

teMPO

KEEPING PACE WITH OUR TRANSPORTATION NEEDS

SPRING 2005

VOLUME NINE

ISSUE ONE

SPRING BREEZE, SUMMER HEAT

As Spring's balmy breezes give way to the sizzle of Summer, transportation planning activity heats up right along with the temperatures. In this issue of *teMPO*, your Metropolitan Planning Organization (MPO) has hot news to report on just about every travel mode: Transit, Rapid Transit, car- and van-pool, pedestrian, bicycle and roadway. Just consider *DIRECTIONS*, The Rapid Transit Study To Improve Regional Mobility, which began more than two and a half years ago. Early this summer, the MPO will oversee the identification of a locally preferred alternative (LPA) for the first leg of a possible region-wide rapid transit system through the Northeast Corridor, including a selected route alignment and transit technology. Find out how in *DIRECTIONS LPA*, an up-to-the-minute report on the cooperative process involving the study team, the public, and members of the Policy Steering Committee of

cont on page 3, see Summer Heat

DIRECTIONS' ADOPTS FTA BEST PRACTICES

"It may take us a little longer to get there, but slowing down our pace assures us that *DIRECTIONS* is definitely on the right track," says MPO Manager/Master Planner Mike Dearing of the regional rapid transit study that was scheduled to end this summer. The reason? "Due diligence on our part and a show of solidarity and cooperation with the Federal Transit Administration," he says.

For the past five years, the Federal Transit Administration (FTA)

has been analyzing the practices used by major urban areas across the county and around the world to forecast ridership estimates as part of their transportation planning activity. For the last six months, during Phase III of *DIRECTIONS*, the MPO and its consultants have been forecasting ridership estimates for the starter system options

cont on page 10, see DIRECTIONS' Adopts Best Practices



DIRECTIONS

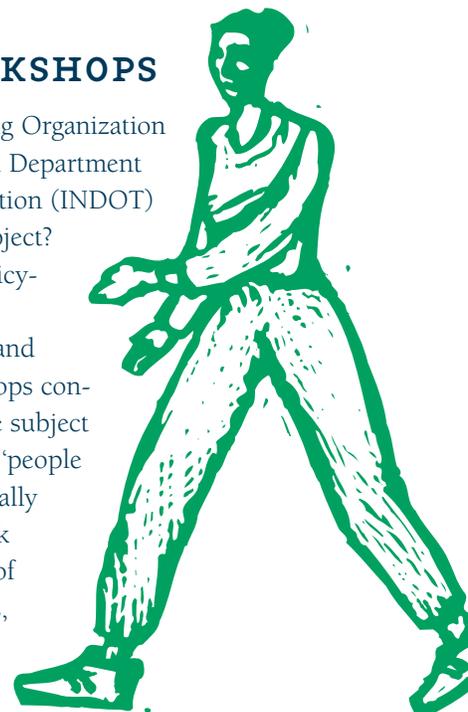
A Rapid Transit Study To Improve Regional Mobility

WALKABLE COMMUNITY WORKSHOPS

In mid-June of this year, the Metropolitan Planning Organization (MPO) partnered with the Marion County Health Department (MCHD) and the Indiana Department of Transportation (INDOT) to co-sponsor a series of public workshops. The subject? How to make our community more walkable and bicycle-friendly.

Presented by the National Center for Bicycling and Walking (NCBW), each of the eight 4-hour workshops consisted of an engaging presentation, a 'walkabout' the subject area, and a group discussion on how to improve its 'people powered' travel potential. Participants joined nationally known cycling and walking advocate/authority Mark Fenton who led the workshops with the assistance of Megan Hoyt from the City of Seattle. Over the years, Hoyt has implemented many innovative bike and pedestrian projects in the Emerald City.

