon previous meetings.

For more information on the Update of the Marion County Comprehensive Plan, including a schedule of land use mapping meetings, visit [indygov.org/indianapolisinsight](http://indygov.org/indianapolisinsight). For a copy of the Community Values Component of the Indianapolis Insight Plan or the Land Use Mapping Handbook, contact the Comprehensive Planning Section of the Division of Planning at 317/327-5111.



## INVOLVEMENT INPUT SOUGHT

“We actively seek public input in the transportation planning process, because we see area residents as partners, and their insights as valuable planning tools,” explains Mike Peoni, MPO Manager/Master Planner. In 1994, while MPO Principal Planner, Peoni was the person primarily responsible for the formation and facilitation of the Citizens Advisory Committee (CAC). “Quarterly CAC meetings were our first attempt at informing and involving the public in transportation planning activities on a regular basis,” he says, “and significant comments we receive on IRTIP, Regional Transportation Plan and Thoroughfare Plan amendments, Unified Planning Work Program (UPWP) projects and other MPO programs and activities are still reported the Indianapolis Regional Transportation Committee (IRTC).” The IRTC is a decision-making body of the transportation planning process with whom the MPO cooperatively works.

“But that was really just the beginning,” says Peoni. “Since that time, we’ve developed a multi-faceted Public Involvement Program (PIP) that addresses hundreds of thousands through some of its communications strategies and has won the endorsement of both citizens groups and state and federal authorities. But we’re still always looking for new and better ways to inform and involve the public.”

As proof, Peoni points to a media advisory that was issued on the MPO’s behalf on May 14th entitled *Transportation Planners Seek Input On Public Involvement Program*. There, the media were encouraged to cover the May CAC meeting where the public would be invited to share their ideas and suggestions for enhancing the effectiveness and expanding the reach of the MPO’s Public Involvement Program. The event was also advertised in *The Indianapolis Star* and *The Indianapolis Recorder* the week of May 13 and promoted on the WTHR (Channel 13) Noon Show where Peoni was a special guest.

“How we asked for input illustrates the strengths and synergy of our program,” Peoni explains. “We have all of these communications strategies that stand alone *and* work together, including advertising and public relations. At the CAC meeting Joe Whitman, our communications advisor, presented an overview of program elements and invited attendees and tele-

vision viewers to suggest improvements.” Government access station WCTY broadcasts CAC meeting live and tapes them for re-broadcast throughout the following month on Channel 16 (Comcast and Time Warner). “And that request is on-going, appearing in our publications and on our web site,” noted Peoni. “People can call or e-mail any of the MPO staff to make or suggest new or better ways to help us achieve our goal.”

### PIP BACKGROUND

The Indianapolis Metropolitan Planning Organization has long been an active supporter and innovator in the area of public involvement as it relates to its transportation planning process. Indications of the importance placed on public input include the quarterly Citizens Advisory Committee meetings that solicit and facilitate public comment on on-going transportation planning initiatives and its current involvement program which began as a

single communications strategy in 1998 with

the publication of *teMPO*, the official newsletter of the regional transportation planning. This program now includes more than two dozen, different communications strategies which work in tandem to support the MPO’s message and create their own promotional synergy to attract and maintain public interest.

The primary goal of this program to solicit and facilitate *informed* public participation in the regional transportation planning process, and its benefits include increased awareness

of both the MPO and its featured planning initiatives, greater community interaction in all aspects of the planning process, greater appreciation for the transportation problems facing the region, better consensus-building for study recommendations, a greater exchange of ideas among various population segments, and more comfort in dealing with the MPO and its planning partners.

These are benefits, even among segments of the population who may never choose to actively participate in the planning. For these reasons, all of the current PIP elements listed below attempt to both inform and involve the public by providing further opportunities for process participation, either at public meetings, via remote technologies, or through direct MPO staff contact.

*cont on page 14, see Involvement Input Sought*



# INVOLVEMENT INPUT SOUGHT

(from page 13)

## PUBLICATIONS

The MPO currently publishes two publications on a regular basis: *CAC Minutes* which reports on issues discussed before the Citizens Advisory Committee and *teMPO*. Both publications are distributed free at public meetings, via the MPO mailing list, and as downloads on the newly enhanced MPO web site ([www.indygov.org/indympo](http://www.indygov.org/indympo)). *teMPO* is now also distributed through 23 Marion County library locations and via test mailings. Both publications feature direct information (phone numbers, e-mail addresses) for MPO staff and involved consultants to accommodate readers wishing to learn more, ask a question or leave a comment. In addition, both promote the new MPO Hotline, which provides weekly, recorded updates of public participation opportunities, and the MPO web site which offers background information, supporting documentation and survey opportunities.

## PUBLIC/MEDIA RELATIONS

Between 20-40 Media Advisories are currently issued each year to 40+ print and broadcast sources on behalf of the MPO. Subjects include MPO awards and sponsorships, solicitation of public input on specific planning documents, ongoing study developments, and upcoming public hearings and workshops.

In addition, cooperative relationships with Editors, Commuter Reporters and Public Affairs Directors have been established on the MPO's behalf to ensure favorable coverage, whenever possible. Since "the media" usually prefer to cover "events" rather than "processes", these on-going relationships are especially important to long-term activities, such as on-going studies.

Resulting coverage has included regular appearances on community calendars, live remote broadcasts (Ch. 13, 8 and 59), multiple news features (Ch. 13, 6, 8 & 59), drive-time radio features (WIBC & MetroNetwork Stations), and multiple articles on the front page and *City & State* sections of *The Indianapolis Star*.

## CITIZENS ADVISORY COMMITTEE MEETINGS

Interest and attendance/viewership of these meetings, held either monthly or quarterly depending on planning activity levels, is via media advisories, direct mail, community calendars and broadcast sources. These meetings are often covered by local television and radio stations and *The Indianapolis Star*.

## VIDEO CONFERENCED MEETINGS

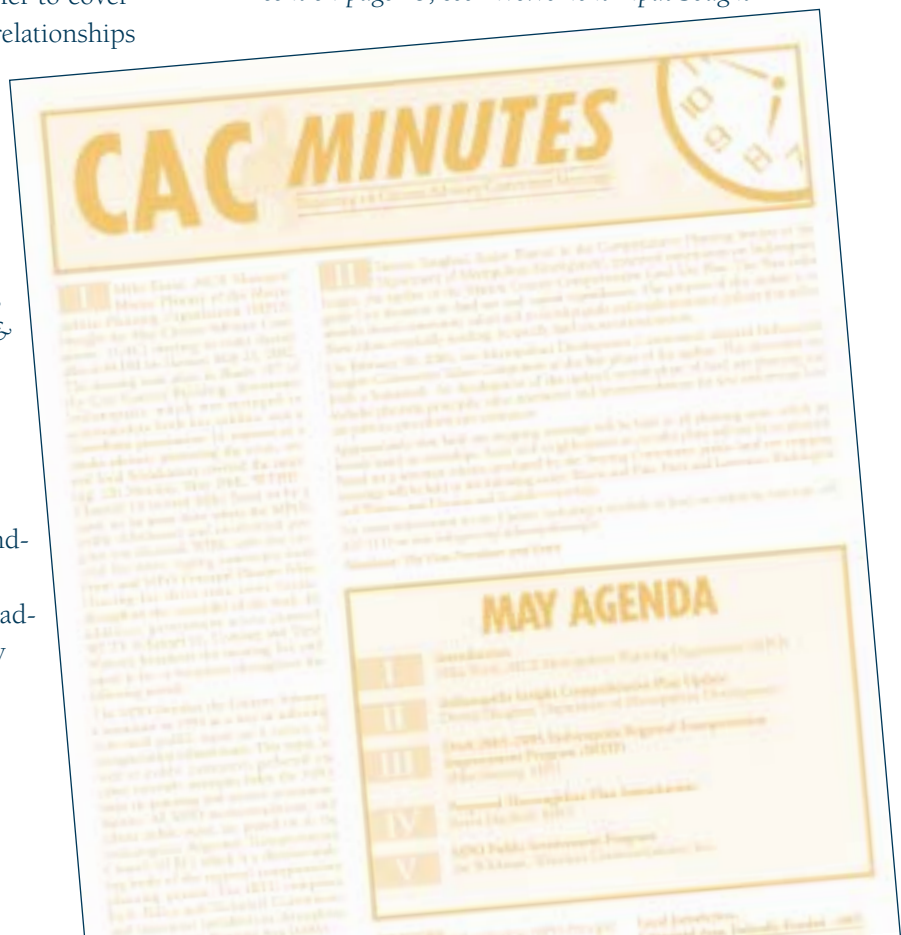
Some CAC meetings have been video-conferenced as part of the public outreach effort for the *conNECTIONS* Study of Northeast Corridor Transportation – a regular meeting agenda item at the time. This allowed interested members of the public to meet either in downtown Indianapolis or at other specified locations within the Northeast Corridor, such as North Central High School, Lawrence Central High School, Arlington High School, Hamilton Southeastern High School.

## DISPLAY ADVERTISING

The MPO regularly runs small space (2 col. x 2" to 2 col. x 3") *iMPOrtant* ads in the *City & State* section of *The Indianapolis Star* and *The Indianapolis Recorder*, often in tandem with more detailed legal notices. These ads promote public participation opportunities in a variety of MPO planning areas, including public review and comment on IRTIP, Thoroughfare Plan and Regional Transportation Plan amendments; Public Hearings of the Metropolitan Development Commission; Public Workshops; and, CAC meetings.

In addition, the MPO recently ran a full-page, four-color ad in *The Indianapolis Star's* Earth Day insert which was distributed to 520,000 readers and featured details on seven MPO planning programs and direct contact numbers for more information. This insert will continue to be distributed at special events throughout the remainder of the year including summer Jazz Festivals, the Indiana State Fair, and all Pedal & Park venues, including Penrod (September 7) and Explore IUPUI (October 12).

*cont on page 15, see Involvement Input Sought*



## INVOLVEMENT INPUT SOUGHT

(from page 14)

### ENVIRONMENTAL JUSTICE (EJ)

As part of its effort to involve *all* segments of the regional population in the transportation planning process, the MPO has undertaken special efforts to involve the traditionally under-represented and disenfranchised, including minority and low income populations. These efforts include regular luncheons with representatives of targeted neighborhoods and city service providers. The Community Inclusion Project is now in its second year.

### PUBLIC PRESENTATIONS, MEETINGS & WORKSHOPS

Each year, staff members of the MPO and their consultants make dozens of presentations to neighborhood associations, civic organizations, and church and business groups interested in specific Unified Planning Work Program activities. Past examples include the Greater Allisonville Community Council and the *conNECTIONs* Study, Fairfield/Sylvan Neighborhood Association and the Special Neighborhood Study of the Glendale Area, and the possibility of Sound Walls along I-465 and the Avalon Hills Neighborhood Association. These presentations are absolutely critical to meeting the public “on their own turf” and to showing due concern and respect for areas likely to be impacted by recommended transportation strategies.

### PROGRAM SPONSORSHIPS

As part of its goal of diversifying the region’s transportation system and encouraging the use of alternatives to single occupant vehicles, the MPO has sponsored the activities and programs of appropriate planning partners, such as the Indiana Bicycle Coalition and The Greenways Foundation’s Pedal & Park Program. In all cases, media relations promote public awareness and participation in both the featured programs and the MPO’s regional transportation planning process.

### EDITORIAL SUBMISSIONS

When appropriate, the MPO provides editorial content to publications like *Hamilton County Business* magazine, *The*

*Indianapolis Star* and *The South Side Times*.

### RADIO SPONSORSHIPS

In the past, the MPO has sponsored radio advertising as a way to reach drive-time listeners via *conNECTIONs*’ Traffic Report Sponsorship on 25 MetroNetwork radio stations.

On May 20, 2002, the MPO also began an on-going WFYI drive-time sponsorship (26 spots per week, 18 weeks) which is increasing awareness of the MPO and building traffic on both the new MPO Hotline number and web site.

### SCHOOL OUTREACH PROGRAM

Starting with *conNECTIONs*, the MPO has brought transportation planning issues into area classrooms to engage students in real world problem-solving and consensus-building activities. A distance learning program, which involved video-conferenced presentations, asked area students from eight Northeast Corridor High Schools to recommend effective strategies for mitigating the problems of traffic congestion and lack of mobility using various academic disciplines (e.g. art, mathematics, biology, language arts, etc). Another school outreach programs have involved Marion County Middle School students in a process that identified preferred bicycle routes. Another asked students to serve on an advisory board for IndyGo – the regional public transit provider, in its effort to improve its service and image.

These projects, which were cited for inclusion by the Federal Government in its *Best Practices* transportation planning manual, facilitated the informed public participation of the next generation in aspects of the regional transportation planning process. These students, in return, take study materials and new perspectives home for dinner conversation and parental review.

