

# tempo

KEEPING PACE WITH OUR TRANSPORTATION NEEDS

SPECIAL EDITION

&

WINTER 2000

VOLUME FOUR

ISSUE FOUR

## PURPOSE, PARTNERS, PROCESS AND PROJECTS

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

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

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## MPO MANDATE & MISSION

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

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

*cont on page 18, see Mandate & Mission*

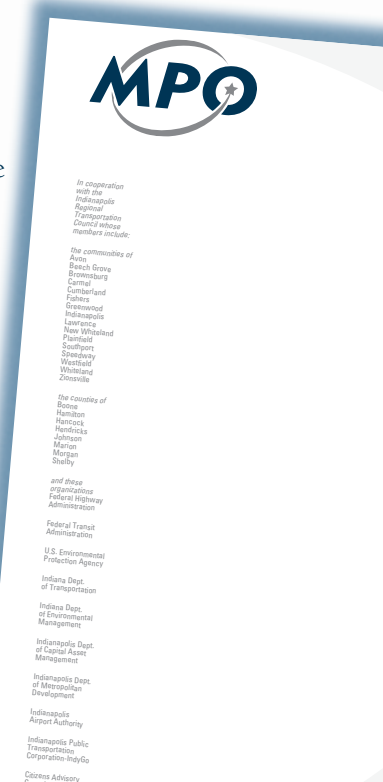


## MPO PLANNING PARTNERS

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

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

*cont on page 20, see Planning Partners*



In cooperation with the Indianapolis Regional Transportation Council of which members include:

the counties of Adams, Boone, Brown, Cass, Hamilton, Hancock, Hendricks, Johnson, Morgan, Shelby

and three organizations Federal Highway Administration

Federal Transit Administration

U.S. Environmental Protection Agency

Indiana Dept. of Transportation

Indiana Dept. of Environmental Management

Indianapolis Dept. of Capital Asset Management

Indianapolis Dept. of Metropolitan Development

Indianapolis Airport Authority

Indianapolis Public Transportation Corporation IndyGo

Citizen Advisory

## ACRO-NYMBLE

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

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

## WORKING WITH TEA-21

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

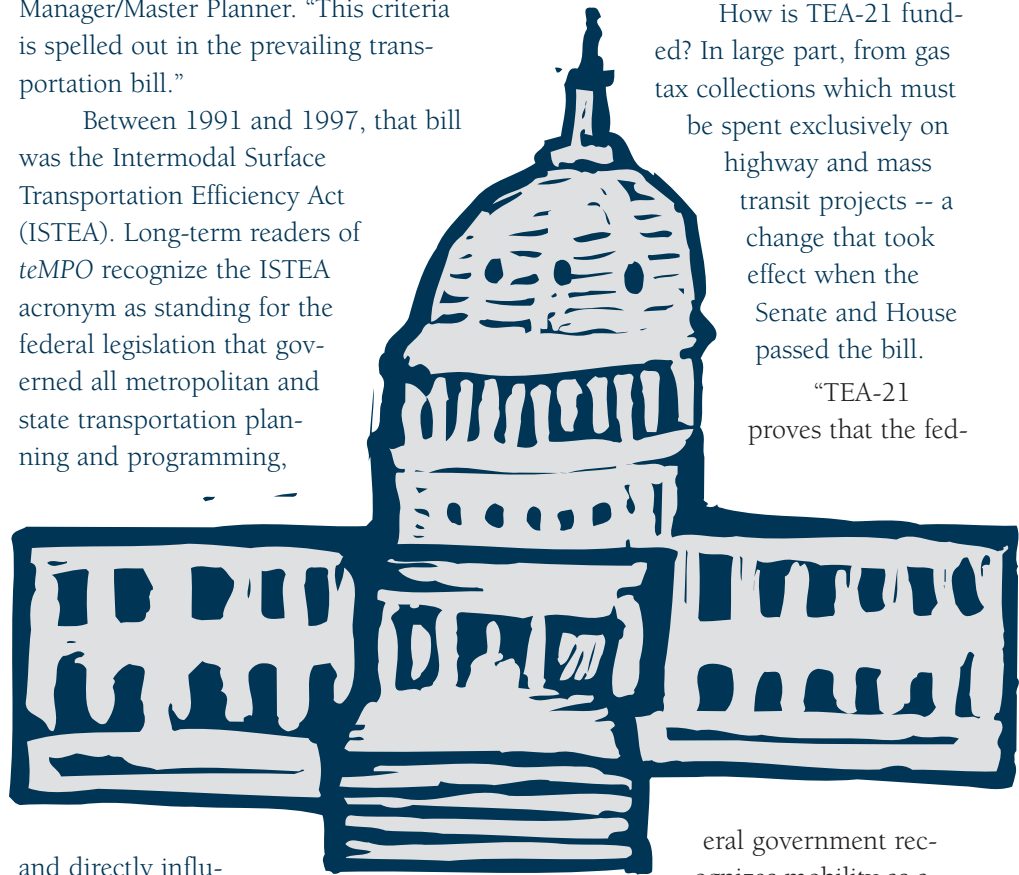
Between 1991 and 1997, that bill was the Intermodal Surface Transportation Efficiency Act (ISTEA). Long-term readers of *teMPO* recognize the ISTEA acronym as standing for the federal legislation that governed all metropolitan and state transportation planning and programming,

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

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

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

“TEA-21 proves that the fed-



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

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

# KEEPING PACE WITH YOU!

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

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

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

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

2. I am interested in articles about transportation:

(check all appropriate)

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

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

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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

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

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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

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

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

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_



# REGIONAL TRANSPORTATION PLAN

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

With the help of transportation planners, engineers, elected officials and the public, the Plan ensures that facilities and services required to support the mobility needs of our community and its future growth are anticipated and available. It also provides decision-makers with information upon which to base their project priorities.

“Advance knowledge of the region’s mobility needs is key to the allocation of resources, preservation of rights-of-way and coordination of land use decisions,” Peoni explains. “That’s why we update the plan every few years and make sure it maintains a minimum twenty year overview.” The Plan’s most recent update is currently nearing completion.

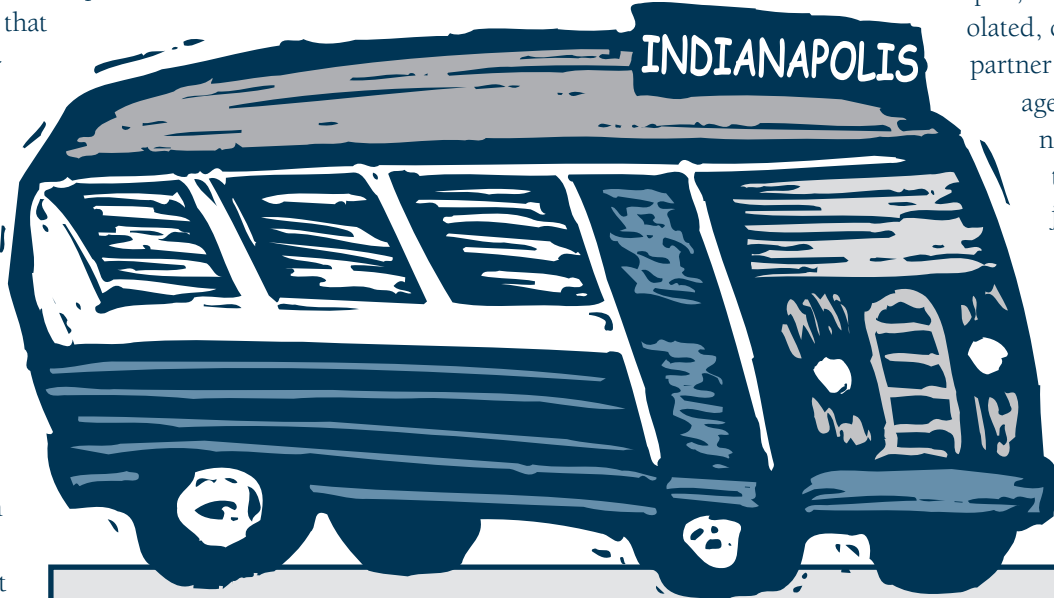
It’s also why the plan is regional in scope, covering the Indianapolis Metropolitan Planning Area (MPA), including all of Marion County and parts of Hamilton, Boone, Hendricks, Morgan, Johnson, Shelby and Hancock counties. This planning area consists of the territory defined by the 1990 Census as

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

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

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

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



## TABLE #1 INDIANAPOLIS MPA MODELING

### UPDATED SOCIO-ECONOMIC FORECASTS

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

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

#### YEAR 2025 PLAN UPDATE

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

*cont on page 16, see Transportation Plan*

## PROGRAMMING THE IRTIP

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

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

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

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

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

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

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

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



### IMPORTANT

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

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

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

For more information on transportation planning, call 327-5151 or visit [www.indygov.org/indympo](http://www.indygov.org/indympo).