cont on page 16, Walkable Community Workshops



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ACRO-NYMBLE

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

AA – Alternatives Analysis
AGT – Automated Guideway Transit
AICP – American Institute of Certified Planners
BRT – Bus Rapid Transit
CAC – Citizens Advisory Committee
CBD – Central Business District
CEO – Chief Executive Officer
CIBA – Central Indiana Bicycle Association
CICS – Central Indiana Commuter Services
CICOA – Central Indiana Council On Aging
CIRTA – Central Indiana Regional Transportation Authority
CISTMS – Central Indiana Suburban Transportation Mobility Study
CMAQ – Congestion Mitigation & Air Quality
CMS – Congestion Management System
COA – Comprehensive Operational Analysis
DEIS – Draft Environmental Impact Statement
DMD – Department of Metropolitan Development
DPW – Department of Public Works
E+C – Existing & Committed
EPA – Environmental Protection Agency
FHWA – Federal Highway Administration
FTA – Federal Transit Administration
IBC – Indiana Bicycle Coalition
IAA – Indianapolis Airport Authority
INDOT – Indiana Department of Transportation
IRTC – Indianapolis Regional Transportation Council
IRTIP – Indianapolis Regional Transportation Improvement Program
ITC – Indianapolis Transit Consultants
LPA – locally preferred alternative
LRT – Light Rail Transit
MCHD – Marion County Health Department
MDC – Metropolitan Development Commission
MPA – Metropolitan Planning Area
MPO – Metropolitan Planning Organization
NCBW – National Center for Bicycling and Walking
NOx – nitrogen oxides
PM – particulate matter
RTA – Regional Transportation Authority
RTS – Rapid Transit Study
SR – State Road
TIS – Traffic Impact Study
TND – traditional neighborhood development
TTI – Texas Transportation Institute
UPWP – Unified Planning Work Program
VOC – volatile organic compounds

QUESTIONS ANSWERS

In Q & A, members of your MPO staff answer questions posed to them via voice mail, e-mail, regular mail or in-person. In this issue, MPO Manager/Master Planner Mike Dearing discusses this year's Unified Planning Work Program (UPWP) and some of the major projects it includes.

Up until a few years ago, the MPO always used to publish its Overall Work Program for the coming year, usually in the early Spring. This was the public's first opportunity to review upcoming transportation planning activities and to get a feel for where time and money would be spent over the coming year. I haven't seen an Overall Work Program in years. Does the MPO still do one? If so, do you still share it with the public? What's planned for 2005?

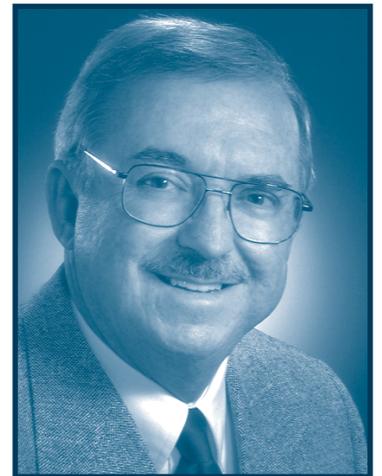
– Asked via e-mail in April, 2005

Yes. Just like most everyone else, the MPO prepares a “to do” list before budgeting and scheduling its activity for the coming year. Through the year 2000, this list was called the Overall Work Program. In the fall of that year, however, the name was changed to the Unified Planning Work Program (UPWP) to better reflect the cooperative and interdependent relationship our work has with that of our planning partners. This name change may be one reason you don't feel like you've heard about the MPO's work program in a while. Same document, different name.

Each year's UPWP is developed throughout the previous year. Like you, some people just associate it with Spring, because that's when the MPO usually announces it following approval by the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration. (FTA), and adoption by the Metropolitan Development Commission (MDC). This year, the MDC adopted the UPWP on December 15, 2004.