### FIELD RESEARCH

The MPO has found out what the public thinks on various transportation-related subjects a number of ways, including Northeast Corridor and Region-Wide telephone surveys, self-selected surveys via the MPO and *conNECTIONs*’ web sites

*cont on page 16, see Involvement Input Sought*



## INVOLVEMENT INPUT SOUGHT

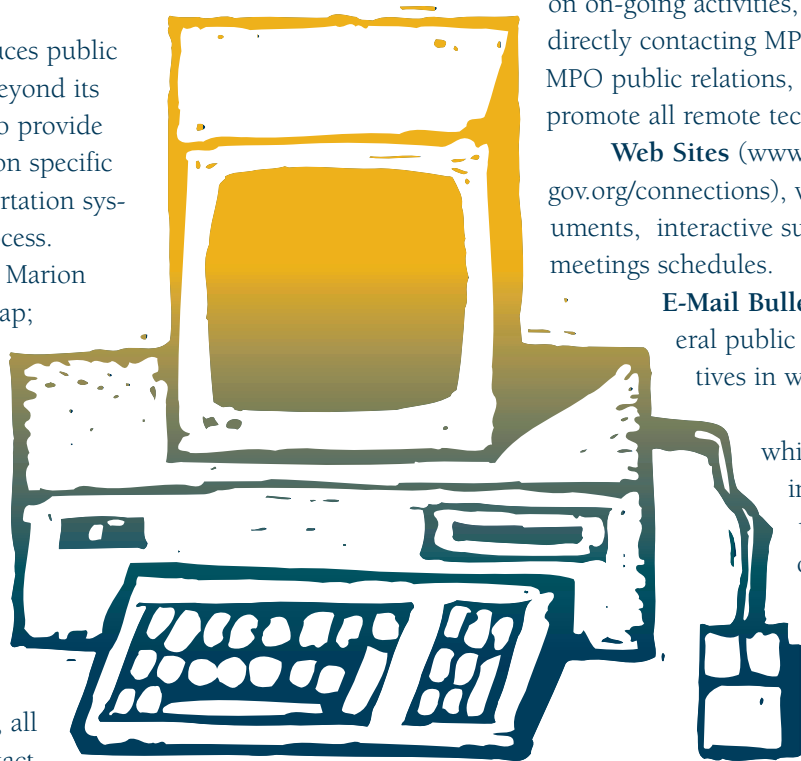
(from page 15)

and the *conNECTIONS*' hotline (1-877-NEC-LINK), focus groups among demographically representative groups, and hosted groups among purposely weighted populations (i.e. to over represent transit users within the general population, for example).

In addition, *teMPO* has run surveys in the past and a new survey is currently requesting the public's primary transportation concerns and preferred methods of interaction on the MPO web site and new Earth Day Ad flyer. These are being distributed via direct mail and at Pedal & Park events throughout the Spring, Summer and Fall of 2002.

### PUBLIC EDUCATION MATERIALS

The MPO produces public education materials beyond its regular publications to provide relevant information on specific aspects of the transportation system and planning process. Examples include the Marion County Bike Route Map; direct mail pieces created for the Glendale Special Neighborhood Study, *conNECTIONS* and *teMPO*; program and event posters; brochures, flyers and survey pamphlets; and Executive Summaries, all containing direct contact



information.

All print materials are distributed at public meetings, at selected sites throughout the study area (e.g. Marsh stores), at schools and libraries, as direct mail pieces and *teMPO* inserts, and in direct response to phone and e-mail requests.

### REMOTE TECHNOLOGIES

This term refers to any system or technology that allows interested members of the general public to participate in the transportation planning process by accessing process information, receiving timely notifications, commenting on on-going activities, or directly contacting MPO staff or consultants with questions. MPO public relations, advertising and publication strategies promote all remote technologies, including:



**Web Sites** ([www.indygov.org/indympo](http://www.indygov.org/indympo), [www.indygov.org/connections](http://www.indygov.org/connections)), which feature maps, supporting documents, interactive surveys, study updates and upcoming meetings schedules.

**E-Mail Bulletins** that notify members of the general public of developments on planning initiatives in which they have expressed interest.

**MPO Hotline** (317/327-IMPO) which plays a recorded message featuring information on current and upcoming public participation opportunities.

**Interactive Voice Response (IVR) System**, as used for *conNECTIONS*, which allows callers 1) to hear study background information, progress reports and specifics on alternatives, 2) to fill out an audio survey, 3) to request further MPO literature, and 4) to leave a comment.

"We've come a long way with this program, but we need to keep evolving in response to developing trends to remain effective," Peoni says. "That's the only way we can continue to reach the public as quickly and as often as possible with upcoming participation opportunities."

Those wishing to suggest new strategies for incorporation into the MPO's PIP may do so via the web at [indygov.org/indympo](http://indygov.org/indympo) or by contacting Mike Peoni (317/327-5133, [mpeoni@indygov.org](mailto:mpeoni@indygov.org)) or Joe Whitman (317/262-2660, [whitman@netdirect.net](mailto:whitman@netdirect.net)).

## 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 [sbelch@indygov.org](mailto:sbelch@indygov.org)
- Steve Cunningham • Senior Planner** ...317/327-5403 [scunning@indygov.org](mailto:scunning@indygov.org)
- Mike Dearing • Principal Planner** .....317/327-5139 [mdearing@indygov.org](mailto:mdearing@indygov.org)
- Catherine Kostyn • Planner** .....317/327-5142 [ckostyn@indygov.org](mailto:ckostyn@indygov.org)
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- Sweson Yang, AICP** .....317/327-5137 [syang@indygov.org](mailto:syang@indygov.org)  
Chief Transportation Planner

For more information on our regional transportation planning process, visit the MPO web site at [www.indygov.org/indympo](http://www.indygov.org/indympo).

## IRONS IN THE FIRE

### RAPID TRANSIT STUDY

Preliminary work has begun on the much-talked about Indianapolis Metropolitan Area Rapid Transit Study which includes among its goals the evaluation of a downtown to the airport rail line.

Your MPO issued a "Request for Proposal" or RFP in May to more than 70 transportation planning and/or engineering firms. Responses were due no later than 5 PM, Friday, June 14. Selection of primary consultant(s) on the project is expected by the end of July, with the study to get underway by September of this year.

"Evaluating a rail line from downtown to the airport is only part of what this study is about," says MPO Manager/Master Planner Mike Peoni. "It's constructed in three phases that include developing a concept for a region-wide commuter rail system, as well as a serious look at other transit options."

Included in the study's three phases are:

#### Phase One: Region-wide Rapid Transit Assessment

A look at whether rapid transit systems, such as commuter rail, are feasible *throughout* the Indianapolis region. This phase would include the development of a regional commuter rail concept plan. This phase will also address issues raised by the public during the *conNECTions* Study of Northeast Corridor Transportation.

#### Phase Two: Rapid Transit Priority Segments Identification/Analysis

Work with the Concept Plan to identify *high priority* transit segments. Each of these segments including, but not necessarily limited to, the downtown-to-airport route, would be the focus of a rapid transit (rail) feasibility study during this phase.

#### Phase Three: Alternative Analysis & Draft Environmental Impact Statement (DEIS)

Assess the strengths and weaknesses of rapid transit alternatives within the highest priority segments(s) and develop the Draft Environmental Impact Statement for same.

The Indianapolis Metropolitan Area Rapid Transit Study is expected to take 18-24 months and will include a variety of public participation opportunities. For more information, contact Mike Peoni at 317/327-5133 or [mpeoni@indygov.org](mailto:mpeoni@indygov.org).

### GLENDALE STUDY DRAFTS FINAL REPORT

A draft Final Report of the Special Neighborhood Study of the Glendale Area has been posted since late May on the



MPO web site ([www.indygov.org/indympo](http://www.indygov.org/indympo)) to accommodate public review and comment of its findings. The purpose of the study, which began in January, 2001 and incorporated three public workshops as well as special neighborhood association presentations during its extended duration, is to find ways to retrofit amenities into established neighborhoods to make them more bicycle-, pedestrian- and transit-friendly.

"We're calling it a *draft* Final Report because public comment can definitely change its recommendations before they are adopted for implementation," explains MPO Senior Planner Stephanie Belch, the planner-in-charge of the study. "We've mailed out hundreds of postcards encouraging area residents to let us know how they feel and referring them to either our web site or the Glendale Public Library where a copy of the draft Final Report is available for review."

For more information on the Glendale Special Neighborhood Study or its public review and comment period which ends July 19th, or for a copy of the draft Final Report, contact Stephanie Belch at 317/327-5136 or [sbelch@indygov.org](mailto:sbelch@indygov.org).

### MOO'NON TO THE STATE FAIR

Area residents can ride to the 2002 State Fair and park their bikes *for free* in a secured, continuously monitored corral.

As part of their on-going "Moo'non To The State Fair"



program, fair officials have again made this year's 12-day event a 'Pedal & Park' venue, encouraging attendees to bicycle along the adjacent greenways trail, or other

appropriate routes, to minimize traffic congestion and parking delays.

"It's healthy. It's convenient. And, it's just plain fun," says Tom Olsen, President of The Greenways Foundation and one of the founders of the Pedal & Park program. "Pedaling in along the Monon Trail is a great way to start your day at the Fair."

When area cyclists check their bikes at the Pedal & Park corral, located at Boulevard Station at 38th Street and the Monon Trail, they'll receive a claim ticket. The corral will

*cont on page 31, see Irons In The Fire*

## 2003-2005 IRTIP

(from page 1)

in the Metropolitan Planning Area (MPA), the IRTIP covers a three-year time frame and ensures that limited federal funds provide maximum benefit to the region's transportation system. 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.

Since 1994, Dearing has been the MPO planner-in-charge of coordinating the IRTIP's annual update with the more than 40 different groups who have input into the program, including four County Boards of Commissioners, nearly 20 city or town governments, and many state agencies and private sector not-for-profits. "As one year ends, we add a new year of projects," he explains. "That's how the 2003-2005 IRTIP was developed from the 2002-2004 program, with the input of our planning partners." As in past years, those partners have a special interest in the requested projects that directly benefit their own jurisdictions . . . at least initially. "But, eventually, we arrive at a consensus of which projects serve the transportation interests of the entire region," Dearing says.

Because it serves as gatekeeper for more than \$500,000,000 worth of federal transportation funding allocated to the Indianapolis MPA (see map, page 3), the MPO bears responsibility for guiding the IRTIP development process to consensus. "As coordinator of the IRTIP, the MPO's job is to fairly consider the interests of all of our planning partners and to objectively evaluate all requested projects to make sure that those funded in the IRTIP offer the greatest benefit," Dearing says. "We're trying to get the greatest positive impact for our local transportation system from limited federal dollars," he explains. "The key things to keep in mind are that federal funds

can only account for a maximum of eighty percent of a qualified project's cost, and that a project must first appear in the IRTIP to qualify for federal funds."

Before projects can be considered for inclusion in the IRTIP, they must first appear in the long-range Regional Transportation Plan which has a 20-year planning horizon. "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, keeps me pretty busy," Dearing says. "After months of development, the 2003-2005 IRTIP was approved on Wednesday, June 19."

These projects fall into a variety of planning categories including:

- Local Jurisdiction, Urbanized Area, Surface Transportation Program (STP) Funded Projects
- Airport Improvement Program (AIP) Projects
- Public Transit Projects
- Rail/Highway Protection Safety Projects
- Congestion Mitigation & Air Quality (CMAQ) Projects
- Transportation Enhancement (TE) Projects
- Indiana Department of Transportation Projects, and...
- Economic Development Administration (EDA) Projects.

All projects proposed for the Draft 2003-2005 IRTIP were first assessed for their relevancy to other major, planning documents and programs, including:

- The Regional Transportation Plan: a comprehensive list of regional, long-range transportation improvements planned for the next 20 years.
- The Congestion Management System (CMS) which monitors and analyzes the magnitude of congestion on our multi-modal transportation system.

*cont on page 19, see 2003-2005 IRTIP*



## 2003-2005 IRTIP

(from page 18)

- The State Implementation Plan (SIP) which strives to achieve national recommended levels for ozone, carbon monoxide, and other air pollutants.

- The Functional Classification System: the organized structure of streets and highways, including all freeways, expressways, primary and secondary arterials, and collector streets throughout our urbanized area.

- The Jurisdictional Classification System, which defines who is responsible for each section of street and highway, as well as method and source of funding.

- Fiscal Analysis: the 3-year program must be fiscally constrained. That is, all federal, state and local funding amounts and sources must be listed. The IRTIP must be a fiscally realistic program.

In addition, all proposed projects must be offered to the public for review and comment *before* they can be approved for implementation — a process often detailed in MPO publications, such as *CAC Minutes* which reports on the quarterly meetings of the Citizens Advisory Committee and *teMPO* which ran an IRTIP story as recently as the Autumn, 2001 issue. As part of this process, the MPO runs display advertising in *The Indianapolis Recorder* and the *City & State* section of *The Indianapolis Star* on a variety of subjects, including the IRTIP's public review and comment process. These ads, which promote public awareness and

oversight of IRTIP projects, usually appear in tandem with traditional Legal Notices that offer more detailed information including review locales and comment period duration. The draft 2003-2005 IRTIP was available for review at all Marion County libraries, in Suite 1841 of the City-County Building, 200 East Washington, Indianapolis, and on the MPO web site at [indy.gov.org/indympo](http://indy.gov.org/indympo) from May 20 to June 19. Ads promoting its review and comment process appeared in the May 20th & 21st *Indianapolis Star* and May 24th *Indianapolis Recorder* (see ad, page 21.) The opportunity to review and comment on the draft IRTIP was also promoted on the new MPO Hotline (317/327-IMPO) from May 20th through June 16.