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

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

cont on page 6, see Programming

## PROGRAMMING (from page 5)

### Requested by INDOT

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

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

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

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

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

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

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

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

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

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

### Requested by the Indianapolis Department of Parks & Recreation

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

### Requested by the Indianapolis Public Transportation Corporation/IndyGo

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

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

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

## PLANNING TO PROGRAM

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

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

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

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

## OVERALL WORK PROGRAM 2000 RECAP

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

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

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

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

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

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

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

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

5. Annually updating the Regional Transportation Plan.

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

*cont on page 8,  
see 2000 Recap*



## 2000 RECAP

(from page 8)

### YEAR 2000 RE-CAP

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

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

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

**STATUS: COMPLETED**

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

**STATUS: COMPLETED**

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

**STATUS: COMPLETED**

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

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

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

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

**STATUS: NOT INITIATED**

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

**STATUS: NOT INITIATED**

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

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

**STATUS: NOT INITIATED**

This will be incorporated in an upcoming INDOT study.

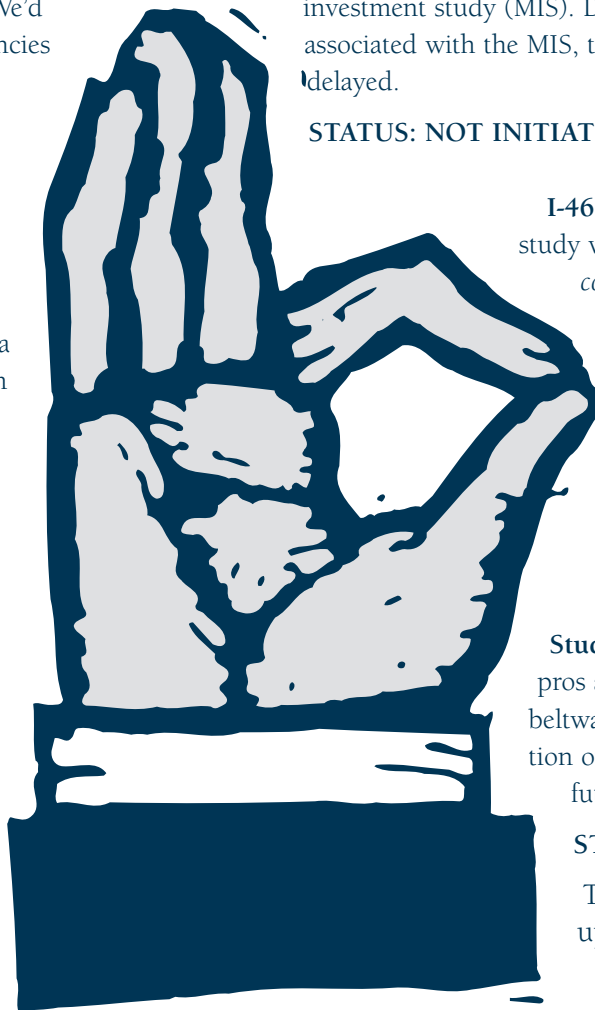
**Transportation Monitoring System (TMS) Update** – The TMS

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

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

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

**STATUS: IN-PROGRESS**



cont on page 10, see 2000 Recap

## WORK PROGRAM PARTS

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

### **1** TRANSPORTATION MONITORING AND MANAGEMENT SYSTEMS

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

### **2** MAJOR INVESTMENT STUDIES & MULTI-MODAL PLANNING ACTIVITIES

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

### **3** REGIONAL TRANSPORTATION PLAN

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

### **4** TRANSPORTATION PLANNING SUPPORT AND SPECIAL STUDIES

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

### **5** TRANSPORTATION IMPROVEMENT PROGRAM

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

## 2000 RECAP

(from page 8)

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

**STATUS: IN-PROGRESS**

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

**STATUS: IN-PROGRESS**

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

**STATUS: IN-PROGRESS**

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

**STATUS: COMPLETED**

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

**STATUS: COMPLETED**

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

**STATUS: COMPLETED**

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

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

**STATUS: IN-PROGRESS**

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

**STATUS: COMPLETED**

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

**STATUS: IN-PROGRESS**

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

**STATUS: COMPLETED**

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

**STATUS: COMPLETED**

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

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

**STATUS: COMPLETED**

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

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



# 2001 UNIFIED PLANNING WORK PROGRAM

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

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

Following is a proposed list of major program activities

## 1. Amend to the 2025

### Indianapolis Regional Transportation Plan -

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

## 2. Further Study Plan

**Recommendations** - Plan recommendations will be monitored and further articulated, as needed, when additional planning support is needed to advance recommendations toward implementation. This activity includes all plan components, including the Regional Mass Transit Service Plan, the Regional Bicycle and Pedestrian System Plan and Major Roadway Expansion Projects identified in the Regional Plan Overview Report.

## 3. Maintenance of the Travel Simulation Model/Input Data -

Monitoring and refining the travel simulation model and the data needed to run the model is an ongoing activity to ensure the MPO is using state-of-the-art planning tools.

## 4. Urban Area Boundaries and Functional Classification -

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

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

## 5. 2002-2004 Indianapolis Regional Transportation Improvement Program -

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

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

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

*cont on page 12, see UPWP*



## UPWP

(from page 11)

### **Preliminary Outer Beltway Study -**

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

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

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

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

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

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

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

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

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

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

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

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



# THE WORK PROGRAM PERSPECTIVE

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

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

## **AIR QUALITY ANALYSIS**

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

## **LAND USE PLANNING**

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

## **ECONOMIC ANALYSIS/DATA DEVELOPMENT**

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

## **PERMIT DATA**

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

## **TRAFFIC COUNT DATA**

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

### **19. School Involvement Program**

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

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

**21. Refinements to the Environmental Justice Process** - The

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

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

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

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

# MPO PROFILES

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

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

The MPO staff includes:



**Mike Peoni**  
*Manager/Master Planner*

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

Mike can be contacted by phone at 327-5133 or by e-mail at [mpeoni@indygov.org](mailto:mpeoni@indygov.org).



**Sweson Yang**  
*Chief Transportation Planner*

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

Sweson can be contacted by phone at 327-5137 or by e-mail at [syang@indgov.org](mailto:syang@indgov.org).



**Mike Dearing**  
*Principal Planner*

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

Mike can be reached by phone at 327-5139 or by e-mail at [mdearing@indygov.org](mailto:mdearing@indygov.org).



**Steve Cunningham**  
*Senior Planner*

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

Steve can be contacted by phone at 327-5104 or by e-mail at [scunning@indygov.org](mailto:scunning@indygov.org).



**Stephanie Belch**  
*Senior Planner*

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

Stephanie can be contacted by phone at 327-5136 or by e-mail at [sbelch@indygov.org](mailto:sbelch@indygov.org).



**Kevin Mayfield**  
*Planner*

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

Kevin can be contacted by phone at 327-5135 or by e-mail at [kmayfield@indygov.org](mailto:kmayfield@indygov.org).

## TRANSPORTATION PLAN *(from page 4)*

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

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

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

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

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

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



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

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

# TRANSPORTATION PLAN DEVELOPMENT STEPS

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

## **ASSESSMENT OF CURRENT CONDITIONS**

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

## **FORECAST FUTURE CONDITIONS AND TRAVEL DEMAND**

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

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

## **EVALUATE ALTERNATIVES THROUGH SKETCH PLANS**

To correct identified service deficiencies or capacity constraints, various

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

## **PREPARE REVENUE FORECASTS**

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

## **DEVISE AND REFINE COMPOSITE NEEDS PLAN**

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

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

## **SELECT COST FEASIBLE PROJECTS**

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

## **PERFORM AIR QUALITY CONFORMITY ANALYSIS**

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

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

## MANDATE & MISSION

(from page 1)

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

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



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

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

### Planning Area

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

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

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

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

*cont on page 19, see Mandate & Mission*

## MPO PROCESS CERTIFICATION

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

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

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

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

## MANDATE & MISSION

(from page 18)

### Decision-making Process

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

### Core Activities

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

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

## TRANSPORTATION PLANNING PROGRAM GOALS

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

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



## YOUR MPO STAFF

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

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

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

## PLANNING PARTNERS

(from page 1)

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

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

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

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

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

### UNITED STATES DEPARTMENT OF TRANSPORTATION

The Federal Highway Administration (FHWA) and

ous and substantive public participation."

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

### INDIANAPOLIS REGIONAL TRANSPORTATION COUNCIL (IRTC)

This cooperative group is composed of representatives from all the

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

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

### STATE OF INDIANA

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



## PLANNING PARTNERS

(from page 20)

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

### CITY OF INDIANAPOLIS/MARION COUNTY

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

### UNIGOV EXCLUDED CITIES AND TOWNS

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

### UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

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

### OTHER CITIES AND COUNTIES

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

### INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION (IPTC)/INDYGO

As Marion County's public transit provider, IPTC/IndyGo participates in the long range transportation planning process and is represented on the IRTC.

### INDIANAPOLIS DEPARTMENT OF CAPITAL ASSET MANAGEMENT (DCAM)

As the primary budgeter for the unified City/County government, the Indianapolis Department of Capital Asset Management helps coordinate the fiscal participation of Indianapolis in the regional transportation planning process.