The Transportation Planning Element of the UPWP reflects the mission of the Indianapolis MPO to efficiently move people and goods throughout the Indianapolis Metropolitan Planning Area (MPA). To do this, it incorporates the funding and project priorities of five transportation-related sub-elements. The five elements that contribute to this comprehensive perspective area:

- Transportation Monitoring and Management Systems
- Major Corridor Studies and Multi-Modal Planning Activities
- Regional Transportation Plan



Mike Dearing
MPO Manager/Master Planner

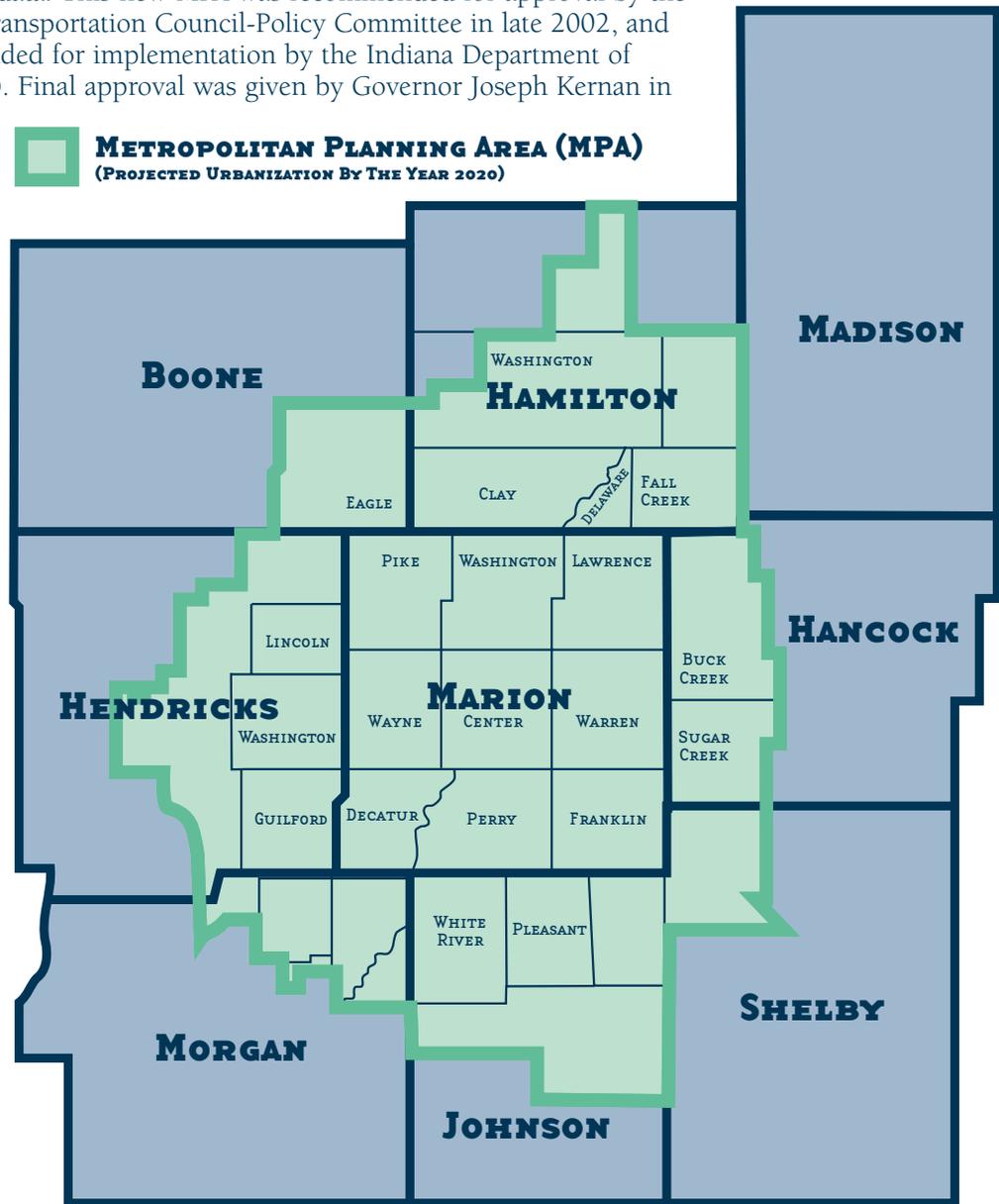
cont on page 4, see Q & A

APPROVED

INDIANAPOLIS METROPOLITAN PLANNING AREA

This map reflects the expanded MPO Metropolitan Planning Area (MPA) as determined by Census 2000 data. This new MPA was recommended for approval by the Indianapolis Regional Transportation Council-Policy Committee in late 2002, and subsequently recommended for implementation by the Indiana Department of Transportation (INDOT). Final approval was given by Governor Joseph Kernan in fourth quarter, 2003.

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



SUMMER HEAT

(from page 1)

the Indianapolis Regional Transportation Council – the decision-making body for our regional transportation planning process.

Then, read up on the priorities and participants behind the recent series of *Walkable Community Workshops* the MPO co-sponsored with INDOT and the Marion County Health Department. You'll find that ours is one of nearly 40 urban

areas nation-wide to actively seek the health and travel benefits available to residents of pedestrian- and bicycle-friendly communities. And area cyclists get an additional boost from *Pedal & Park 2005* – the popular, grassroots program that provides safe, secure bike parking at greenways-adjacent events, which is now in its fifth year of MPO-sponsorship.

But that's not all! Find out about possible bus service improvements in *IndyGo's Comprehensive Operational Analysis Recommendations*, air quality

considerations and how they impact regional transportation planning in *Transportation Plan Conformity*, how long the average Central Indiana driver spends in gridlock in *Indy's Rush Hour Ranking*, and how and why our pollution awareness program is going year-round in *Knozone Reborn*. Plus, get the latest on Central Indiana Commuter Services and the New Indianapolis Airport. You can, when you breeze through this hot, little issue of *teMPO!*