Also as part of the process of encouraging public awareness and review, Dearing regularly appears at Citizens Advisory Committee (CAC) meetings to present information on draft IRTIP programs and newly proposed amendments. On Tuesday, May 21st, 2002, he presented detailed information on the 2003-2005 IRTIP at the second quarterly CAC meeting of the year with the aid of a PowerPoint presentation and a 21-page hand out. Detailed project discussion followed that was broadcast live via government access channel WCTY (Channel 16, Comcast and Time Warner) and taped for re-broadcast throughout the remainder of the month.

Dearing noted that of the hundreds of proposed projects

that make up the 2003-2005 IRTIP, most have been requested by the Indiana Department of Transportation (INDOT) and concern state, interstate and U. S. highways found in the Metropolitan Planning Area. This is significant, because *where* an improvement is to be made, as well as *what* the improvement is, determines the type of funding that can be earmarked for its implementation.

For example, Dearing noted that no state highways are found inside of I-465. INDOT has relinquished jurisdiction over them to the Indianapolis Department of Public Works. For this reason, programmed improvements on these roadways, such as Binford Boulevard (formerly, S.R. 37), need to be made with Group I Urban Surface Transportation Program (STP) funds. The MPO receives \$20 million in such funding annually to program improvements.

"We rely on the diverse perspectives and insights of *all* of our planning partners to keep the IRTIP on course," explains Dearing. "The public is our *primary* planning partner and CAC meetings are just one of the ways we let them know how we plan to use their tax dollars for regional transportation improvements." Most transportation improvement projects are 80% funded with federal dollars. The remaining 20% is contributed by the appropriate local jurisdiction.

A complete listing of 2003-2005 IRTIP projects is included in this issue of *teMPO*, starting on page 22. For more information, contact Mike Dearing at 317/327-5139 or [mdearing@indygov.org](mailto:mdearing@indygov.org)

### FROM PLAN TO PROGRAM

Many *teMPO* readers, and visitors to the newly enhanced Indianapolis MPO web site ([www.indy.gov.org/indympo](http://www.indy.gov.org/indympo)) have a hard time understanding the difference between the MPO's various transportation plans and programs (see related story, Page 2). Here how you can keep them straight.

Normally, a plan, like the Indianapolis Regional Transportation Plan, identifies system needs and recommends 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 the immediate availability of funding.

A program, such as the Indianapolis Regional Transportation Improvement Program (IRTIP), represents more immediate actions, making a time- and cost-specific commitments. In effect, it says "We're spending these dollars now on these projects." A program is likely to be relatively short term, in nature, usually dealing with currently available funds.

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

## QUESTIONS & ANSWERS

(from page 2)

### WHAT IT IS, WHAT IT DOES, AND WHERE IT FITS IN

The Thoroughfare Plan is a hierarchy of interconnecting roadways made up of Interstates, Expressways, and Primary and Secondary Arterials. Its purpose is to 1) channel traffic off of local streets and onto thoroughfares, which are designed to safely carry higher traffic volumes, and 2) to provide continuity and connectivity across the regional transportation system. For these reasons, all roadways designated as thoroughfares, may eventually carry significant traffic and, therefore, could be widened in the future.

The Thoroughfare Plan identifies not only roadways that are important to the overall transportation network, but also

those that have been proposed for modification. In addition, it identifies 25 proposed roadway segments or “missing links” that, if present, would provide better system continuity and connectivity and improve existing geometric conditions, or operating space requirements. A big part of the importance of the Thoroughfare Plan is that it recognizes the significant benefit of preserving right-of-way to facilitate possible future roadway improvements and to minimize the impact on adjacent properties.

The Thoroughfare Plan is adopted as a segment of the Comprehensive Master Plan for Marion County. As such, it has both a direct and an indirect

relationship with the Comprehensive Land use Plan. For instance, in the City’s zoning ordinances, setback requirements are tied to the land’s proximity to a thoroughfare. These requirements are further defined by the functional classification of thoroughfares. Similarly, the right-of-way standards are based on the functional classification of thoroughfares, plus the Comprehensive Plan’s stages of development where little or no additional right-of-way is required in

the fully developed areas and more right-of-way is required in areas considered partially developed or developing.

The planning support given to projects proposed for implementation in the Thoroughfare Plan by the Indianapolis Regional Transportation Plan is based on population and employment growth forecasts for the entire Indianapolis Urbanized Area. The Comprehensive Land Use Plan is used to develop these forecasts. The Comprehensive Plan is also used as a comparative measure for proposed developments that are subject to the City’s traffic impact study process. This process directly compares the traffic impacts of proposed development against those of the recommendations of the Comprehensive Plan.

As noted elsewhere in this issue, projects contained in the Thoroughfare Plan which receive planning support from the Regional Transportation Plan, are programmed for implementation using federal funds over a three-year period in the Indianapolis Regional Transportation Improvement Program (see related story, page 1).

On June 19th, a Public Hearing concerning the proposed Thoroughfare Plan amendment was held by the Metropolitan Development Commission, which approved the amendment. Prior to the meeting, the MPO encouraged public review and comment through advertising and legal notices in *The Indianapolis Star* and *The Indianapolis Recorder*, the May CAC meeting, and the CAC Minutes, and its Hotline (317/327-IMPO). All plans and exhibits relating to the amendment were available for review in Rooms 241 and 1841 of the City-County Building, 200 E. Washington, from May 20 to June 19. In addition, a complete Thoroughfare Plan amendment, including a detailed project listing, was available for review at [indygov.org/indympo](http://indygov.org/indympo).

For more information on the amended Thoroughfare Plan, or its relationship to other Indianapolis MPA planning documents, contact MPO Senior Planner Steve Cunningham at 317/327-5403 ([scunning@indygov.org](mailto:scunning@indygov.org)) or MPO Planner Kevin Mayfield at 317/327-5135 ([kmayfiel@indygov.org](mailto:kmayfiel@indygov.org)).



## COMPONENTS

To encourage awareness of, and informed participation in, its regional transportation planning process, the MPO includes display advertising among the many communications strategies utilized in its Public Involvement Program (PIP) (see related story, page 13). Featuring consistent use of the “iMPOrtant” format to build awareness and heighten recall, these ads appear in the *City & State* section of *The Indianapolis Star*, *The Indianapolis Recorder* and other regional publications.

The ads shown here ran in May and June of this year. From the top, the first promoted attendance at the May Citizens Advisory Committee meeting, the second such quarterly gathering of the year, by highlighting planned agenda items. The second ad, which appeared twice, encouraged review of and comment on the draft 2003-2005 Indianapolis Regional Transportation Improvement Program (see related story, page one). The third ad, which ran in early June, invited readers to a June 19th Public Hearing of the Metropolitan Development Commission (MDC) concerning amendments to the Official Thoroughfare Plan for Marion County. This ad also invited review of amendment exhibits prior to the hearing.

The fourth ad, which ran in late June, encouraged public review and comment on the draft Final Report of the Glendale Neighborhood Study. And, the fifth ad promotes the MPO's new hotline as a great source for transportation planning and participation information. It ran the first week of July.

Some of these ads refer to Legal Notices that appear in the same day's papers and offer more detailed information. Through its various PIP outreach strategies, such as display advertising, the MPO will continue to inform readers of upcoming participation opportunities.

### IMPORTANT

The Metropolitan Planning Organization (MPO) invites you to a Citizens Advisory Committee meeting on Tuesday, May 21 at 6:30 PM.

Agenda items include the MPO's Public Involvement Program, the Marion County Comprehensive Land Use Plan update, the draft 2003-2005 IRTIP, and proposed Thoroughfare Plan amendments.

Join us in Room 107 of the City-County Building, 200 East Washington, downtown Indianapolis.

For more information on transportation planning, call 327-5142 or visit [www.indygov.org/indympo](http://www.indygov.org/indympo).



### IMPORTANT

The Metropolitan Planning Organization, your (MPO), invites your input on the draft 2003-2005 Indianapolis Regional Transportation Improvement Program (IRTIP).

The IRTIP documents federally funded transportation improvements proposed for our region over a three-year period.

A complete listing of these projects is available for review through June 10 at various metropolitan area locations. For more information, see our classified ad in today's paper.

For more information on transportation planning, call 327-5142 or visit [www.indygov.org/indympo](http://www.indygov.org/indympo).



### IMPORTANT

The Metropolitan Planning Organization (MPO) invites you to a June 19th Public Hearing of the Metropolitan Development Commission concerning a proposed amendment to the Official Thoroughfare Plan for Marion County.

Amendment exhibits can now be examined in Rooms 241 and 1841 of the City-County Building, 200 E. Washington, downtown Indianapolis.

For more review process or meeting information, see our legal notice in today's paper.

For more information on transportation planning, call 327-5142 or visit [www.indygov.org/indympo](http://www.indygov.org/indympo).



### IMPORTANT

The Metropolitan Planning Organization (MPO) invites your comments on the draft Final Report of the Glendale Neighborhood Study.

The purpose of this study is to find the best ways to retrofit established neighborhoods with amenities that make them more bicycle-, pedestrian- and transit-friendly.

The report can be reviewed until July 19th at the Glendale Public Library or on-line at the address listed below.

For more information on transportation planning, call 327-5136 or visit [www.indygov.org/indympo](http://www.indygov.org/indympo).



### IMPORTANT

The Metropolitan Planning Organization, your MPO, wants you as a partner in the regional transportation planning process.

For information on current planning activities, and upcoming participation opportunities, call the MPO Hotline at 317/327-IMPO, ask for a free *teMPO* newsletter at any Marion County library, or visit the MPO web site at the address listed below.

For more information on transportation planning, call 327-5142 or visit [www.indygov.org/indympo](http://www.indygov.org/indympo).



## US 31 PARTNERSHIP

As previously reported in *teMPO*, the Indiana Department of Transportation is currently undertaking the improvement of the US 31 travel corridor from 96th Street to 146th Street. The primary purpose of this project is to increase the corridor's traffic handling capacity while maintaining or enhancing the region's current natural and commercial amenities.

As part of this effort, the US 31 Carmel/Clay Task Force with the assistance of Parsons Brinckerhoff Quade & Douglas, Inc., transportation engineers, and Rundell Ernstberger & Associates, an urban design and landscape architecture firm, issued an "Interim Report" on the project's environmental issues, in September of last year. The stated purpose of the document is to "communicate significant issues and opportunities associated with the US 31 Freeway Improvement Project and to express the interest and commitment of Carmel agencies and the City Administration to provide INDOT with assistance and feedback as they plan to work toward a final recommendation."

The US 31 Task Force was formed in 1996 to guide Carmel/Clay planning decisions, to provide effective coordination and to estab-

lish a means for updating agencies and corridor stakeholders. Two years before issuing its Interim Report, the Taskforce cited three primary objectives for coordinating with INDOT as it moves forward with US 31 Corridor location and environmental studies. They are:

To identify and follow-through on companion local planning issues, such as local roadways, land use and zoning.

To serve as a data source and local liaison, offering technical resources and coordination with local stakeholders.

And, to provide early input on issues related to corridor design and community integration, including local priorities, policies and issues.

Recognizing the common interests of state and local planning, Carmel/Clay officials and the US 31 Task Force made cooperation a major objective of their efforts. Task Force activities started early so that they could be considered and incorporated into INDOT planning from the beginning rather than late in the process and only in response to comments. In return, the Task Force asked INDOT to share data and preliminary information as it became available. Included among Carmel/Clay actions are the 1) modification of the Thoroughfare

Plan for local system priorities, 2) refinement of Illinois Street Alignment Plans, 3) restriction of new development at critical locations to protect right-of-way, and 4) construction of major segments of Pennsylvania Street. In addition, INDOT received a standing invitation to all Task Force meetings.

INDOT responded with cooperative technical items including 1) traffic count data to support various local studies and reviews, 2) traffic forecasting data as soon as available to test local plans, and 3) preliminary alternative layouts to guide zoning in response to ongoing development proposals.

"With good design, the US 31 upgrade can serve the second largest office area in the state with ease of commuting while, at the same time, offering an aesthetically pleasing roadway and improved east-west connectivity," says Paul Spranger, US 31 Task Force Chair. The importance of securing such a design, and of the project partnership between the Task Force and INDOT, is reflected by the numbers involved.

According to the most recent data available (1996), the US 31 Corridor comprises 826 acres, of which 313 acres remain developable. Of the corridor land total, 9,157,440 square feet is dedicated to office space and 9,094,200 to non-office space. A potential 5,044,684 square feet of land could be developed into additional office space. The office complexes, corporate headquarters and employment centers within the

*cont on page 23, see US 31 Partnership*



# US 31 PARTNERSHIP

(from page 22)

“Meridian Corporate Corridor” currently employ more than 20,000 and are among the highest quality facilities of their type in the Midwest. “We’re committed to working with INDOT to insure that the US 31 improvements will continue to attract corporations and businesses to the area,” Spranger says.

Among the Potential Opportunities for the US 31 Improvement project cited in the Interim Report:

**Enhanced Traffic Flow**, offering easy access to Meridian Corridor buildings, and smoother “through” travel for easier commutes.

**Aesthetic Treatment Opportunities**, incorporating coordinated roadway design features, such as interchanges, over (or under) passes, lighting and signage, commensurate in quality with existing commercial developments.