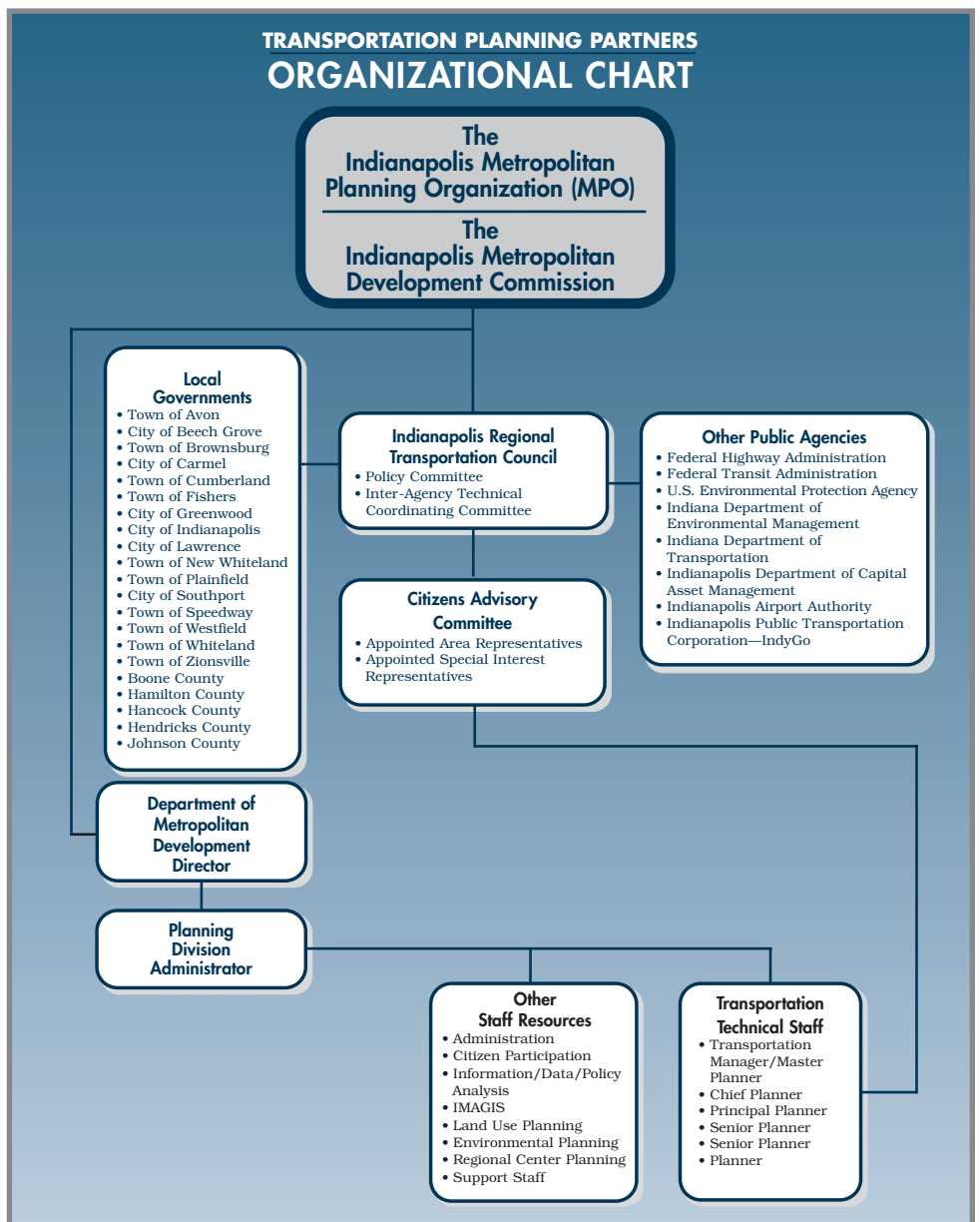
### INDIANAPOLIS AIRPORT AUTHORITY

An active IRTC member, the IAA is the public agency responsible for the operation of the Indianapolis International Airport, the region's commercial air carrier airports and most of the region's reliever airports.

### PRIVATE SECTOR

Specialized transportation carriers, such as private taxi operators, and human services agencies are major providers of service to the transit dependent within the Indianapolis MPA. As such, they are represented on the IRTC

*cont on page 28, see Planning Partners*



# TRAN PLAN PROJECTS

The Indianapolis Regional Transportation Plan guides the development of our metropolitan area's transportation system for the next 25 years. The Plan is updated every three years, and amended as needed in response to changing conditions, including the area's projected growth in population, number of households and employment. Fiscal restraint is a key consideration in effectively updating the plan since estimated growth, viewed as projected need, invariably exceeds estimates of available funding. For this reason, not all projects proposed to address projected needs can be funded. Compromise is always a significant part of the planning process.

Following is the "Cost-Feasible Plan" (funded projects), followed by a listing of "Unfunded Projects" and a map showing approximate funded project locations. Together, "Cost-Feasible" and "Unfunded" projects reflect the "Needs Plan" for the current Indianapolis Regional Transportation Plan update.

## Cost-Feasible Plan Urban Transportation Projects

ID#	Facility	Location	Length	Project Description	Agency	Amount
<b>2000-2006 URBAN PROJECTS</b>						
675	Illinois Street	103rd to 136th	3.65	New 4-lane div. Roadway	CAR	\$15,900,000
6	116th Street	Range Line Rd to College Ave.	2.00	Widen 2-lane to 4-lane	CAR	\$2,000,000
600	Lee Road	Otis Avenue to 71st Street	2.10	Widen 2-lane to 4-lane div.	LAW	\$7,620,000
601	21st Street	Post Road to Mithoefer	1.00	Widen 2-lane to 4-lane div.	DCAM	\$4,000,000
602	Michigan Road	38th to 42nd	0.40	Widen 2-lane to 4-lane div.	DCAM	\$660,000
603	Crawfordsville Road	Lynnhurst Drive to Highschool Road	1.25	4-lane divided to 6-lane div.	DCAM	\$1,000,000
604	Michigan Road	42nd to Coldspings	0.40	Widen 2-lane to 4-lane div.	DCAM	\$2,700,000
200	South Co. Line Road	Meridian Street to Shelby Street	1.00	Widen 2-lane to 4-lane div.	DCAM	\$3,034,431
40	Allisonville Road	Hamilton Hills Lane to 96th St.	0.58	Widen 2-lane to 4-lane div.	FIS	\$2,133,166
75.2	Harding Street	Raymond St. to Hanna Ave.	2.00	Widen 2-lane to 4-lane div.	DCAM	\$7,100,000
47.3	Brookville Road	Arlington Av. to Hunter Rd.	1.05	Widen 2-lane to 4-lane div.	DCAM	\$2,500,000
135	Southport Road	SR 37 to Bluff	1.00	Widen 2-lane to 5-lane div.	DCAM	\$3,500,000
65	Georgetown Road	56th St. to Lafayette Rd.	1.38	Widen 2-lane to 4-lane div.	DCAM	\$5,080,980
631	LaFayette Road	56th St. to 62nd Street (resurfacing \$)	0.80	Widen 2-lane to 4-lane div.	DCAM	
631	LaFayette Road	I-65 to 56th Street	1.00	Widen 2-lane to 4-lane div.	DCAM	\$2,800,000
59.2	Franklin Road	42nd to 38th	0.40	Widen 2-lane to 4-lane div.	DCAM	\$2,000,000
19	38th Street	Industrial Blvd. to Cold Springs Rd (E)	1.46	4-lane divided to 6-lane div.	DCAM	\$1,000,000
129.2	Shadeland Avenue	42nd St. to Pendleton Pike	0.40	Widen 2-lane to 4-lane div.	DCAM	\$1,452,759
147	Stop 11 Road	Madison St. to Sherman	1.09	Widen 2-lane to 5-lane div.	DCAM	\$3,000,000
628	Emerson Avenue	South Co. Line Rd. to Main St.	1.53	Widen to 5-lanes	GRWD	\$3,500,000
301	Pike Plaza Road	Lafayette Rd. to Moller Rd.	0.62	Widen to 4-lanes	DCAM	\$400,000
102.1	56th Street	Lafayette Rd. to Guion Rd.	1.57	Widen to 4-lane	DCAM	\$5,000,000
19	38th Street	Industrial Blvd. to Cold Springs Rd (W)	1.46	4-lane divided to 6-lane div.	DCAM	\$1,000,000
699	East St.	Mills Avenue to Southern Avenue	3.50	6-lane to 7-lane divided	DCAM	\$7,000,000
131	Shadeland Avenue	38th St. to ConRail (N. of I-70)	1.64	Widen 2-lane div. to 6-lane div.	DCAM	\$158,000
605	Meridian Street	86th St to 96th St.	1.00	4-lane divided to 6-lane div.	DCAM	\$3,500,000
<b>2000-2006 URBAN PROJECTS IN MPA SUBTOTAL</b>						<b>\$88,039,336</b>
<b>2007-2015 URBAN PROJECTS</b>						
37.1	Allisonville Road	141st Street to S. of 126th Street	1.66	Widen 2-lane to 4-lane div.	FIS	\$6,105,268
39	Allisonville Road	106th St. to Hamilton Hills Lane	0.44	Widen 2-lane to 4-lane div.	FIS	\$1,618,264
37.2	Allisonville Road	S. of 126th St. to Shadow Lawn Dr.	1.06	Widen 2-lane to 4-lane div.	FIS	\$3,898,544
27.1	79th Street	Fall Creek Rd. to Sunnyside Rd.	0.98	Widen 2-lane to 4-lane div.	DCAM	\$3,615,716
64	Georgetown Road	62nd St. to 56th St.	1.01	Widen 2-lane to 4-lane div.	DCAM	\$3,725,317
606	75th Street	Shadeland to SR 37	0.66	Widen 2-lane to 4-lane div.	DCAM	\$3,000,000
607	56th Street	Guion Road to Kessler	1.12	Widen 2-lane to 4-lane div.	DCAM	\$4,000,000
54.2	Emerson Avenue	Shelbyville Rd. to Southport Rd.	1.48	Widen 2-lane to 4-lane div.	DCAM	\$5,100,000
133.2	Smith Valley Road	Meridian (SR 135) to East St. (US 31)	2.76	Widen 2-lane to 4-lane div.	GRWD	\$10,150,927
63	Georgetown Road	86th St. to 62nd St.	3.05	Widen 2-lane to 4-lane div.	DCAM	\$11,217,510
25	56th Street	Dandy Trail Road to I-465	0.89	Widen 2-lane to 4-lane div.	DCAM	\$3,282,501
41	Allisonville Road	96th St. to 86th	1.41	Widen 4-lane div. to 6-lane div.	DCAM	\$5,527,617
117	North-South Corridor	300N at 1000E to 56th St.	4.23	New 2-lane on 4-lane div.	ROW HEN	\$9,892,591
35.1	96th Street	Village Way to Lantern Rd.	0.35	Widen 2-lane to 4-lane div.	FIS	\$1,285,218
152.2	Township Line Road	79th St. to 71st St. (Westlane Rd.)	0.80	New 4-lane divided Roadway	DCAM	\$5,636,075
152.1	Township Line Road	96th St. to 79th St.	2.06	Widen 2-lane to 4-lane div.	DCAM	\$7,576,416
306	116th Street	Keystone Av. to Gray/Moontown Rd.	2.12	Widen 2-lane to 4-lane	CAR	\$2,400,000
42	Allisonville Road	82nd St. to Kessler Blvd.	3.13	Widen 2-lane to 4-lane div.	DCAM	\$15,305,678
28	79th Street	Georgetown Rd. to Michigan Rd.	1.40	Widen 2-lane to 4-lane div.	DCAM	\$5,149,021
29	79th Street	Michigan Rd. to Township Line Rd.	0.67	Widen 2-lane to 4-lane div.	DCAM	\$2,464,174
<b>2007-2015 URBAN PROJECTS IN MPA SUBTOTAL</b>						<b>\$110,950,837</b>
<b>2016-2020 URBAN PROJECTS</b>						
49.2	Cooper Road	Michigan Road to 62nd Street	0.90	New 2-lane on 4-lane div.	ROW DCAM	\$3,940,340
43	Allisonville Road	Kessler Blvd. to Fall Creek Pkwy	2.04	Widen 2-lane to 4-lane div.	DCAM	\$9,975,586
608	71st Street	Georgetown Rd. to Michigan Rd.	2.25	Widen 2-lane to 4-lane div.	DCAM	\$8,000,000
102.2	Lynnhurst	Bradbury to Rockville Road	3.00	Widen 2-lane to 4-lane div.	DCAM	\$4,000,000
2	10th Street	Raceway Rd. to Tomahawk.	1.04	Reconst./widen to 4-lane div.	DCAM	\$7,338,874
53	Dandy Trail Road	Crawfordsville Rd. to 34th St.	0.65	Widen 2-lane to 4-lane div.	DCAM	\$2,398,708
24	56th Street	Raceway Rd. to Dandy Trail Road	1.99	Widen 2-lane to 4-lane div.	DCAM	\$4,448,032