QUESTIONS & ANSWERS

(from page 2)

- Transportation Planning Support and Special Studies
- Transportation Improvement Program

The budget for the Transportation Planning Element of the UPWP is funded with approximately 80% federal transportation dollars and 20% local match contributions. Historically, local funding for MPO planning activity has been provided by the Department of Metropolitan Development. This year, however, other communities located within the MPO's nine-county planning area will start to share responsibility for providing local 'match' funding.

Projects described in the MPO's 2005 Unified Planning Work Program include:

Under Transportation Monitoring and Management Systems

- Congestion Management System (CMS) Update and Air Quality Mitigation Improvements.
- Continuing Freight System Plan including a Truck Route Map Update.

Under Major Corridor Studies and Multi-modal Planning Activities

- Complete the Rapid Transit Study *DIRECTIONS*, including Phase III Alternatives Analysis, refinement of the Travel Demand Model.
- Provide Planning Support to the Region's Multi-modal Planning Partners.

Under Regional Transportation Plan

- Continuation of the Major Review of the Regional Transportation Plan (now in Phase II).
- Continuation of the Ongoing Traffic Impact Study (TIS) Process.
- Data Development/Data Updates, including travel surveys, data analysis and GIS/mapping-related activities.

Under Transportation Planning Support and Special Studies

- Public Involvement Program (PIP).
- School Involvement Program.
- Enhancement of the MPO web site.

Under Transportation Improvement Program

- Manage and Monitor the Indianapolis Regional Transportation Improvement Program (IRTIP).

For a complete list of the MPO's 2005 work program projects, visit our web site at www.indygov.org/indympo, where the UPWP has been posted since early March.



Did you Know? . . .

During the first nine months of 2004, U.S. Airlines carried 7.5% more domestic passengers and flew 3.7 more domestic flights than during the same period of the previous year. That jump in business resulted in 472.3 million passengers in 2004 compared to 439.6 in 2003.