**High Quality Access**, continuing the ease of access that currently exists to metropolitan Indianapolis, thanks to the proximity of I-465 with US 31 serving as conduit, and the carefully planned and regulated access to the corridor due to INDOT and Carmel/Clay combined planning efforts.

**Improved Quality of Life**, resulting from design decisions that integrate the new highway into the local area and benefit land use, pedestrian and vehicular circulation and community character.

Among the Potential Threats for the US 31 improvement project cited in the Interim Report:

**Loss of Corridor Vitality/Character**, resulting from a design that fails to complement the Meridian Corporate Corridor’s current character, just as incentives to lure away high-value employers increase.

**Loss of Community Cohesiveness**, due to the bisection of the Carmel/Clay community by the newly upgraded freeway without east-west vehicular and

pedestrian connectivity being maintained.

**Business Instability During Construction**, due to reduced roadway access to major corporate headquarters, two hospitals and numerous supporting businesses.

**Community Disruption During Construction**, due to motorists diverting to secondary roadways in residential areas.

**Environmental Impacts**, including noise, air quality, run-off/drainage and aesthetics/views.

The Task Force identified Potential Opportunities and Threats early in the planning process in order to allow INDOT maximum flexibility in addressing these issues. The Interim Report also offered the following six Key Issues along with Community Expectations of how INDOT might address each.

## #1. Thoroughfare Plan

For the improved US 31 freeway upgrade to be least disruptive and most functional to the community, a seamless

integration between the State’s plan, the Carmel/Clay Thoroughfare Plan and the Carmel/Clay Alternative Transportation Plan must occur.

### Community Expectations:

- Consider the extensive planning in the Carmel/Clay Thoroughfare Plan given the anticipated growth of Carmel/Clay and Hamilton County.
- Make provisions in US 31 designs to facilitate future local system upgrades in accordance with the approved Carmel/Clay Thoroughfare Plan.
- Carefully consider the important connectivity issues in the Carmel/Clay community with regard to schools, a library and community retail in relation to an interchange at 131st Street.

## #2. Community Cohesiveness

Without careful planning of east-west thoroughfares, a controlled-access US 31 would bisect the community and essentially isolate from the rest of the city the western half being considered for annexation.

### Community Expectations:

- Incorporate depression or partial depression of major segments of US 31.
- Provide full interchanges at primary arterials/parkways, including 106th, 116th and 131st Streets.
- Provide for all traffic movements at the US 31 interchange with 146th Street, Hamilton County’s primary east-west thoroughfare.
- Provide grade separations for cross movements at 103rd Street, 111th Street, 126th Street and Range Line Road. Provide enhanced grade separation and limited connectivity at 136th Street.
- Provide special access to Old Meridian Street and St. Vincent’s Carmel

cont on page 24, see US 31 Partnership

## US 31 PARTNERSHIP

(from page 23)

Hospital, possibly including slip ramps for selected movements.

- Maintain a grade separation for pedestrian crossing on the Monon Trail.
- Provide for the continued coordination of design and construction of Illinois Street to serve local access and connectivity needs on the west side of US 31.
- Provide for effective interchange linkages with Pennsylvania Parkway on the east side of US 31 and Illinois Street on the west side of US 31.
- Provide for design and construction of Range Line Road to serve access and connectivity needs on the south side of 146th Street.

### #3. Effective aesthetic integration of US 31 with one of the Indiana's most important corporate corridors and job-generating areas.

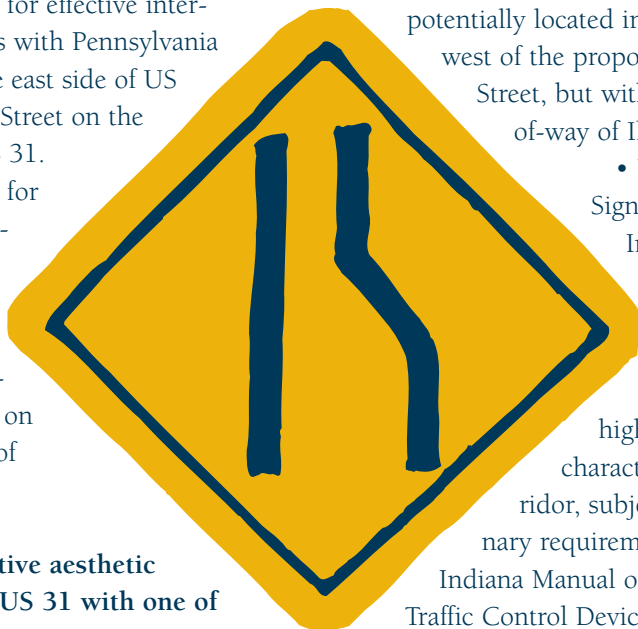
Any diminution of the desirability of the Meridian Corporate Corridor as a business address or of the quality-of-life for its management and employees is an unacceptable risk to the economic development of Carmel/Clay.

#### Community Expectations:

- Corporate Entry Features – In the design, allowance for previously planned Corporate Corridor Entry identification elements on the north and south end of the corridor should be made through planning coordination with the City of Carmel and/or designated consultant during the preliminary and final design phase.
- Interchange Elements – Integrate aesthetic improvements into the ramp and interchange designs, such as planti-

ng areas and ornamental detailing. Establish a process for planning coordination with the City of Carmel and/or designated consultant during the preliminary and final design phase.

- Noise Reduction and Suppression – Partially depress US 31 and provide noise suppression elements near residential and other noise sensitive areas. Examples might include a 4-foot earth berm as a base for a 5-foot brick noise suppression wall to be potentially located immediately west of the proposed Illinois Street, but within the right-of-way of Illinois Street.
- Lighting and Signage – Incorporate lighting and signage consistent with the high-quality character of the corridor, subject to ordinary requirements of the Indiana Manual on Uniform Traffic Control Devices.
- Landscape Treatment – Incorporate landscape treatments in accordance with the overall quality of the corridor.



### #4. Maintenance of Traffic During Construction

Disruption of existing traffic flow is of concern for “through” traffic trying to use US 31, for local traffic trying to cross the corridor, and for commuter traffic trying to access adjacent employment centers.

#### Community Expectations:

- Implement phased construction, with interchange connectivity completed at 131st Street and 106th Street, prior to the balance of the roadway segment between 131st Street and I-465, to provide for access to local parallel routes through the construction area.
- Maintain access to Range Line Road, as the Corridor's north-south “Main Street”.
- Identify localized traffic impacts and develop an effective plan early in the process for accommodating local travel and property access needs during construction.
- Accommodate construction of Illinois Street in accordance with the adopted Carmel/Clay Thoroughfare Plan.
- Upgrade Keystone Avenue (SR 431) to accommodate additional traffic demand during construction.

*cont on page 25, see US 31 Partnership*



## US 31 PARTNERSHIP

(from page 24)

- Provide a system of regional signs and detours to route truck and through traffic away from the area during the construction period.

### #5. Hospital Access During the Construction Period

Access to the new Heart Hospital and St. Vincent's Carmel Hospital, which is currently undergoing a \$30 million expansion to include obstetrics, will be critical for emergency vehicles, patients, and employees during the construction and following completion of the US 31 improvements.

#### Community Expectations:

- Construct the interchange at 131st Street in advance of construction on the major segments of US 31 to provide access to both hospitals during the balance of the construction period.

- Accommodate construction of Illinois Street to assure connectivity to both the new Heart Hospital and St. Vincent's Carmel Hospital through the 131st Street interchange.

- Provide special access points at Old Meridian (northbound US 31) and 136th Street (southbound US 31).

- Provide for east-west movement on 103rd Street in order to serve adjacent Thomson Multimedia office complex and the new Heart Hospital being constructed between 103rd Street west of US 31.

### #6. Alternative Transportation Connectivity

US 31 improvements should work in coordination with on-going community efforts to provide a complete network of pedestrian and bicycle facilities.

#### Community Expectations:

The alternative transportation pro-

visions in the Carmel/Clay Thoroughfare Plan and Alternative Transportation Plan will be incorporated into the design of US 31 improvements.

"It's clear that the US 31 Task Force recognizes this as a major opportunity for a cooperative effort by the State of Indiana and the City of Carmel to produce a highway solution that raises the bar for inter-agency coordination, creativity, functionality and aesthetics," says Mike Hollibaugh, Director of the Carmel Department of Community Services. To learn more about Task Force efforts on the US 31 Improvement project, contact Kelli Lawrence, Long Range Planner for the City of Carmel at 317/571-2417 or [klawrence@ci.carmel.in.us](mailto:klawrence@ci.carmel.in.us).



## PEONI PROMOTED

Known to many as both the voice and face of the regional transportation planning process, Mike Peoni, AICP, is moving on from the MPO to new and expanded responsibilities. With 30 years' experience in neighborhood and transportation planning, he has been named Administrator of the Indianapolis Division of Planning, part of the city's Department of Metropolitan Development. As such, Mike will oversee all planning and zoning for Indianapolis.



**Mike Peoni**

with the Official Thoroughfare Plan for Marion County. In addition, Peoni has had a long professional and personal involvement with special transportation services for the

elderly and persons with disabilities, seeking federal support through Section 5310, formerly Section 16. Off-hours, Peoni served as Chairman of the Transportation Committee for the Indianapolis Senior Citizens Center, a group on whose Board he now serves as President.

During his tenure with the Metropolitan Planning Organization, Mike has been responsible for a diverse list of transportation planning initiatives. In the late eighties, he led the development of Transportation Impact Study Guidelines still in effect. In the early nineties, he was also primarily responsible for coordinating the revision of the right-of-way standards associated

As both MPO Principal Planner and, since July, 1999, Manager/Master Planner, Peoni's most visible responsibilities have included guiding the conNECTIONS Study of Northeast Corridor Transportation and initiating the MPO's nationally recognized Public Involvement Program. Since 1994, he also has served as primary facilitator of meetings of the Citizens Advisory Committee, a group he helped found to solicit public input on regional transportation planning issues. CAC meetings are regularly broadcast on government access channel WCTY (Ch 16, Comcast & Time Warner). In addition, as MPO Manager/Master Planner, Mike helped direct the efforts of the organization's growing staff of professional transportation planners.

In his new role, Mike will continue to have contact with the MPO, though in more of an administrative capacity. "I know I'll miss daily contact with a lot of our regular planning partners," Peoni says, "but I hope to stay in-touch with them and with a few of the developing transportation projects now in critical stages."

Until a replacement is named, Mike will serve as Acting Manager of the MPO in addition to his new role as Administrator of Planning.

# 2003-2005 IRTIP PROJECTS

## Fiscal Year 2003

### Local Jurisdiction, Urbanized Area, Federally Funded Projects

Project phases include Preliminary Engineering (PE), Right-of-Way (RW) and Construction (CN)

Federal funds include Group I Urban Surface Transportation Program (STP), Relinquishment reimbursement (Relinq) and High Priority (HP)

Jurisdiction	Project Location, Work Description / Phase	\$ Total Project Cost	\$ Federal Funds (80% of total cost) STP	Relinq	HP	\$ Local Matching Funds (20%)
<b>Carmel</b>						
02xxxxx	Monon Trail at Carmel Drive, new Bike/Ped Bridge / CN	719,000	400,000	0	0	319,000
<b>Hamilton County</b>						
9980920	106th Street and College Avenue, Intersection Improvement / CN	1,700,000	1,360,000	0	0	340,000
<b>Greenwood</b>						
0090120	Frye Road - Madison Ave. to US 31, Rehabilitation / CN	750,000	360,000	0	0	390,000
01xxxxx	Frye Road over Pleasant Run Creek, Rehabilitation / CN	350,000	0	0	0	350,000
<b>Indianapolis-DPW</b>						
9981050	30th Street at Keystone Avenue, Intersection Improvement / CN	323,966	259,173	0	0	64,793
9981570	30th Street at Lafayette Road, Intersection Improvement / CN	1,100,000	880,000	0	0	220,000
9981170	38th St - I-465 to I-65, Road Rehabilitation / CN	8,400,000	6,720,000	0	0	1,680,000
0090010	38th St - I-65 to Martin Luther King Jr. Street, Rehabilitation / CN	3,092,600	2,473,600	0	0	618,400
0100638	38th St. over White River Bridge Rehabilitation / CN	1,461,000	1,168,800	0	0	292,200
0100640	38th St. over Indianapolis Water Co. Canal Bridge Rehabilitation / CN	447,000	357,600	0	0	89,400
9980230	38th Street - Meridian St. to Fall Creek Pkwy, Rehabilitation / CN	7,900,000	320,000	6,000,000	0	1,580,000
0090030	38th Street - Meridian St. to Fall Creek Pkwy, Enhancements / CN	1,500,000	1,200,000	0	0	300,000
9981260	Arlington Avenue at Southport Road, Intersection Improvement / CN	360,000	288,000	0	0	72,000
0089100	Michigan Road - 42nd Street to Cold Springs Road, Widen from 2 to 5 lanes / CN	1,600,000	1,280,000	0	0	320,000
0089102	Michigan Rd. over White River, widen bridge / CN	2,260,000	1,808,000	0	0	452,000
0089101	Michigan Rd. over Indpls. Water Co. Canal, widen bridge / CN	240,000	192,000	0	0	48,000
9981240	Pike Plaza Road - Lafayette Road to Moller Road, Widen from 2 to 4 lanes / CN	500,000	400,000	0	0	100,000
0081241	Pike Plaza Road over Falcon Creek, Bridge Widening / CN	746,000	596,800	0	0	149,200
9981710	Shelbyville Road over Little Buck Creek, Bridge Rehabilitation / CN	320,000	256,000	0	0	64,000
9981230	Stop 11 Road - Madison Avenue to Sherman Drive, Widen from 2 to 5 lanes / CN	3,893,000	3,114,400	0	0	778,600
<b>Johnson County</b>						
9980930	Smith Valley Road - Peterman/Berry Rd to Morgantown Rd, Road Rehabilitation / LA	1,000,000	800,000	0	0	200,000
9980930	Smith Valley Road - Peterman/Berry Rd to Morgantown Rd, Road Rehabilitation / CN	1,008,000	806,400	0	0	201,600
9881740	Main Street over Pleasant Run Creek, Bridge Rehabilitation / CN	900,000	720,000	0	0	180,000
<b>Lawrence</b>						
9980530	79th Street - Sunnyside Rd to Oaklondon Rd (Phase 1), New Road / CN	960,000	288,000	0	384,000	288,000
9980530	79th Street - Sunnyside Rd to Oaklondon Rd (Phase 2), New Road / CN	896,000	192,000	0	512,000	192,000
9980540	79th Street - Oaklondon Rd to Carroll Rd, Rehabilitation / CN	2,240,000	480,000	0	1,280,000	480,000
<b>Southport</b>						
0090100	Anniston Drive - Walnut St. to McFarland Rd, Rehabilitation / PE	120,000	96,000	0	0	24,000
<b>FY 2003 TOTAL</b>		<b>44,785,966</b>	<b>26,816,773</b>	<b>6,000,000</b>	<b>2,176,000</b>	<b>9,793,193</b>

Note: "High Priority" federal funds are used for the construction phase of the project. Additional "High Priority" funds not shown here will be used for land acquisition and construction inspection.