cont on page 23, see Tran Plan Projects

# TRAN PLAN PROJECTS

(from page 22)

ID#	Facility	Location	Length	Project Description	Agency	Amount
150	Thompson Road	High School Rd. to Mann Rd.	1.40	Widen 2-lane to 4-lane div.	DCAM	\$5,134,677
160	Zionsville Road	96th St. to 86th St.	0.96	Widen 2-lane to 4-lane div.	DCAM	\$3,530,757
10	131st Street	Keystone Ave. to Cherry Tree Rd.	1.72	Reconst./widen to 4-lane div.	CAR	\$12,117,562
31	82nd Street	Hague Rd. to Fall Creek Rd.	2.08	Widen 2-lane to 4-lane div.	DCAM	\$7,651,445
<b>2016-2020 URBAN PROJECTS IN MPA SUBTOTAL</b>						<b>\$68,535,981</b>
<b>2021-2025 URBAN PROJECTS</b>						
104	Mann Road	Kentucky Rd. to Southport Rd.	3.58	Widen 2-lane to 4-lane div.	DCAM	\$13,160,529
50	County Line Road	SR 37 to Morgantown Rd.	0.41	Widen 2-lane to 4-lane div.	DCAM	\$914,728
100	Kessler Boulevard	Fall Creek Pkwy to SR 37	0.40	Widen 36 ft. to 4-lane div.	DCAM	\$1,955,997
135	Southport Road	Bluff to Meridian Rd. (SR 135)	1.04	Widen 2-lane to 4-lane div.	DCAM	\$4,000,000
134	Southport Road	Hague Rd. to SR 37	2.64	Widen 2-lane to 4-lane div.	DCAM	\$5,887,725
44	Bluff Road	Thompson Rd. to SR 37	3.87	Widen 2-lane to 4-lane div.	DCAM	\$14,216,446
54.1	Emerson Avenue	I-465 to Thompson Rd.	0.62	Widen 4-lane to 6-lane div.	DCAM	\$2,430,584
56	Fall Creek Road	Hague Rd. to I-465 (Shadeland )	1.05	Widen 2-lane to 4-lane div.	DCAM	\$3,848,157
45	Bluff Road	West St. to Troy Ave.	0.60	Widen 2-lane to 4-lane div.	DCAM	\$2,951,600
127	Rockville Road	Lynnhurst Drive to Washington St.	0.83	Widen 2-lane to 4-lane div.	DCAM	\$4,058,694
67	Girls School Road	Rockville Rd. to 21st St.	2.05	Widen 2-lane to 4-lane div.	DCAM	\$7,555,085
125	Post Road	Brookville Rd. (US 52) to I-74	2.14	Widen 2-lane to 4-lane div.	DCAM	\$7,870,646
136	Southport Road	Meridian Rd. (SR 135) to US 31	0.58	Widen 2-lane to 4-lane div.	DCAM	\$2,133,166
<b>2021-2025 URBAN PROJECTS IN MPA SUBTOTAL</b>						<b>\$70,983,358</b>
<b>2000-2025 URBAN PROJECTS IN MPA TOTAL</b>						<b>\$338,509,512</b>
ID#	Facility	Location	Length	Project Description	Agency	Amount
<b>2000-2006 PROJECTS WITH GROUP 2 URBAN FUNDING</b>						
138	Stafford Road	Six Points Road to S.R. 267	2.78	Widen 2-lane to 4-lane div.	PLAIN	\$4,500,000
<b>2000-2006 PROJECTS WITH GROUP 2 URBAN FUNDING SUBTOTAL</b>						<b>\$4,500,000</b>
<b>2000-2006 URBAN PROJECTS WITH SPECIAL FUNDING</b>						
27.2	79th Street	Sunnyside Rd. to Oaklandon Rd.	0.98	New 2-lane on 4-lane div.	ROW LAW	\$3,140,000
303	116th Street	Rangeline Rd to Keystone Av.	1.06	Widen 2-lane to 4-lane	CAR	\$1,440,000
610	River Avenue	136th to 146th	1.30	Widen 2-lane to 4-lane div.	CAR	\$1,300,000
304	Old Meridian Cor.	Pennsylvania Street to Guilford	1.70	Widen 2-lane to 4-lane div.	CAR	\$1,350,000
305	126th Street	Pennsylvania St. to Adams St.	1.52	Widen 2-lane to 4-lane div.	CAR	\$3,200,000
132	Six Points/Camby	I-70 at Six Points to Ky. at Camby Rd.	1.95	New 4-lane divided Roadway	DCAM	\$7,674,982
<b>2000-2006 URBAN PROJECTS WITH SPECIAL FUNDING TOTAL</b>						<b>\$18,104,982</b>
<b>2000-2006 RURAL PROJECTS in MPA</b>						
114	North-South Corridor 1000E	I-70 at Six Points Rd. to US 40	2.88	New 4-lane divided	HEN	\$11,358,075
38	Allisonville Road	Shadow Lawn Dr. to 106th St.	0.86	Widen 2-lane to 4-lane div.	FIS	\$3,162,970
<b>2000-2006 RURAL PROJECTS IN MPA SUBTOTAL</b>						<b>\$14,521,045</b>
<b>2007-2015 RURAL PROJECTS in MPA</b>						
71	Greenwood Road	Interstate 65 to Arlington Ave.	0.33	Widen 2-lane to 4-lane div.	GRWD	\$2,173,698
124	Perimeter Parkway	Vestal to SR 267	1.00	Widen 2-lane to 4-lane div.	PLAIN	\$1,750,000
627	CR 100N (10th Street)	Raceway Road to SR 267	4.00	Widen 2-lane to 4-lane	AVON	\$10,000,000
115	North-South Corridor 1000E	US40 to Morris Rd.	1.77	New 2-lane on 4-lane divided	ROW HEN	\$4,131,764
116	North-South Corridor 1000E	Morris Rd. at 1050E to 300N at 1000E	3.56	New 2-lane on 4-lane divided	ROW HEN	\$8,324,627
36	Allisonville Road	146th St. to 141st Street	1.00	Widen 2-lane to 4-lane div.	FIS	\$3,677,872
<b>2007-2015 RURAL PROJECTS IN MPA SUBTOTAL</b>						<b>\$30,057,962</b>
<b>2015-2020 RURAL PROJECTS in MPA</b>						
23	56th Street	N/S Corridor to Raceway Rd.	0.99	Reconst./widen to 4-lane div.	HEN	\$3,890,141
35.2	96th Street	Lantern Rd. to Sarget Rd.	0.38	Widen 2-lane to 4-lane div.	HAM	\$1,397,591
<b>2015-2020 RURAL PROJECTS IN MPA SUBTOTAL</b>						<b>\$5,287,732</b>
<b>2021-2025 RURAL PROJECTS in MPA</b>						
151	Towne Road	146th St. to 96th St.	5.00	Widen 2-lane to 4-lane div.	HAM	\$11,154,551
<b>2021-2025 RURAL PROJECTS IN MPA SUBTOTAL</b>						<b>\$11,154,551</b>
<b>2000-2025 RURAL PROJECTS IN MPA TOTAL</b>						<b>\$61,021,289</b>
<b>2000-2006 STATE PROJECTS IN MPA</b>						
108	Michigan Road (US 421)	I-465 to 121st St.	2.90	Widen to 4-lane div, interch.	INDOT	\$19,300,000
611	Inner loop I-70 eastbound	Pine St. on-ramp to 5th lane EB I-70	0.50	Add 1 lane eastbound	INDOT	\$1,743,000
700	I-465 @ SR 37	Interchange	0.50	Interchange Modification	INDOT	\$12,000,000
612	Interstate 70	E. of Mt. Comfort Rd. to State Road 9	3.00	Widen 4-lane to 6-lane div.	INDOT	\$50,000,000
701	Interstate 70	Interchange at Mount Comfort Road	0.50	Interchange Modification	INDOT	\$8,400,000
17	SR 32	Spring Mill Rd. to US 31	1.60	Widen 2-lane to 4-lane div.	INDOT	\$5,100,000
154	Washington St. (US 40)	Franklin Rd. to German Church Road	3.00	Widen 4-lane to 6-lane div.	INDOT	\$23,000,000
209	Washington St. (US 40)	German Church Road to Buck Creek	1.20	Widen 4-lane to 5-lane	INDOT	\$13,900,000
651	Washington St. (US 40)	Raceway Road to Research Drive	2.20	Widen 4-lane to 5-lane	INDOT	\$6,900,000
98	Kentucky Ave (SR 67)	I-465 to Thompson Rd.	1.02	Widen 4-lane to 6-lane div.	INDOT	\$4,013,991
47.2	Brookville Road (US52)	Franklin Rd. to Post Rd.	1.38	Widen 2-lane to 6-lane div.	INDOT	\$5,075,463
120.2	Pendleton Pike	Franklin Rd. to Post Rd.	1.06	Widen 4-lane to 6-lane div	INDOT	\$3,898,544
47.1	Brookville Road (US52)	I-465 to Franklin Rd.	0.82	Widen 4-lane to 6-lane div.	INDOT	\$3,214,643
120.1	Pendleton Pike	I-465 to Franklin Rd.	0.44	Widen 4-lane to 6-lane div.	INDOT	\$1,708,857
99	SR 67	Hendricks Co. Line to Thompson Rd.	4.00	Intersection improvements	INDOT	\$6,600,000
121	Pendleton Pike	Post Rd. to 56th St	1.44	Widen 2-lane to 4-lane div.	INDOT	\$5,313,054
122	Pendleton Pike	56th St. to 65th St.	2.42	Widen 2-lane to 4-lane div.	INDOT	\$8,899,715
123	Pendleton Pike	65th St. to SR 234	2.53	Widen 2-lane to 4-lane div.	INDOT	\$9,291,776
106.1	Meridian Street (SR 135)	Smith Valley Rd. to Stones Crossing	1.99	Widen 2-lane to 4-lane div.	INDOT	\$5,000,000