## Fiscal Year 2004

### Local Jurisdiction, Urbanized Area, Federally Funded Projects

Jurisdiction	Project Location, Work Description / Phase	\$ Total Project Cost	\$ Federal Funds (80% of total cost) STP	Relinq	HP	\$ Local Matching Funds (20%)
<b>Carmel</b>						
02xxxxx	Keystone Ave at between 116th St & Carmel Dr, new Bike/Ped Bridge / CN	813,000	600,000	0	0	213,000
<b>Hancock County</b>						
0090140	Hancock Co. Road 100 North (Phase 1) - Carroll Rd to Buck Creek Rd, Road Rehabilitation / CN	1,495,000	1,196,000	0	0	299,000
<b>Hendricks County</b>						
02xxxxx	Hendricks Co. Road 1050 East (N-S Corridor) - CR 450S Stafford Rd to US 40, Widen from 2 to 4 lanes / CN	7,500,000	6,000,000	0	0	1,500,000
<b>Indianapolis-DPW</b>						
0100950	16th Street over Fall Creek Bridge Rehabilitation / CN	1,700,000	1,360,000	0	0	340,000
0100952	62nd Street at Georgetown Rd, Improve Intersection; Add Turn Lanes / CN	2,500,000	2,000,000	0	0	500,000
0101086	62nd Street over Little Eagle Creek, Bridge Replacement / CN	300,000	240,000	0	0	60,000
02 xxxxxx	82nd Street over White River, Bridge Rehabilitation / CN	1,000,000	800,000	0	0	200,000
0100951	86th Street over Big Eagle Creek, Bridge Rehabilitation / CN	1,500,000	1,200,000	0	0	300,000
0090050	Ameriplex Parkway - Decatur Blvd to Stanley Road, New Road / CN	4,872,000	3,897,600	0	0	974,400
9981080	Broad Ripple Avenue - College Ave to Keystone Ave, Road Rehabilitation / CN	1,000,000	800,000	0	0	200,000
02 xxxxxx	College Avenue over Williams Creek, Bridge Rehabilitation / CN	750,000	600,000	0	0	150,000
0100946	Emerson Ave. - I-465 to Raymond Street, Road Rehabilitation / CN	4,300,000	3,440,000	0	0	860,000
0100947	Emerson Ave. over Lick Creek Bridge Rehabilitation / CN	250,000	200,000	0	0	50,000
0100948	Emerson Ave. over Beech Creek Bridge Rehabilitation / CN	250,000	200,000	0	0	50,000
0101085	Georgetown Road over Little Eagle Creek Bridge Replacement / CN	400,000	320,000	0	0	80,000
02 xxxxxx	Holt Road over Neeld Ditch and Conrail RR, Bridge Rehabilitation / CN	900,000	720,000	0	0	180,000
9981220	Shadeland Avenue - Pendleton Pike to 42nd Street, Widen from 2 to 4 lanes / CN	2,400,000	1,920,000	0	0	480,000
01 xxxxxx	Shadeland Avenue over Conrail Bridge Widening / CN	825,000	660,000	0	0	165,000
<b>IPTC / IndyGo</b>						
02xxxxx	Purchase two 40 ft. buses to expand service in the NE Corridor	665,000	532,000	0	0	133,000
<b>Southport</b>						
0090100	Anniston Drive - Walnut St. to McFarland Rd, Road Rehabilitation / CN	690,000	552,000	0	0	138,000
<b>FY 2004 TOTAL</b>		<b>34,110,000</b>	<b>27,237,600</b>	<b>0</b>	<b>0</b>	<b>6,872,400</b>

**Fiscal Year 2005**

**Local Jurisdiction, Urbanized Area, Federally Funded Projects**

Jurisdiction	Project Location, Work Description / Phase	\$ Total Project Cost	\$ Federal Funds (80% of total cost) STP	Relinq	HP	\$ Local Matching Funds (20%)
<b>Avon</b>						
02 xxxxx	CR 100 South at CR 800 East (Dan Jones Rd) Intersection Improvement & Bridge Rehabilitation / CN	1,738,000	1,390,400	0	0	347,600
<b>Hancock County</b>						
0090140	Hancock Co. Road 100 North (Phase 2) - Buck Creek Rd to CR 700 West, Road Rehabilitation / CN	1,380,000	1,104,000	0	0	276,000
02 xxxxx	Hancock Co. Road 100 North (Phase 2) over Buck Creek Bridge Replacement / CN	690,000	552,000	0	0	138,000
<b>Indianapolis-DPW</b>						
02 xxxxx	East 21st Street - Post Road to Mitthoefer Road, Widen from 2 to 5 lanes / CN	3,300,000	2,640,000	0	0	660,000
02 xxxxx	Georgetown Road - Lafayette Road to 56th Street, Widen from 2 to 4 lanes / CN	6,900,000	5,520,000	0	0	1,380,000
9981090	Hanna Avenue - US 31 to Keystone Avenue, Road Rehabilitation / CN	4,000,000	3,200,000	0	0	800,000
02 xxxxx	West Street - Morris Street to 10th Street, Road Rehabilitation / CN	1,700,000	1,360,000	0	0	340,000
02 xxxxx	Lafayette Road over Eagle Creek, Bridge Rehabilitation / CN	1,800,000	1,440,000	0	0	360,000
02 xxxxx	62nd Street over Guion Creek, Bridge Rehabilitation / CN	450,000	360,000	0	0	90,000
02 xxxxx	Dean Road over Howland Ditch, Bridge Replacement / CN	450,000	360,000	0	0	90,000
02 xxxxx	Linden Street over Pleasant Run, Bridge Rehabilitation / CN	800,000	640,000	0	0	160,000
<b>Johnson County</b>						
02 xxxxx	CR 800 N (Olive Branch Rd) at CR 500 W (Morgantown Rd) Intersection Improvement & Bridge Rehabilitation / CN	4,000,000	3,200,000	0	0	800,000
<b>Zionsville</b>						
02 xxxxx	106th Street - Zionsville Road to 700 feet west of Michigan Road, Road Rehabilitation / CN	4,407,108	3,525,686	0	0	881,422
<b>TOTAL</b>		<b>31,615,108</b>	<b>25,292,086</b>	<b>0</b>	<b>0</b>	<b>6,323,022</b>

**Fiscal Year 2003**

**Federal Funded Indianapolis Projects Using Funds Reimbursed by the Indiana Department of Transportation to the City of Indianapolis as a Result of the Relinquishment of Former State Jurisdiction Roadways**

Project phase include Preliminary Engineering (PE), Land Acquisition (LA), Construction Inspection (CN INS) and Construction (CN)

**Fiscal Year 2003**

State Des. No.	Project Location	Project Phase	\$ TOTAL Cost	\$ Federal Funds Relinquishment	Urban STP	\$ Local Match
9980240	Fall Creek Parkway / Binford Boulevard formerly SR 37) - 38th St. to 75th St.	CN INS & CN	8,250,000	6,300,000	0	1,950,000
9981010	East Street/Madison Avenue - Mills Ave to Southern Ave	CN INS & CN	6,500,000	5,200,000	0	1,300,000
<b>TOTAL</b>			<b>14,750,000</b>	<b>11,500,000</b>	<b>0</b>	<b>3,250,000</b>

**Fiscal Year 2003**

State Des. No.	Project Location	Project Phase	\$ TOTAL Cost	\$ Federal Funds Relinquishment	Urban STP	\$ Local Match
9980230	38th Street - Meridian Street to Fall Creek Parkway	CN INS & CN	7,900,000	4,200,000	1,900,000	1,800,000
<b>TOTAL</b>			<b>7,900,000</b>	<b>4,200,000</b>	<b>1,900,000</b>	<b>1,800,000</b>

**CALENDAR YEAR 2003**

**Airport Improvement Program (AIP) Projects**

Project phase include Planning (PN), Preliminary Engineering (PE), Land Acquisition (LA) and Construction (CN)

Project Number - Project Description	Project Phase	Non-Federal Funding	AIP Funding	Total
NEW MIDFIELD TERMINAL	PE/CN	38,000,000	20,000,000	58,000,000
TECHNICAL SECURITY SYSTEM	PL	386,250	1,158,750	1,545,000
PUBLIC SAFETY CENTER	PL	1,030,000	3,090,000	4,120,000
PUBLIC SAFETY SPECIALTY FLEET	-	334,750	1,004,250	1,339,000
TAXIWAY "B" CN	7,680,000	0	7,680,000	
PART 150 - LAND PHASE III	LA	2,932,204	11,728,816	14,661,020
PART 150 - LAND PHASE II	LA	690,100	2,760,400	3,450,500
FAR PART 150 STUDY UPDATE	PN	61,800	247,200	309,000
NOISE MONITORING SYSTEM	PN	109,180	436,720	545,900
ENVIRONMENTAL MITIGATION	CN	128,750	386,250	515,000
RELOCATE FAA RCAG FACILITY	CN	50,500	151,500	202,000
TRANSMISSION LINE RELOCATION	LA	25,750	77,250	103,000
SOUTH OF I-70 DEVELOPMENT (AND LAND USE) PLAN	PN	53,000	159,000	212,000
DEVELOPMENT SOUTH OF I-70 - LAND ACQUISITION	LA	493,750	1,481,250	1,975,000
LOWERING OF I-70	CN	515,000	1,545,000	2,060,000
RUNWAY 5R-23L CONNECTOR TAXIWAYS	CN	496,975	1,490,925	1,987,900
COMMUTER APRON DEVELOPMENT	CN	772,500	2,317,500	3,090,000
REFURBISH TW "A", "C" & "D"	CN	90,125	270,375	360,500
REFURBISH RUNWAY 5L-23R	CN	51,500	154,500	206,000
RUNWAY 5R-23L REFURBISHMENT	CN	51,500	154,500	206,000
PUBLIC SAFETY SMALL VEHICLE FLEET REPLACEMENT PROGRAM	-	48,925	146,775	195,700
SNOW EQUIPMENT REPLACEMENT PROGRAM	-	283,250	849,750	1,133,000
AIRSIDE DRIVER TRAINING SYSTEM	-	77,250	231,750	309,000
PAPI INSTALLATION	CN	77,250	231,750	309,000
CONSTANT FRICTION MEASUREMENT VEHICLE	-	32,188	96,563	128,750
PAINT CAR AND SPECIALTY PAINT STRIPPER	-	30,900	92,700	123,600
POLICE WEAPONS TRAINING RANGE	CN	283,250	849,750	1,133,000
REPLACEMENT OF WRECKER #557	-	32,188	96,563	128,750
ARFF VEHICLES (AIRCRAFT RESCUE FIRE FIGHTER)	-	115,875	347,625	463,500
INTEGRATED AIRLINE OPERATIONS MGMT SYSTEM	CN	64,375	193,125	257,500
GATE MODIFICATION / ADDITION	CN	33,475	100,425	133,900
RELIEVER AIRPORT SAFETY ENHANCEMENTS	CN	728,725	2,186,175	2,914,900
LAND ACQUISITION (WETLAND AND BAT RESTORATION AREAS)	LA	236,900	710,700	947,600
DEICING CONTROL - PHASE III	CN	1,287,500	3,862,500	5,150,000
CONTAMINATED SITE REMEDIATION	CN	90,125	270,375	360,500
SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT	PN	133,900	401,700	535,600
GARAGE ADDITION TO AIRPORT MAINTENANCE FACILITY (BLG #2)	CN	90,125	270,375	360,500
ADA ENHANCEMENTS	PN	29,613	88,838	118,450
ADVANCE PLANNING AND DESIGN	PN	51,500	154,500	206,000
RELIEVER AIRPORTS	-	-	-	-
SNOW PLOW REPLACEMENT #639 (MQJ)	-	12,400	111,600	124,000
SNOW PLOW REPLACEMENT #642 (MQJ)	-	12,400	111,600	124,000
SNOW BLOWER REPLACEMENT #677 (UMP)	-	28,300	254,700	283,000
T-HANGAR TAXIWAY SITE DEVELOPMENT (EYE)	CN	17,100	153,900	171,000
SNOW PLOW REPLACEMENT #644 (EYE)	-	12,400	111,600	124,000
NEW AIRPORT IN HENDRICKS COUNTY (R2R)	CN	15,500	139,500	155,000
CLOSE SPEEDWAY AIRPORT (Speedway)	CN	27,800	250,200	278,000
<b>TOTAL</b>		<b>57,806,847</b>	<b>60,929,224</b>	<b>118,736,071</b>

**CALENDAR YEAR 2004**

**Airport Improvement Program (AIP) Projects**

Project phase include Planning (PN), Preliminary Engineering (PE), Land Acquisition (LA) and Construction (CN)

Project Number - Project Description	Project Phase	Non-Federal Funding	AIP Funding	Total
NEW MIDFIELD TERMINAL	CN	80,000,000	20,000,000	100,000,000
PART 150 - LAND PHASE III	LA	2,765,342	11,061,368	13,826,710
EXTEND TAXIWAY "R"	CN	530,500	1,591,500	2,122,000
LAND FOR AIRPORT DEVELOPMENT	LA	204,250	612,750	817,000
ENVIRONMENTAL MITIGATION	CN	132,500	397,500	530,000
SOUTH OF I-70 DEVELOPMENT (AND LAND USE) PLAN	PN	185,750	557,250	743,000
DEVELOPMENT SOUTH OF I-70 - LAND ACQUISITION	LA	543,750	1,631,250	2,175,000
LOWERING OF I-70	CN	530,500	1,591,500	2,122,000
TAXIWAY "S" AND BRIDGES	CN	740,000	2,220,000	2,960,000
COMMUTER APRON DEVELOPMENT	CN	530,450	1,591,350	2,121,800
TAXIWAY "H" RECONSTRUCTION	CN	230,746	692,237	922,983
TAXIWAY "M" & CONNECTORS, TAXIWAY "N-3" RECONSTRUCTION	CN	326,227	978,680	1,304,907
PUBLIC SAFETY SMALL VEHICLE FLEET REPLACEMENT PROGRAM	-	50,393	151,178	201,571
SNOW EQUIPMENT REPLACEMENT PROGRAM	-	172,396	517,189	689,585
ARFF VEHICLES (AIRCRAFT RESCUE FIRE FIGHTER)	-	132,613	397,838	530,450
INTEGRATED AIRLINE OPERATIONS MGMT SYSTEM	CN	152,504	457,513	610,018
SATELLITE FIREHOUSE / NEW FIREHOUSE	CN	1,060,900	3,182,700	4,243,600
DEICING CONTROL - PHASE III	CN	450,883	1,352,648	1,803,530
CONTAMINATED SITE REMEDIATION	CN	92,829	278,486	371,315
ADVANCE PLANNING AND DESIGN	PN	26,523	79,568	106,090
RELIEVER AIRPORTS				
T-HANGAR TAXIWAY AND SITE WORK (MQJ)	CN	28,600	257,400	286,000
CORPORATE HANGAR TAXIWAY DEVELOPMENT (MQJ)	CN	53,000	477,000	530,000
T-HANGAR TAXIWAYS (UMP)	CN	27,600	248,400	276,000
SNOW BLOWER REPLACEMENT TRUCK #623 (UMP)	-	12,700	114,300	127,000
UPDATED ALP AND REPORT (UMP)	PN	22,300	200,700	223,000
NORTHWEST T-HANGAR TAXIWAYS (EYE)	CN	35,000	315,000	350,000
SNOW REMOVAL EQUIPMENT STORAGE BLDG. (EYE)	CN	18,000	162,000	180,000
PROPERTY ACQUISITION (R2R)	LA	53,000	477,000	530,000
CONSTRUCT SAND SHED (R2R)	CN	11,700	105,300	117,000
AIRPORT REHABILITATION (IN03)	CN	15,900	143,100	159,000
<b>TOTAL</b>		<b>89,136,854</b>	<b>51,842,704</b>	<b>140,979,558</b>

**CALENDAR YEAR 2005**

**Airport Improvement Program (AIP) Projects**

Project phase include Planning (PN), Preliminary Engineering (PE), Land Acquisition (LA) and Construction (CN)

Project Number - Project Description	Project Phase	Non-Federal Funding	AIP Funding	Total
NEW MIDFIELD TERMINAL	CN	252,000,000	20,000,000	272,000,000
PART 150 - LAND PHASE III	LA	2,684,393	10,737,573	13,421,966
EXTEND TAXIWAY "R"	CN	1,092,500	3,277,500	4,370,000
LAND FOR AIRPORT DEVELOPMENT	LA	210,250	630,750	841,000
ENVIRONMENTAL MITIGATION	CN	133,750	401,250	535,000
TRANSMISSION LINE RELOCATION	CN	1,392,000	4,176,000	5,568,000
TAXIWAY "S" AND BRIDGES	CN	628,000	1,884,000	2,512,000
RELOCATION OF ASR	CN	410,000	1,230,000	1,640,000
REFURBISH TW "A", "C", & "D"	CN	54,636	163,909	218,545
REFURBISH RUNWAY 5L-23R	CN	54,636	163,909	218,545
RUNWAY 5R-23L REFURBISHMENT	CN	273,182	819,545	1,092,727
NORTHEAST QUADRANT - LAND ACQUISITION	LA	2,458,636	7,375,907	9,834,543
PUBLIC SAFETY SMALL VEHICLE FLEET REPLACEMENT PROGRAM	-	57,368	172,105	229,473
ARFF VEHICLES (AIRCRAFT RESCUE FIRE FIGHTER)	-	40,977	122,932	163,909
INTEGRATED AIRLINE OPERATIONS MGMT SYSTEM	CN	40,977	122,932	163,909
CHEMICAL TANKERS	-	34,148	102,443	136,591
CONTAMINATED SITE REMEDIATION	CN	95,614	286,841	382,454
ADVANCE PLANNING AND DESIGN	PN	27,318	81,955	109,273
RELIEVER AIRPORTS				
REPLACE SNOW BLOWER #680 (MQJ)	-	30,000	270,000	300,000
TAXIWAY RECONSTRUCTION A-2 (UMP)	CN	27,300	245,700	273,000
SNOW BLOWER REPLACEMENT TRUCK #682 (EYE)	CN	30,000	270,000	300,000
PROPERTY ACQUISITION (IN03)	LA	163,900	1,475,100	1,639,000
<b>TOTAL</b>		<b>261,939,586</b>	<b>54,010,350</b>	<b>315,949,936</b>

**Calendar Years 2003 through FY 2005**

**Indianapolis Public Transportation Corporation / IndyGo Projects**

	CY 2003	FY 2004	FY 2005
<b>Capital Projects</b>			
Preventive Maintenance	5,625,000	6,743,166	7,080,324
Eligible Paratransit Expenses	1,241,993	1,304,093	1,369,297
Training			
Operator Training/Management Training (includes travel, lodging & meals)	62,100	62,100	62,100
Passenger Shelters	50,000	50,000	50,000
Transit Store Improvements	5,000	5,000	5,000
Admin/Maintenance Facility Rehabilitation	250,000	250,000	250,000
Security Services and Equipment	100,000	100,000	100,000
Contractual Services			
External Audit Services	100,000	100,000	100,000
CMAQ Transit Awareness	850,000	850,000	850,000
CMAQ Ozone Fare Reduction	125,000	125,000	125,000
Fareboxes	92,276	30,000	30,000
Shop Equipment	200,000	200,000	200,000
Associated Capital Maintenance Items (spare engines)	200,000	200,000	200,000
Paratransit Vehicles (replacement)	1,440,000	2,220,000	3,660,000
Support Vehicles	69,458	72,931	76,578
Buses: Replacement Vehicles: 13 40 ft. replacement buses	2,750,000	2,750,000	1,650,000
<b>\$ Total Capital Expenses</b>	<b>13,160,827</b>	<b>15,062,290</b>	<b>15,808,299</b>
<b>\$ Federal Funds (80%)</b>	<b>10,528,662</b>	<b>12,049,832</b>	<b>12,646,639</b>
<b>\$ Local Match (20%)</b>	<b>2,632,165</b>	<b>3,012,458</b>	<b>3,161,660</b>
<b>Special Operating Programs</b>			
Access to Jobs	2,000,000	2,000,000	2,000,000
<b>\$ Total Access to Jobs Expenses</b>	<b>2,000,000</b>	<b>2,000,000</b>	<b>2,000,000</b>
<b>\$ Federal Funds (50%)</b>	<b>1,000,000</b>	<b>1,000,000</b>	<b>1,000,000</b>
<b>\$ Local Match (50%)</b>	<b>1,000,000</b>	<b>1,000,000</b>	<b>1,000,000</b>
<b>\$ Total Special Program Expenses</b>	<b>2,000,000</b>	<b>2,000,000</b>	<b>2,000,000</b>
<b>\$ Total Federal Funds</b>	<b>1,000,000</b>	<b>1,000,000</b>	<b>1,000,000</b>
<b>\$ Total Local Match</b>	<b>1,000,000</b>	<b>1,000,000</b>	<b>1,000,000</b>
<b>Revenue Forecast</b>			
Federal-Section 5307			
Authorization	CY 2003	CY 2004	CY 2005
Carryover	\$9,935,942	\$10,204,611	\$10,480,135
Access to Jobs	\$32,322	\$279,602	\$253,618
CMAQ	\$1,000,000	\$1,000,000	\$1,000,000
STP	\$780,000	\$780,000	\$780,000
Property Tax Revenues	\$0	\$532,000	\$0
Farebox	\$9,800,000	\$10,200,000	\$10,600,000
State PMTF	\$6,500,000	\$6,500,000	\$6,500,000
Total Revenue	\$9,384,152	\$9,384,152	\$9,384,152
<b>Financial Capacity Analysis</b>			
Federal Funds Forecasted	\$37,492,416	\$38,880,365	\$27,890,669
Federal Funds Programmed*	CY 2003	CY 2004	CY 2005
Ending Balance	\$11,808,264	\$12,796,213	\$12,006,517
	\$11,528,662	\$13,049,832	\$13,646,639
	\$279,602	-\$253,618	-\$1,640,123

\*Federal Funds programmed exceed the amount forecasted primarily due to the ongoing need to replace fixed route and paratransit vehicles which requires more funding than is anticipated from the federal Section 5307 program.

**FY 2003  
Congestion Mitigation & Air Quality (CMAQ) Projects**

Project Description / Phase	Des. No.	\$ TOTAL Cost	\$ FEDERAL Funds	\$ LOCAL Match
1 Signal Interconnect project has currently been approved for 2003: 46th / Sherman / Emerson / Ritter corridors	0100869	900,000	720,000	180,000
<b>STOTAL</b>		<b>900,000</b>	<b>720,000</b>	<b>180,000</b>

NOTE: additional CMAQ projects may be approved at a later date and amended into Table 8 of the IRTIP

**Indiana Department of Transportation  
Fiscal Years 2003 through FY 2005**

Project phases include Preliminary Engineering (PE), Right-of-Way (RW) and Construction (CN)