cont on page 24, see Tran Plan Projects

# TRAN PLAN PROJECTS

(from page 23)

ID#	Facility	Location	Length	Project Description	Agency	Amount
47.5	Brookville Road (US52)	Marion/Hancock Co. line to CR 500W	3.44	Widen to 4-lanes	INDOT	\$3,300,000
47.4	Brookville Road (US52)	Post Rd. to Marion/Hancock Co. Line	3.18	Widen to 4-lanes	INDOT	\$5,710,000
101	Keystone Ave. (SR 431)	I-465 to US 31	5.60	Widen 4-lane to 6-lane div.	INDOT	\$15,000,000
<b>1998-2006 STATE PROJECTS SUBTOTAL</b>						<b>\$217,369,043</b>
<b>2007-2015 STATE PROJECTS</b>						
93	Interstate 69	N of '96th St. to I-465	2.56	6-lane div. to 8-lane div.	INDOT	\$37,033,640
141	State Road 37	I-465 to Edgewood Rd.	1.40	Widen 4-lane to 6-lane div.	INDOT	\$8,228,177
142	State Road 37	Edgewood Rd. to Bluff Rd.	2.57	Widen 4-lane to 6-lane div.	INDOT	\$5,756,859
143	State Road 37	Bluff Rd. to Smith Valley Rd.	2.78	Widen 4-lane to 6-lane div.	INDOT	\$6,241,831
143.1	State Road 37	Smith Valley Rd. to SR 144	3.10	Widen 4-lane to 6-lane div.	INDOT	\$6,000,000
128	Rockville Road (US 36)	N/S Corridor to I-465	3.51	Widen 5-lane to 6-lane div.	INDOT	\$13,748,478
613	Interstate 70	I-65 north split to I-465 east leg	5.82	Add 1 lane in each direction	INDOT	\$75,000,000
78.2	Huntington Ave. (SR 37)	146th Street to I-69	2.51	Widen 4-lane to 6-lane div.	INDOT	\$9,846,215
702	Interstate 70	At SR 267	0.00	Interchange modification	INDOT	\$4,000,000
92	Interstate 69	N of '96th St. to I-465 + 3 I-changes	2.56	Add 2-lane C/D @ side	INDOT	\$104,122,250
91	Interstate 69	SR37 to N. of 96th St.	2.95	6-lane div. to 8-lane div.	INDOT	\$42,582,215
90	Interstate 69	SR37 to N. of 96th St. + 3 I-changes	2.95	Add 2-lane C/D @ side	INDOT	\$111,064,648
96	Interstate 74	I-change on N-S Corridor (CR 1000E)	0.50	Add diamond interchange	INDOT	\$8,000,000
97	Interstate 74	Widen Post Rd. over I-74	0.50	Widen Post and adjust ramps	INDOT	\$4,071,186
106	Meridian Street (SR 135)	Stones Crossing to SR 144	1.99	Widen 2-lane to 4-lane div.	INDOT	\$3,871,077
107	Michigan Road (US 421)	146th St to 121st St	2.90	Widen 2-lane to 4-lane div.	INDOT	\$15,000,000
17.2	SR 32	US 31 to Moontown Rd.	2.00	Widen 2-lane to 4-lane div.	INDOT	\$4,462,088
105	US 31 Freeway Upgrade	96th to SR 38	13.00	Widen 6-12 lanes/new interchs	INDOT	\$292,700,000
<b>2007-2015 STATE PROJECTS SUBTOTAL</b>						<b>\$751,728,663</b>
<b>2016-2020 STATE PROJECTS</b>						
95	Interstate 70	Interchange at German Church Road	0.5	Add Diamond Interchange	INDOT	\$10,000,000
140	State Road 267	SR 67 to SR 267 S. of I-70	2.03	New 2-lane on 4-lane div.	ROW INDOT	\$4,746,028
9	116th Street (SR 334)	Zionsville Rd. to US 421	1.07	Widen 2-lane to 4-lane div.	INDOT	\$7,048,050
<b>2016-2020 STATE PROJECTS SUBTOTAL</b>						<b>\$21,794,078</b>
<b>2020-2025 STATE PROJECTS</b>						
614	Interstate 65	I-70 north split to 38th Street	5.00	add 1 lane in each direction	INDOT	\$75,000,000
<b>2020-2025 STATE PROJECTS SUBTOTAL</b>						<b>\$75,000,000</b>
<b>1998-2025 STATE PROJECTS TOTAL</b>						<b>\$1,065,891,784</b>
<b>2000-2006 STATE URBAN PROJECTS WITH INTERSTATE MAINTENANCE FUNDING</b>						
202	Interstate 465 (SE)	Emerson Avenue Interchange	0.50	Urban Single Point Interchange	INDOT	\$9,100,000
79	Interstate 465	US40E to I-70E + US40 I-change	1.54	Widen 6-lane div. to 8-lane div.	INDOT	\$36,693,861
94.1	Interstate 70	Six Points to SR 267	2.00	6-lane div. to 8-lane div.	INDOT	\$17,800,000
615	Interstate 69	SR 37 to SR 238	4.66	Widen 4-lane div. to 6-lane div.	INDOT	\$68,000,000
203	Interstate 465 (SE)	I-74 (east) interchange	0.50	Interchange Modification	INDOT	\$19,000,000
204	Interstate 465 (SE)	US 52 interchange	0.50	Interchange Modification	INDOT	\$5,900,000
205	Interstate 465 (East)	Shadeland Avenue interchange	0.50	Interchange Modification	INDOT	\$6,400,000
207	Interstate 465 (East)	56th Street (east) interchange	0.50	Interchange Modification	INDOT	\$46,000,000