Project ID #	Work Description, Project Location	Phase	Fed. Fund	\$ Federal	\$ State	FY 2003	FY 2004	All Costs are in \$1,000s Total Cost FY 2005
<b>SR 334 IN BOONE COUNTY</b>								
9900500	SR 334, Bridge Replacement Bridge over Irishman Run, 2.98 miles W of US 421	RW	STP	120	30		150	
0000750	SR 334, Landscaping From 0.14 miles E of Ford Road to Elm Street	CN	STP	200	50	250		
0012630	SR 334, Bridge Replacement Bridge over Eagle Creek, 0.81 mile W of US 421	PE RW	STP	80	20	80	20	
<b>US 421 IN BOONE COUNTY</b>								
9900730	US 421, Intersection Improvement At CR 300S, 3.18 miles N of SR 334	RW	STP	32	8	40		
<b>US 31 IN JOHNSON COUNTY</b>								
0014780	US 31, Sight Distance Correction At Euclid Avenue in Greenwood	PE, RW	STP	48	12	30		30
9611730	US 31, Intersection Improvement	CN	STP	858	199		1,057	
961173A	At Whiteland Road in Whiteland (includes signals)							
0200042	US 31, Signals New or modernized	CN	STP	115		115		
0101327	At Christian Blvd & Ardmoor Dr							
<b>SR 44 IN JOHNSON COUNTY</b>								
9701870	SR 44, Bridge Replacement over Hurricane Crk, 0.86 mi E of US 31	CN	STP	408	102		510	
8020410	SR 44, Intersection Improvement	CN	STP	124	21		145	
942041A	At King & Jefferson St (includes signals)							
<b>I-65 IN JOHNSON COUNTY</b>								
0065420	I-65, Resurfacing From Whiteland Rd to Greenwood Rd	CN	IM	738	82	820		
0200008	I-65, Bridge Rehabilitation, 4.87 mi. N of SR 44	CN	IM	374	41	415		
<b>I-65 IN JOHNSON &amp; MARION COUNTIES</b>								
0101475	I-65, Resurfacing	CN	IM	4,410	490	4,900		
0200190	From 7.63 mi. S of I-465 to 1.4 mi. N							
0200191	of I-465 (Keystone Ave)							
<b>SR 135 IN JOHNSON COUNTY</b>								
9803440	SR 135, Added Travel Lanes From CR 700N (Stones Crossing) to CR 850N	PE, RW	STP	1,192	298	340	1,150	
9902950	SR 135, Added Travel Lanes from SR 144 to CR 700N (Stones Crossing Road)	RW	STP	80	20	100		
9611710	SR 135, Intersection Improvement	CN	STP	670	147	817		
971171A	At SR 144 (includes signal)							
<b>SR 144 IN JOHNSON COUNTY</b>								
9406220	SR 144, Bridge Replacement over Youngs Crk., 0.3mi W of SR 44	RW	BR	1,128	282	17		1,393
<b>CITY STREET IN JOHNSON COUNTY</b>								
9983230	CR 750N, Improve Railroad Crossing LIRC Xing at CR 750N (Worthsville Rd) near Greenwood, E of US 31	CN	STP	140			140	
<b>SR 32 IN HAMILTON COUNTY</b>								
9703360	SR 32, Intersection Improvement Jct with Gray Rd (Moontown Rd), 2.43 miles E of US 31	CN	STP	667	167			834
9901430	SR 32, Intersection Improvement 1.0 km E of US 31	PE, CN	STP	284	71	40		315
9901670	SR 32, Added Travel Lanes From 1.6 km W of US 31 to US 31 in Westfield	PE RW	STP	2,640	660	300	3,000	
0100572	SR 32, Road Reconstruction From 5.6 mi W of US 31 to 1.6 mi W of US 31	PE	STP	183	46			229
0013880	SR 32, Small Structure Replacement At 0.25 mi E of SR 37	PE, RW	STP	83	21	4	100	
9800890	SR 32, Intersection Improvement at Cumberland Rd, 2.0 km E of SR 19	RW	STP	160	40		200	
9802570	SR 32, Road Reconstruction From 2.4 mi W of SR 37 to SR 37	RW	STP	40	10		50	
9703370	SR 32, Intersection Improvement at Mill Creek Rd, 3.9 mi E of US 31	CN	STP	280	70	350		
0200261	SR 32, Signals New or modernized At Spring Mill Road	CN	100% State		130	130		
9800880	SR 32, Signals New or modernized At Cumberland Road (22nd St)	CN	STP	52	13			65
9502260	SR 32, Resurfacing from 2.8 miles E of US 31 to 3.6 miles E of US 31	CN	100% State		850		850	
<b>SR 37 IN HAMILTON COUNTY</b>								
9901380	SR 37, Intersection Improvement at 131st St., 1.66 km N of I-69	RW	STP	48	12	60		
8913385	SR 37, Intersection Improvement at 206th St., (includes signals)	CN	STP	982	233	1,215		
981338A								
<b>SR 38 IN HAMILTON COUNTY</b>								
9706540	SR 38, Road Reconstruction, from 0.6 mi SE of US 31 to 0.14 mi W of SR 32	RW	STP	356	89	445		
<b>SR 238 IN HAMILTON COUNTY</b>								
0013920	SR 238, Small Structure Replacement 2.7 miles E of SR 37	PE, RW	STP	64	16	5	75	
0013930	SR 238, Small Structure Replacement 3.85 miles E of SR 37	PE	STP	31	8	4	35	
0013940	SR 238, Small Structure Replacement 2.56 miles E of I-69	PE	STP	4	1	5		
9901340	SR 238, Road Reconstruction, from SR 37 to I-69	PE, RW	STP	160	40		50	150
<b>I-69 IN HAMILTON COUNTY &amp; I-465 IN MARION COUNTY</b>								
0200531	Interstate Resurfacing on the I-69 NB ramp to SR 37 and at the I-465 and SR 431 interchange	CN	IM	270	30	300		
<b>SR 431 IN HAMILTON COUNTY</b>								
9133595	SR 431, Added Travel Lanes From 96th Street to 1.1 mi S of US 31	PE, RW	STP	1216	304	1,100	420	
<b>I-465 IN HAMILTON COUNTY</b>								
0100318	I-465, Bridge Replacement over 96th St., 1.1 mi W of US 31	PE	IM	86	21		107	
<b>US 36 IN HANCOCK COUNTY</b>								
9901660	US 36, Small Structure Replacement from 0.3 mi to 0.5 mi E of SR 234	PE	STP	32	8	30	10	
<b>US 40 IN HANCOCK COUNTY</b>								
8678930	US 40, Intersection Improvement At CR 500W (Gem Rd), 4 mi S of US 36	CN	STP	260	65			325
9301650	US 40, Intersection Improvement	CN	STP	729	160	889		
9601850	At CR 200W, (includes signals)							
<b>US 52 IN HANCOCK COUNTY</b>								
0013690	US 52, Road Rehabilitation From 7.59 miles E of I-465 to 8.29 miles E of I-465	PE, RW	STP	440	110	140	410	
<b>I-70 IN HANCOCK COUNTY</b>								
0006743	I-70, Bridge Rehabilitation over Mt. Comfort Rd, 7.7 mi W of SR 9 (phase 1)	CN	IM	1,600	400	2,000		
9706740	I-70, Interchange Modification at Mt. Comfort Rd, 7.7 mi W of SR 9 (phase 2)	RW	IM	1,040	260	1,300		
0200532	I-70, Interstate Resurfacing at Mt. Comfort Rd	CN	IM	180	20	200		
<b>US 36 IN HENDRICKS COUNTY</b>								
0101115	US 36, Added Travel Lanes from SR 267 to I-465 W leg	PE	STP	336	84			420
0101396	US 36, Intersection Improvements, 0.96 mi E of SR 267	CN	100% State		85	85		
<b>SR 39 IN HENDRICKS COUNTY</b>								
0100254	SR 39, Bridge Replacement	PE	STP	280	70		350	
9230205	SR 39, Road Reconstruction at Mackey Rd from N city limits of Clayton to US 36	PE	STP	144	36	180		
9134845	SR 39, Small Structure Replacements at 1.3, 1.6, 1.9, 2.4 & 4.0 mi S of US 36	CN	STP	430	107		537	
<b>US 40 IN HENDRICKS COUNTY</b>								
9608280	US 40, Bridge Replacement over White Lick Creek, 0.4 mi W of SR 267	RW	NHS	16	4	20		
0200258	US 40, Signals New or Modernized at Cartersburg Road	CN	100% State		60	60		
<b>SR 67 IN HENDRICKS &amp; MARION COUNTIES</b>								
9502271	SR 67, Intersection Improvements	CN	STP	3,903	946			4,849
9502272	At various locations from the Morgan / Hendricks County Line							
9710700	to I-465 (includes signals)							
9710710								
<b>I-70 IN HENDRICKS COUNTY</b>								
0200194	I-70, New Interchange Ramp construction to and from I-70 for future airport mid-field terminal	CN	IM	21,600	2,400		24,000	
<b>US 136 IN HENDRICKS &amp; MARION COUNTIES</b>								

**Indiana Department of Transportation**  
**Fiscal Years 2003 through FY 2005**

Project phases include Preliminary Engineering (PE), Right-of-Way (RW) and Construction (CN)

Project ID #	Work Description, Project Location	Phase	Fed. Fund	\$ Federal	\$ State	FY 2003	FY 2004	All Costs are in \$1,000s		
								Total Cost FY 2005		
9800730	US 136, Intersection Improvement	CN	STP	1,070	264			1,334		
990073A	At Raceway Rd in Clermont (includes signals)									
SR 267 IN HENDRICKS COUNTY										
0012640	SR 267, Grade Separation, bridge over railroad, 0.3 mi S of US 36	PE, RW	STP	632	158	240		550		
9608930	SR 267, Road Rehabilitation, from 0.1 mi N of I-74 to 0.5 mi N of I-74	PE, RW	STP	856	214	150		920		
9608920	SR 267, Road Rehabilitation From 0.53 miles S of US 136 to 0.52 miles N of US 136	PE, RW	STP	56	14	60		10		
0012890	SR 267, Intersection Improvement At CR 825E, 1.32 miles S of I-70	PE, RW	STP	128	32	50		110		
0012850	SR 267, Intersection Improvement At CR 300S, 1.0 mile N of US 40	PE, RW	STP	160	40	40		160		
0012870	SR 267, Intersection Improvement At CR 100N, 1.01 mile N of US 36	PE	STP	96	24	40		80		
9900800	SR 267, Small Structure Replacement 1.56 miles N of Morgan/Hendricks County Line	PE, RW	STP	72	18	40		50		
9800670	SR 267, Intersection Improvement CR 400N, 1.54 miles S of US 136 (Airport Road)	RW	STP	24	6	30				
9900710	SR 267, Intersection Improvement CR 150S, 1.52 miles S of US 36	RW	STP	112	28	140				
9608770	SR 267, Small Structure Replacement Over Unnamed Tributary to White Lick Creek, 2.43 miles S of US 36	CN	STP	816	204			1,020		
9500990	SR 267, Road Rehabilitation	CN	STP	8,084	1,984			10,068		
9966010	From 1.06 miles S of I-70 to US 40									
953132A	(includes 1 bridge, signs and signals)									
9707560	SR 267, Intersection Improvement	CN	STP	236	54			290		
970756A	At CR 100S, 1.01 miles S of US 36 (includes signals)									
US 31 IN MARION COUNTY										
0100317	US 31, Bridge Replacement over Little Buck Creek, 1.2 mi S of I-465	PE	STP	88	22			110		
0100721	US 31, Road Replacement from 1.55 mi S of I-465 to 0.4 mi N of I-465	RW	STP	120	30	150				
0100635	US 31, Signals New or Modernized at	CN	STP	203	50	253				
0100637	Edgewood Ave, Epler Ave, Stop 11 Rd,									
0100639	Southport Rd, Banta Ave, Thompson									
0100596	Thompson Rd, Stop 12 Rd,									
0100595	Greenwood Place, Shelby St,									
0100594	Stop 13 Rd, and Hickory Ln, South of I-65									
US 36 IN MARION COUNTY										
9010095	US 36, Added Travel Lanes	CN	STP	10,638	2,477			13,115		
971009X	From 0.18 mi W of I-465									
9710095	to 0.22 mi E of Post Road (phase II)									
9710093	(includes sign, signals & lights)									
9133585	US 36, Added Travel Lanes	CN	STP	10,366	2,556	12,922				
9633587	From 0.22 miles E of Post Rd to									
9712380	0.2 mi E of Oaklandon Rd (phase I)									
9712390	(includes 1 bridge, signals & signs)									
9633586	US 36, Added Travel Lanes	CN	STP	8,004	1,966			9,970		
973358A	From 0.2 mi E of Oaklandon Rd to									
983358A	0.18 mi E of CR 750N (phase III) (includes signals & signs)									
SR 37 IN MARION COUNTY										
0200036	SR 37, Signals New or Modernized at At Banta Rd.	CN	NHS	120		120				
US 40 IN MARION & HANCOCK COUNTIES										
9502830	US 40, Added Travel Lanes	CN	STP	12,078	3,020			15,098		
9502831	From 1.57 miles W of Marion/									
9832550	Hancock County Line at Grassy									
980283X	Creek to Buck Creek									
0001030	(includes 1 bridge, signs and signals)									
US 52 IN MARION COUNTY										
8354330	US 52, Added Travel Lanes	CN	STP	7,242	1,791	9,033				
955433A	From I-465 to Post Road									
955433B	(includes signals)									
I-65 IN MARION COUNTY										
9609380	I-65, Bridge Rehabilitation Bridge over I-65 on Georgetown Rd, 2.56 miles S of I-465	CN	IM	2,191	243			2,434		
0066710	I-65, Landscaping NB I-65 off ramp at Lafayette Rd	CN	IM	225	25	250				
0200259	I-65, Signals New or Modernization At NB ramp at Southport Rd	CN	State	60	60					
0065600	I-65, Pavement Rehabilitation	CN	IM	10,877	1,307	12,184				
0065610	From Morris St exit ramp to the north split of the inner loop (includes 15 bridges)									
SR 67 IN MARION COUNTY										
9700340	SR 67, Added Travel Lanes From Thompson Rd to I-465 on the I-465 SW side of Indianapolis	RW	STP	310	78	388				
I-70 IN MARION COUNTY										
0100380	I-70, Bridge Rehabilitation over Airport Expressway, 1.78 mi E of I-465 (W side)	PE	IM	266	30			296		
9910300	I-70, Interstate Modification from 0.26 mi W of I-465 (W leg) to 0.45 mi E of I-465 (W leg)	RW	IM	752	188	940				
0065960	I-70, Interstate Rehabilitation	CN	IM	10,514	1,463			11,977		
0065970	From north split of inner loop east to Sherman Drive overpass (includes 15 bridges)									
SR 135 IN MARION COUNTY										
0013870	SR 135, Road Rehabilitation from Meridian St to US 31 (Thompson Rd)	PE	STP	56	14	70				
US 136 IN MARION COUNTY										
0100420	US 136, Intersection Improvement at Debonaire Ln, 0.07 mi W of Crawfordsville Rd near Speedway	PE	STP	32	8			40		
US 421 IN MARION, HAMILTON & BOONE COUNTIES										
9015600	US 421, Added Travel Lanes	CN	STP	9,916	2,429	12,345				
200089	From 0.89 miles N of I-465 EB ramps									
941506X	to 0.65 miles N of SR 334									
9600260	(includes 1 bridge, signs and signals)									
I-465 IN MARION COUNTY										
9615090	I-465, Interchange Work	CN	IM	19,800	4,877	24,677				
9615091	56th Street at Shadeland Ave (phase 2)									
9615097	(includes 3 bridges, signals, signs and lights)									
0013620	I-465, Bridge Rehabilitation over 96th St 1.24 miles west of US 421	PE	IM	1,666	204	170		1,700		
0066810	I-465, Interchange Modification at I-70 (east leg) (Phase 2)	RW	IM	4,381	1,095	5,476				
9609530	I-465, Bridge Rehabilitation Arlington Ave over I-465, 2.05 miles W of I-74	CN	IM	293	33			326		
9706730	I-465, Interchange Modification W 71st St, 1.02 miles N of I-65	RW	IM	40	10	50				
9800330	I-465, Bridge Rehabilitation Bridge over I-465 on Mann Rd, 1.18 miles E of SR 67 (SW leg)	CN	BR	254	28	282				
9802810	I-465, Interchange Work at SR 37 (south junction)	PE	IM	288	72			360		
9829410	I-465, Interstate Rehabilitation From 0.57 mile N of US 40 to 0.26 mi N of 10th St (W leg) (phase III)	RW	IM	633	70	703				
9829510	I-465, Pavement Replacement From 0.26 mile N of 10th St to 0.58 mi N of I-74	RW	IM	1,827	203	2,030				
9829310	I-465, Pavement Replacement From 0.9 km N of I-70 to 0.9 km N of US 40 (W leg) (phase II)	RW	IM	2,224	556	2,780				
9829610	I-465, Pavement Replacement From 0.58 mile N of I-74 to 0.3 mile S of I-65 (west leg)	RW	IM	1,083	271	1,354				
0100679	I-465, Bridge Replacement over Westfield Blvd, 0.2 mi W of US 31	PE	IM	70	17			87		
0200003	I-465, Added Travel Lanes from 0.3 mi S of I-65 to 0.3 mi N of I-65 (W leg)	PE	IM	1,200	300			1,500		
9700840	I-465, Interchange Modification at 86th Street (includes signs, signals and lights)	CN	IM	4,968	1,242			6,210		
0200192	I-465, Interstate Rehabilitation From 0.67 mi W of I-65 (Keystone Ave) to 0.88 mi E of I-65 (9th Ave)	CN	IM	270	30	300				
0100793	I-465, Interchange Modification from 0.43 km N of Fall Creek Rd to just N of 71st St at NB & SB I-69 ramps (includes 1 bridge and signs)	CN	IM	1,921	482	2,403				
0101191										
MISC. IN MARION COUNTY										
9903812	Misc, Intelligent Transportation Indpls. advanced traffic management system (equipment)	CN	CMAQ	11,430	2,857	14,287				
9903815	Misc, Intelligent Transportation management system (professional services)	CN	CMAQ	1,800	450	2,250				
9903814	Misc, Intelligent Transportation Indianapolis advanced traffic management system (professional services)	CN	CMAQ	1,300	325	1,625				
0100647	Misc. Enhancement Military Park shelter house in White River State Park near West and Ohio Streets	CN	STP	211	53			264		
0200278	Misc. Patching at Larue Carter Hospital and Fort Harrison State Park	CN	100% State		79	79				
<b>TOTALS FOR INDOT PROJECTS IN THE INDIANAPOLIS MPA:</b>				<b>\$Federal</b>	<b>\$State</b>	<b>FY 2003</b>	<b>FY 2004</b>	<b>FY 2005</b>		
				<b>201,312</b>	<b>43,500</b>	<b>124,757</b>	<b>61,228</b>	<b>58,827</b>		

**Fiscal Years 2003-2005**

**"High Priority" Federally Funded Projects**

Project phase include Preliminary Engineering (PE), Right-of-Way (RW), Construction Inspection (CN INS) and Construction (CN)

Project Location, Work Description / Phase State Des #	\$ Federal High Priority	\$ Federal STP	\$ State Match	\$Total Cost
I-70 at Six Points Rd, New Interchange / CN; CN INS Des #'s - 9500900	14,888,000	4,988,000	6,314,000	26,190,000
Project Location, Work Description / Phase State Des #	\$ Federal High Priority	\$ State Match	\$ Local Match	\$Total Cost
Line item projects as part of above project programmed for construction				
Des # - 0100012 - creek relocation Six Points Rd at I-70	3,491,000	873,000	0	4,364,000
Des # - 0100013 - new bridge on Six Points Rd over I-70	2,797,000	699,000	0	3,496,000
Des # - 0100014 - new bridge over East Fork of White Lick Creek	1,461,000	365,000	0	1,826,000
Des # - 0100015 - new bridge on SW Ramp over East Fork of White Lick Creek	745,000	186,000	0	931,000
Des # - 0100016 - new bridge on SE Ramp over East Fork of White Lick Creek	299,000	75,000	0	374,000
Des # - 0100017 - new bridge on Six Points Rd over North Creek	637,000	159,000	0	796,000
Des# - 9980500 - In Carmel - Old Meridian St - Pennsylvania St to Guilford Rd, Widen to 4 Lanes / CN	1,350,000	0	1,050,000	2,400,000
Des# - 9980510 - 116th St - Rangeline Rd to Keystone Ave, Widen to 4 Lanes / CN	1,440,000	0	860,000	2,300,000
Des# - 9980520 - City Center Drive Phase 2 (126th St extension) - Pennsylvania St to Adams St. at Carmel Gardens St, New Road & Widening existing Adams St to 4 Lanes / CN	3,210,000	0	590,000	3,800,000
Project Location, Work Description / Phase State Des #	\$ Federal Funds High Priority	Group 1 Urban	\$ Local Match	\$Total Cost
Des# - 9980530 - In Lawrence 79th St - Sunnyside Rd to Oaklandon Rd, New Road / CN	512,000	192,000		896,000
Des# - 9980540 - 79th St - Oaklandon Rd to Carroll Rd, Road Reconstruction / CN	1,280,000	480,000	480,000	2,240,000
<b>TOTALS</b>	<b>32,110,000</b>	<b>8,017,000</b>	<b>9,486,000</b>	<b>49,613,000</b>

**Fiscal Years 2003-2005**

**Group 3 Urban STP Federally Funded Projects**

Project phase include Preliminary Engineering (PE), Right-of-Way (RW), Construction Inspection (CN INS) and Construction (CN)

Project Location, Work Description / Phase State Des #	\$ Federal STP	\$ Local Match	\$ Total Cost
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NOTE: Group 3 Urban projects may be approved at a later date and amended into the Table 13 of the IRTIP

**Economic Development Administration (EDA)**

**Fiscal Years 2002 through 2004**

Project phases include Preliminary Engineering (PE), Land Acquisition (LA) and Construction (CN)

Project Location, Work Description East 16th Street from Arlington Avenue to Shadeland Avenue, widen from 2 to 3 lanes	Phase	Funding Source	\$ TOTAL COST			
			\$ Cost 2002	2003	2004	\$ Total
	CN	FEDERAL	1,502,987			
	CN	LOCAL	1,502,987			3,005,973
		\$ TOTAL	3,005,974		0	3,005,973

**FTA Section 5309 - Capital Investment Program**

**Fiscal Years 2002 through 2004**

Project Location, Work Description New Starts Indianapolis Metropolitan Area Rapid Transit Study	Phase	Funding Source	\$ TOTAL COST			\$ Total
			2002	2003	2004	
	Study	FEDERAL	1,200,000			1,200,000
		LOCAL	300,000			300,000
		\$ TOTAL	1,500,000	0	0	1,500,000

## IRONS IN THE FIRE

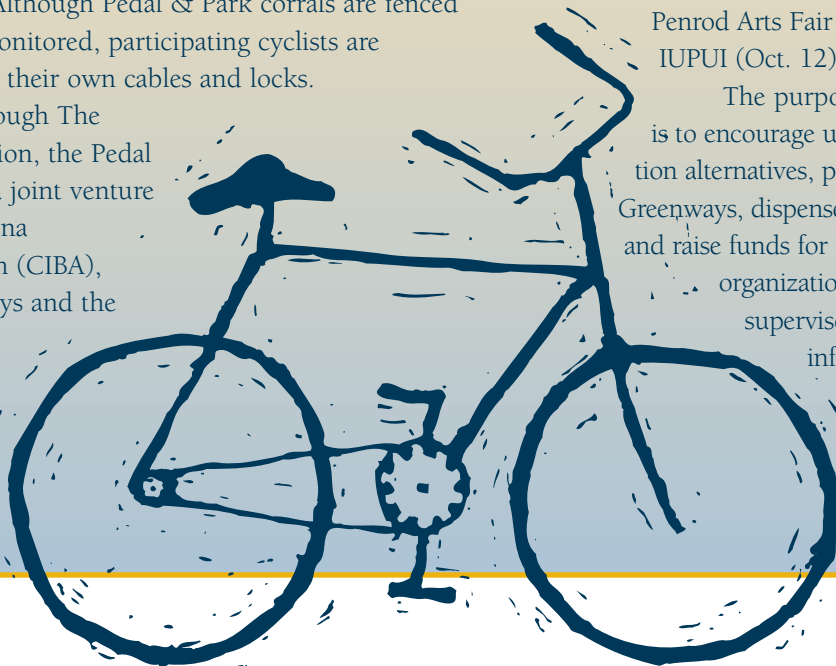
(from page 17)

be supervised by volunteers from participating greenways and bicycle program partner organizations on Wednesday, August 7, through Sunday, August 18, between the hours of 10 AM and 7 PM. Although Pedal & Park corrals are fenced and continuously monitored, participating cyclists are encouraged to bring their own cables and locks.

Organized through The Greenways Foundation, the Pedal & Park program is a joint venture of The Central Indiana Bicycling Association (CIBA), Indy Parks Greenways and the Indiana Bicycle Coalition whose volunteers are be responsible for checking bikes and supervising

the corrals. As season sponsor for a second year, the Indianapolis Metropolitan Planning Organization pays a \$1 parking fee for each bike checked. Program proceeds are shared among participating not-for-profit organizations. Other Pedal & Park venues include Earth Day Indiana, the Broad Ripple Art Fair, Bike-To-Work Day, the upcoming Penrod Arts Fair (September 8) and Explore IUPUI (Oct. 12).

The purpose of the Pedal & Park Program is to encourage use of non-motorized transportation alternatives, promote travel along the Indy Greenways, dispense relevant recreational literature, and raise funds for the partnering not-for-profit organizations. To volunteer as a corral supervisor, call 317/255-0559. For more information on The Pedal & Park Program, including available days and times, call 317/297-1283 or 317/710-0739 or visit [www.indy-greenways.org/pedalpark](http://www.indy-greenways.org/pedalpark).



## KNOW WAYS!

There are new ways to stay informed of, and involved with, the MPO's regional transportation planning process. In addition to the tried and true public meetings, mailings, publications and remote technologies, including its newly enhanced web site ([indy.gov.org/indympo](http://indy.gov.org/indympo)), the MPO now offers:

**The MPO Hotline** (317/327-IMPO), featuring weekly updates on public par-

ticipation opportunities

**Digital publications**, including *CAC Minutes* and *teMPO* now available as web site downloads or delivered, upon request, via e-mail.

**E-mail Bulletins**, offering bi-weekly notification of regional transportation planning activities, also upon request.

**teMPO test mailings** and free distribution through 23 Marion County libraries, introducing the official newsletter of the Indianapolis regional transportation planning process to a whole new audience. Copies used for these purposes include a subscriber card that "bounces back" to the MPO, no postage due!

**Planning Partner Survey**, available either as a flyer (featuring MPO program and contact information) or on the MPO web site. This survey asks for your major transportation-related con-

cerns and your communications preferences for staying in-touch with the MPO.

Make use of all the information sources offered by the MPO's Public Involvement Program (see story, page 13), including these new options. If you're interested in staying informed via e-mail, let us know through our e-mail sign-up form at [indy.gov.org/indympo](http://indy.gov.org/indympo) or by contacting MPO Planner Catherine Kostyn (317/327-5142, [ckostyn@indy.gov.org](mailto:ckostyn@indy.gov.org)). If you'd like to add someone's name to our mailing list, or would like extra copies of *teMPO* or *CAC Minutes* for your group or special event, call MPO Planner Kevin Mayfield 317-327-5135, [kmayfiel@indy.gov.org](mailto:kmayfiel@indy.gov.org)). And, if you'd like Planning Partner Survey flyers for your group or event, contact MPO Manager/Master Planner Mike Peoni at 317/327-5133 ([mpeoni@indy.gov.org](mailto:mpeoni@indy.gov.org)).



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