80	Interstate 465 (East)	I-70 (east) int. US 36/Pend. Pike	1.97	Widen to 10-lanes,mod. interch.	INDOT	\$54,000,000
94	Interstate 70	Six Points to I-465	4.39	6-lane div. to 8-lane div.	INDOT	\$31,724,502
201	Interstate 465 (West)	West 86th Street	0.50	Interchange Modification	INDOT	\$5,100,000
85	Interstate 465	US 36 to 10th Street	1.06	Widen to 10-lanes,mod. interch.	INDOT	\$36,000,000
634	Interstate 65	W of Kessler to .8Km N of I-465	5.15	Widen to 6 lns	INDOT	\$7,500,000
210	Interstate 465 (West)	West 71st Street	0.50	Interchange Modification	INDOT	\$7,525,000
85	Interstate 465 (West)	10th Street to 34th Street	2.54	Widen to 10-lanes,mod. interch.	INDOT	\$47,000,000
<b>2000-2006 STATE PROJECTS SUBTOTAL</b>						<b>\$397,743,363</b>
<b>2007-2015 STATE URBAN PROJECTS WITH INTERSTATE MAINTENANCE FUNDING</b>						
86	Interstate 465	US 40 to N of I-70W + 1 I-change	2.43	Widen 6-lane div. to 10-lane div.	INDOT	\$64,003,339
616	I-65/I-70 innerloop east	North Split to south split	2.05	add one lane in each direction	INDOT	\$125,000,000
80	Interstate 465	I-70E to E of SR431+5 I-change	10.72	Widen 6-lane div. to 8-lane div.	INDOT	\$270,397,640
617	Interstate 70	Post Road to E. of Mt. Comfort Rd	5.27	Widen 4-lane div. to 6-lane div.	INDOT	\$31,620,000
618	Interstate 65	Southport Road to Greenwood Rd	4.34	Widen 6-lane div. to 8-lane div.	INDOT	\$26,660,000
619	Interstate 65	I-465 South to Southport Rd	2.90	Widen 6-lane div. to 8-lane div.	INDOT	\$25,650,000
620	Interstate 65	I-465 N extension to Western UAB	2.10	Widen 4-lane div. to 6-lane div.	INDOT	\$11,550,000
621	Interstate 465	I-65 to 86th Street	3.30	Widen 6-lane div. to 10-lane div.	INDOT	\$36,760,000
88	Interstate 65	I-70 W to I-465 South	4.25	Widen to 8-lanes	INDOT	\$42,900,000
622	Interstate 465	(West) 86th to US 421	3.40	Widen 6-lane div. to 10-lane div.	INDOT	\$39,190,000
81	Interstate 465	SR431 to W of US31+2 I-chnges	2.60	Widen 6-lane div. to 10-lane div.	INDOT	\$95,320,250
82	Interstate 465	US 31 to US 421 + US 421 I-change	3.89	Widen 6-lane div. to 8-lane div.	INDOT	\$85,089,308
85	Interstate 465	.56 Mi N of US 40 to US 36	0.64	Widen to 10-lanes,mod. interch.	INDOT	\$36,000,000
87	Interstate 465 (west)	I-70 to S of SR67SW + 2 I-chnges	0.83	Widen 6-lane div. to 10-lane div.	INDOT	\$69,728,449
84	Interstate 465	34th Street to I-65	3.00	Widen to 10-lanes,mod. interch.	INDOT	\$45,000,000
<b>2007-2015 STATE PROJECTS SUBTOTAL</b>						<b>\$1,004,868,986</b>
<b>2016-2020 STATE URBAN PROJECTS WITH INTERSTATE MAINTENANCE FUNDING</b>						
89	Interstate 65	Greenwood Rd. to Whiteland Rd.	4.73	Widen 4-lane div. to 6-lane div.	INDOT	\$30,930,000
<b>2016-2020 STATE PROJECTS SUBTOTAL</b>						<b>\$30,930,000</b>
<b>2021-2025 STATE URBAN PROJECTS WITH INTERSTATE MAINTENANCE FUNDING</b>						
623	Interstate 465	I-65 South to US 40 East	8.49	Widen 6-lane div. to 8-lane div.	INDOT	\$56,034,000
624	Interstate 70	I-70 South split to Airport Expressway	6.00	Widen 6-lane div. to 8-lane div.	INDOT	\$75,000,000
630	US 52	Gem Road to 8.29 miles east of I-465	0.70	TSM Improvements	INDOT	\$2,500,000

cont on page 25, see Tran Plan Projects

# TRAN PLAN PROJECTS

(from page 24)





ID#	Facility	Location	Length	Project Description	Agency	Amount
625	Interstate 465	SR 67 to I-65 South	8.48	Widen 6-lane div. to 8-lane div.	INDOT	\$55,968,000
89	Interstate 65	Whiteland Road to SR 44	4.90	Widen 4-lane div. to 6-lane div.	INDOT	\$31,270,000
<b>2021-2025 STATE PROJECTS SUBTOTAL</b>						<b>\$220,772,000</b>
<b>2000-2025 STATE PROJECTS TOTAL</b>						<b>\$1,654,314,349</b>

## 2000-2006 STATE PROJECTS WITH SPECIAL FUNDING



ID#	Facility	Location	Length	Description	Agency	Amount
710	Interstate 70	I-70 at Six-Points Rd.	0.50	New Interchange	INDOT	\$21,000,000
<b>1998-2006 STATE PROJECTS SUBTOTAL</b>						<b>\$21,000,000</b>

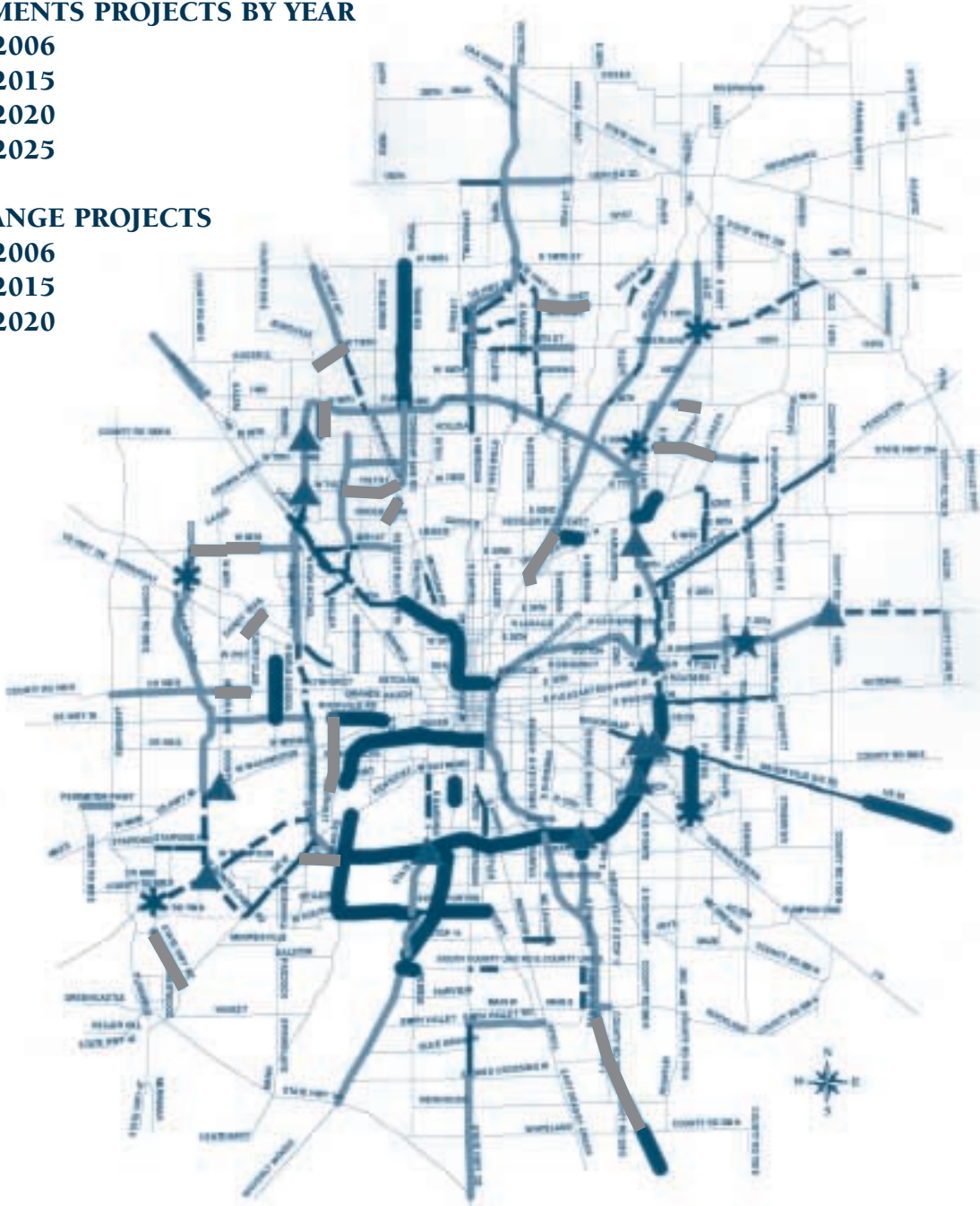
NOTE: State projects shown above should be considered preliminary until the Statewide Transportation Plan is complete.

## IMPROVEMENTS PROJECTS BY YEAR

-  2000-2006
-  2007-2015
-  2016-2020
-  2021-2025

## INTERCHANGE PROJECTS

-  2000-2006
-  2007-2015
-  2016-2020



cont on page 26, see Tran Plan Projects

# TRAN PLAN PROJECTS

(from page 25)

## Unfunded Urban Projects

ID#	Facility	Location	Length	Improvement type	Description	Agency Amount
20	38th Street	Cold Springs Rd. to White River Pk. E. Dr.	0.89	Roadway widening	4-lane divided to 6-lane div.	DCAM \$5,215,124
59.1	Franklin Road	38th St. to 21st St.	2.04	Roadway widening	Widen 2-lane to 4-lane div.	DCAM \$13,437,405
156	West Street	Raymond St. to Bluff Rd.	0.41	Roadway widening	Widen 2-lane to 4-lane div.	DCAM \$2,007,831
149	Thompson Road	Kentucky Ave. to High School Rd.	0.25	New Roadway	4-lane divided	DCAM \$1,745,070
159.2	Whiteland Road	Center Rd. to US 31	0.79	Roadway widening	Widen 2-lane to 4-lane div.	WHLD \$1,762,525
159.3	Whiteland Road	US 31 to Conrail RR	0.47	Roadway widening	Widen 2-lane to 4-lane div.	WHLD \$1,048,591
68	Girls School Road	Crawfordsville Rd. to 21st St. (ptSR134)	0.69	Roadway widening	Widen 2-lane to 4-lane div.	DCAM \$2,553,179
43.2	56th St	Lee Rd to Pendelton Pike	0.76	Roadway widening	Widen 2-lane to 4-lane div.	LAW \$2,795,183
21	46th Street	Pendleton Pike to Mitthoeffer Rd.	1.44	Roadway widening	Widen 2-lane to 4-lane div.	DCAM \$5,283,263
111	Moller Road	30th St. to Lynhurst Dr.	1.16	New roadway	4-lane divided	DCAM \$8,169,491
60.1	Franklin Road	Brookville Rd.(US 52) to Troy Ave.	2.8	Roadway widening	Widen 2-lane to 4-lane div.	DCAM \$10,298,042
52	County Line Road	Five Points Rd. to Franklin Rd.	1.37	New Roadway	2-lane of 4-lane div. ROW	DCAM \$3,196,324
148	Thompson Road	Mendenhall Rd. to Kentucky Ave.	0.75	Roadway widening	Widen 2-lane to 4-lane div.	DCAM \$2,758,404
66.1	Georgetown Road	38th St. to 30th St.	1	Reconstruction	4-lane (35ft.) to 4-lane div.	DCAM \$3,692,216
137	Southport Road	Emerson Ave. Franklin Rd.	3.4	Roadway widening	Widen 2-lane to 4-lane div.	DCAM \$12,507,707
49.1	Camby Road Extension	Mooresville Rd. to Mann Rd.	1.49	New Roadway	2-lane on 4-lane div. ROW	DCAM \$3,496,198
126.1	Reed Road	Realignment at 46th to Eagle Ck.Pkwy.	0.4	New Roadway	2-lane on 4-lane div. ROW	DCAM \$1,751,262
609	Highschool Road	46th to 56th	1	Roadway widening	Widen 2-lane to 4-lane div.	DCAM \$2,000,000
119.2	Payne Road	79th Street to 71st Street	0.68	New Roadway	2-lane on 4-lane div. ROW	DCAM \$2,977,145
48	Camby Road	Kentucky Ave. to Mooresville Rd.	2	Roadway widening	Widen 2-lane to 4-lane div.	DCAM \$7,887,552
32	86th Street	Moore Rd. to I-465	0.96	Roadway widening	Widen 2-lane to 4-lane div.	DCAM \$3,530,757
802	10th St	I-465 to Country Club Lane	1.97	Roadway widening	Widen 4-lane to 6-lane	DCAM \$7,722,983
820	131st	Cherry Tree Ln to River Ave	1.48	Roadway widening	Widen 2-lane to 4-lane	CAR \$3,301,945
821	96th St	US 431 to Allisonville Rd	2.4	Roadway widening	Widen 4-lane to 6-lane	HAM \$11,735,983
822	96th St	Allisonville Rd to I-69	1.94	Roadway widening	Widen 4-lane to 6-lane	HAM \$7,135,072
823	96th St	I-69 to Cumberland Ridge	0.49	Roadway widening	Widen 4-lane to 6-lane	HAM \$1,802,157
815	75th St	Allisonville Rd to I-69	1.45	Roadway widening	Widen 2-lane to 4-lane	DCAM \$7,090,490
804	116th St	I-69 to Cumberland Ridge	0.7	Roadway widening	Widen 4-lane to 6-lane	HAM \$2,744,207
805	Brooks School Rd	Fall Creek to 116th St	1.64	Roadway widening	Widen 2-lane to 4-lane	HAM \$3,658,912
806	Olio Rd	113th st to 86th st	2.4	Roadway widening	Widen 2-lane to 4-lane	HAM \$5,354,506
816	Shelbourne Rd	96th St to 126th St	0.82	Roadway widening	Widen 2-lane to 4-lane	HAM \$3,015,855
814	Greenfield	Allisonville Rd to Cumberland	1.41	Roadway widening	Widen 2-lane to 4-lane	HAM \$5,185,800
819	106th St	Shelbourne to Towne Rd	1.01	Roadway widening	Widen 2-lane to 4-lane	HAM \$3,714,651
811	Spring Mill Rd	131st St to 146th St	1.47	Roadway widening	Widen 2-lane to 4-lane	CAR \$3,279,635
812	146th St	River Ave to Cumberland Rd	2.08	Roadway widening	Widen 2-lane to 4-lane	CAR \$4,640,572
813	146th St	Oak Ridge to Grassy	1.9	Roadway widening	Widen 2-lane to 4-lane	CAR \$4,238,984
831	Allisonville Rd	146th to Greenfield	2.53	Roadway widening	Widen 2-lane to 4-lane	HAM \$9,305,016
819	106th St	Shelbourne to Towne Rd	1.01	Roadway widening	Widen 2-lane to 4-lane	HAM \$3,714,651
60.2	Franklin Road	Southeastern Ave. to Stop 11	3.8	Roadway widening	Widen 2-lane to 4-lane div.	DCAM \$13,965,983

**UNFUNDED URBAN PROJECTS TOTAL \$199,720,669**

## Unfunded Rural Projects

ID#	Facility	Location	Length	Improvement type	Description	Agency Amount
113	Mt.Comfort-McCordsville Rd.	38th St. to I-70	0.53	Roadway widening	Widen 2-lane to 4-lane div.	HAN \$1,949,272
124	Plainfield Circle Rd.	east side and NW side of town	3.65	New Roadway	2-lane on 4-lane divided ROW	PLAIN \$14,230,266
5	116th Street	Spring Mill Rd. to Meridian St.	0.38	Roadway widening	Reconst./widen to 4-lane div.	HAM \$2,677,136
660	CR 100S (Morris St.)	Raceway Road to SR 267	4	Roadway widening	Widen 2-lane to 4-lane	AVON \$1,000,000
661	Perimeter Parkway	SR 267 to Moon Road to US 40	4	Roadway widening	Widen 2-lane to 4-lane div.	PLAIN \$11,650,000
648	CR 800E (Dan Jones Rd.)	CR 300S to CR 200N	5	Roadway widening	Widen 2-lane to 4-lane	AVON \$12,500,000
8	116th Street	Gray/Moontown Rd. to River Ave.	1.27	Roadway widening	Widen 2-lane to 4-lane div.	CAR \$9,354,902
22	56th Street	SR 267 to N/S Corridor	2.62	Roadway widening	Reconst./widen to 4-lane div.	HEN \$10,334,665
6	116th Street	College St. to Westfield Blvd.	0.39	Roadway widening	Widen 2-lane to 4-lane div.	HAM \$6,118,007
33.1	96th Street	Michigan Rd. to Shelborne Rd.	0.4	Roadway widening	Widen 2-lane to 4-lane	HAM \$1,471,149
159.4	East-West Corridor	Conrail RR to I-65	2	Roadway widening	Widen 2-lane to 4-lane div.	JOH \$4,462,088
664	CR 550S (Reeves/Stanley)	SR 267 to Center Street	1	Roadway widening	Widen 2-lane to 3-lane	PLAIN \$1,500,000
663	Perimeter Parkway	SR 267 to CR 900E	2	Roadway widening	Widen 2-lane to 4-lane div.	PLAIN \$3,500,000
662	Perry Road	SR 267 to Stafford	2	Roadway widening	Widen 2-lane to 4-lane div.	PLAIN \$1,850,000
649	Dan Jones Road	US 40 to CR 300S	0.75	Roadway widening	Widen 2-lane to 4-lane div.	PLAIN \$1,750,000
158	East-West Corridor	SR 144 to Meridian Rd. (SR 135)	2.38	Roadway widening	Widen 2-lane to 4-lane div.	JOH \$5,309,885
159.1	East-West Corridor	Meridian Rd. (SR 135) to Center Rd.	3	Roadway widening	Widen 2-lane to 4-lane div.	JOH \$6,693,132
159.5	East-West Corridor	I-65 to Franklin Rd.	2.28	Roadway widening	Widen 2-lane to 4-lane div.	JOH \$5,086,780
810	CR 1000 N	Lafayette Rd to SR 267	5.63	Roadway widening	Widen 2-lane to 4-lane	HEN \$12,560,778
807	Franklin	Rocklane to CR 600 N	3.46	Roadway widening	Widen 2-lane to 4-lane	JON \$7,719,412
809	Zionsville Rd	96th rd to SR 334	1.57	Roadway widening	Widen 2-lane to 4-lane	BOONE \$3,502,739
133.1	Smith Valley Road	Mann Rd. to SR 37	2.56	New Roadway	2-lane of 4-lane divided ROW	JOH \$5,986,728
3.1	116th Street	Michigan Rd. to Shelborne Rd.	1.12	Roadway widening	Reconst./widen to 4-lane div.	HAM \$4,417,029

**UNFUNDED RURAL PROJECTS TOTAL \$144,623,968**

## Unfunded State Projects

ID#	Facility	Location	Length	Improvement type	Description	Agency Amount
800	SR 267	0.4 mile north of I-74 to Acre Ln	0.70	Roadway widening	Widen 2-lane to 4-lane	INDOT \$2,030,250
801	SR 267	County Hwy 600 N to US 136	0.52	Roadway widening	Widen 2-lane to 4-lane	INDOT \$7,904,356
803	US 36	East junction @ old US 36 to SR 267	1.87	Roadway widening	Widen 4-lane to 6-lane	INDOT \$4,194,719
830	SR 267	SR 67 to I-70	3.08	Roadway widening	Widen 2-lane to 4-lane	INDOT \$6,871,616
808	SR 144	Mann Rd to SR 37	2.31	Roadway widening	Widen 2-lane to 4-lane	INDOT \$4,707,503
817	SR 238	113th St to SR 13	1.94	Roadway widening	Widen 2-lane to 4-lane	INDOT \$3,480,429
818	SR 37	SR 213 to SR 13	3.33	Roadway widening	Widen 2-lane to 4-lane	INDOT \$7,317,824

**UNFUNDED STATE PROJECTS TOTAL \$36,506,696**

# PURPOSE, PARTNERS, PROCESS AND PROJECTS

(from page 1)

self and what you'd like to see more of in *teMPO*. To aid your thinking, this issue details the MPO's federal mandate/ mission, regional transportation planning partners, and core activities. In addition, all Year 2000 Work Program projects are updated and 2001 Work Program proposals are described. Read on to keep pace with transportation planning in our area now, and in the future . . . with *teMPO*!

**teMPO**

is published quarterly by your Metropolitan Planning Organization, part of the Department of Metropolitan Development. If you know of anyone who would like to receive *teMPO*, or if you have any questions concerning its publication, please call:

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## 2001 IRTC AND CAC MEETINGS & IRTIP SCHEDULE

Indianapolis Regional Transportation Council (IRTC)  
TECHNICAL  
COMMITTEE

March 1 - 9:00 a.m.  
IndyGo

June 7 - 9:00 a.m.  
Indianapolis  
International Airport  
Board Room

August 30 - 9:00 a.m.  
Greenwood City Hall

November 1 - 9:00 a.m.  
Fishers

POLICY  
COMMITTEE

March 21 - 9:00 a.m.  
Mayor's Conference Room  
Suite 2501, City County  
Building, Indianapolis

June 13 - 9:00 a.m.  
Mayor's Conference Room  
Suite 2501, City County  
Building, Indianapolis

September 12 - 9:00 a.m.  
Mayor's Conference Room  
Suite 2501, City County  
Building, Indianapolis

November 14 - 9:00 a.m.  
Mayor's Conference Room  
Suite 2501, City County  
Building, Indianapolis

CITIZENS  
ADVISORY  
COMMITTEE (CAC)

January 23 - 6:30 p.m.  
Public Assembly Room  
City County Building

February 27 - 6:30 p.m.  
Public Assembly Room  
City County Building

March 27 - 6:30 p.m.  
Public Assembly Room  
City County Building

April 24 - 6:30 p.m.  
Public Assembly Room  
City County Building

May 22 - 6:30 p.m.  
Public Assembly Room  
City County Building

June 26 - 6:30 p.m.  
Public Assembly Room  
City County Building

July 24 - 6:30 p.m.  
Public Assembly Room  
City County Building

August 28 - 6:30 p.m.  
Public Assembly Room  
City County Building

September 25 - 6:30 p.m.  
Public Assembly Room  
City County Building

October 23 - 6:30 p.m.  
Public Assembly Room  
City County Building

November 27 - 6:30 p.m.  
Public Assembly Room  
City County Building

Indianapolis Regional  
Transportation Improvement  
Program (IRTIP) Schedule

February 2  
Submit new projects  
for 2002-2004 IRTIP

February 9  
1<sup>st</sup> quarter IRTIP  
amendment deadline

March 21  
MDC approval of  
IRTIP amendments

May 18  
2<sup>nd</sup> quarter IRTIP  
amendment deadline

June 20  
MDC approval  
of 2002-2004 IRTIP &  
2001-2003 amendments

June 29  
IRTIP sent to INDOT

August 10  
3<sup>rd</sup> quarter IRTIP  
amendment deadline

September 19  
MDC approval of  
IRTIP amendments

October 12  
4<sup>th</sup> quarter IRTIP  
amendment deadline

November 1  
MPO call for submittal  
of new local projects for  
the 2002-2004 IRTIP - due  
date is February 1, 2002

November 21  
MDC approval of  
IRTIP amendments

THIS SCHEDULE IS SUBJECT TO CHANGE.

PLEASE CONFIRM ALL MEETING TIMES, DATES AND LOCATIONS BY CALLING THE MPO AT 317/327-5151

## PLANNING PARTNERS

(from page 21)

and participate on a number of planning committees with the MPO.

### CITIZENS ADVISORY COMMITTEE

Started by the MPO in 1994, the Citizens Advisory Committee (CAC) pro-



PAGE TWENTY-EIGHT

vides 1) the IRTC with public input on a variety of transportation-related issues, and 2) the public with the opportunity to learn more, and be heard on, proposed and on-going transportation related initiatives. Although its members are appointed to ensure diverse regional and philosophical representation, this loosely organized group encourages participation by all interested parties. Its monthly meetings are open to the public and usually held on the fourth Tuesday of the month in the public assembly room of the City-County Building, downtown Indianapolis (See the 2001 Proposed IRTC and CAC Meeting Schedule, page 17.)

### THE GENERAL PUBLIC

Whether representing an individual perspective or that of an organized group, any interested party is

encouraged to voice their interest in, approval of, or objection to, any aspect of the regional transportation planning process.

“The public, as end-user of our regional transportation system, is really both partner and customer to the MPO,” Peoni says. “That’s why we seek the informed input of the public throughout the planning process and do everything in our power to accommodate and encourage it through various communications initiatives, including public forums, web sites, toll-free hotlines, newspaper and radio advertising, surveys and informational newsletters like *teMPO*”

For more information on the MPO’s planning partners, or to find out how you can play a more active role in the transportation planning process, contact Mike Peoni at 317/327-5133 or [mpeoni@indygov.org](mailto:mpeoni@indygov.org).



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