Source: U.S. Department of Transportation's Bureau of Transportation Statistics

TRANSPORTATION PLAN CONFORMITY

The MPO recently passed a milestone with regards to its regional transportation plan – that of demonstrating that the plan “conforms” to the new ozone air quality standard recently enforced by the U.S. Environmental Protection Agency (EPA).

In June of 2004, the nine-county area of Central Indiana was classified as a “non-attainment” area under the 8-hour ozone standard, as designated by the EPA. This designation affected Boone, Hamilton, Hancock, Hendricks, Johnson, Madison, Marion, Morgan, and Shelby Counties. In addition to other requirements, the non-attainment designation means that regionally significant transportation projects must be examined to make sure that they do not worsen air, a process termed “conformity”. Non-attainment areas were given until June 15, 2005 to demonstrate that their transportation plans and programs conformed to the new standard.

“The conformity requirement came about with the federal Clean Air Act Amendments of 1991,” explains Heather Stouder, the MPO Planner who has spearheaded the conformity process. “If we cannot establish conformity, then regional transportation projects become ineligible for federal funding.”

Previously, Marion County/Indianapolis had been designated a non-attainment area under the old, 1-hour ozone standard, and subsequently met that standard, thereby becoming classified as a “maintenance” area. The new nine-county designation is a significant expansion, encompassing all or significant portions of the Indianapolis, Anderson, and Columbus Metropolitan Planning Organization planning areas. Portions of the non-attainment area outside of the planning jurisdictions of the various MPOs are the responsibility of the Indiana Department of Transportation (INDOT).

“The intersection of this single, 9-county non-attainment area with three MPO’s, as well as INDOT’s planning jurisdiction, is extremely problematic for demonstrating conformity,” says Sweson Yang, AICP, the Indianapolis MPO’s Chief Technical Planner. “The transportation plans for all four jurisdictions must simultaneously be found to conform to the air quality standard,” he notes. “In this regard, a problem experi-

enced by any of the jurisdictions affects the other three.”

As a result, the three MPO’s and INDOT have been closely collaborating since last summer to establish processes, time-frames, and responsibilities for establishing conformity. Based upon transportation plans and projects, future travel levels are modeled, and motor vehicle emissions are estimated using software provided by the EPA.

While all four jurisdictions prepare their transportation plans separately, the responsibility of preparing and coordinating the final conformity finding lies with the Indianapolis MPO. The MPO has been preparing for this role for several years.

“As the largest MPO in the area, and the one with previous experience in air quality analysis, it makes sense for us to assume the lead,” says Philip Roth, AICP, Indianapolis MPO Assistant Manager.

Establishing conformity was complicated by the lack of emissions “budgets”. Currently, the Indiana Department of Environmental

Management (IDEM) is collaborating with the EPA and other stakeholders on the determination of maximum allowable motor vehicle emissions. These budgets are expected by 2007. In the interim, Marion County must continue to meet the requirements of the maintenance budget established under the old ozone standard. Conformity for the other eight counties is established if future emissions levels do not exceed current ones.

As a first step towards demonstrating conformity, the Indianapolis MPO re-examined its regional transportation plan and prepared an update. Since the plan previously had a planning horizon of 2025, and a minimum 20-year horizon must be maintained, the update extended the horizon to 2030. Projects added in the 2026-2030 time period were identified from needs analyses previously conducted by the MPO. The update also made minor schedule modifications to INDOT projects within the Indianapolis planning area. No other changes were made to the plan. The Update was reviewed and approved by the Indianapolis Regional Transportation Council (IRTC) at a special meeting on May 25th.

Another update of the transportation plan, titled a “Major Review”, has been underway. The Major Review was temporarily placed on hold due to the urgency of establishing conformity, but is expected to resume this summer. This Major Review is more expansive in its reevaluation of policies and projects for the metropolitan area. More information about it will appear in future issues of *teMPO*.



INDY'S RUSH HOUR RANKING

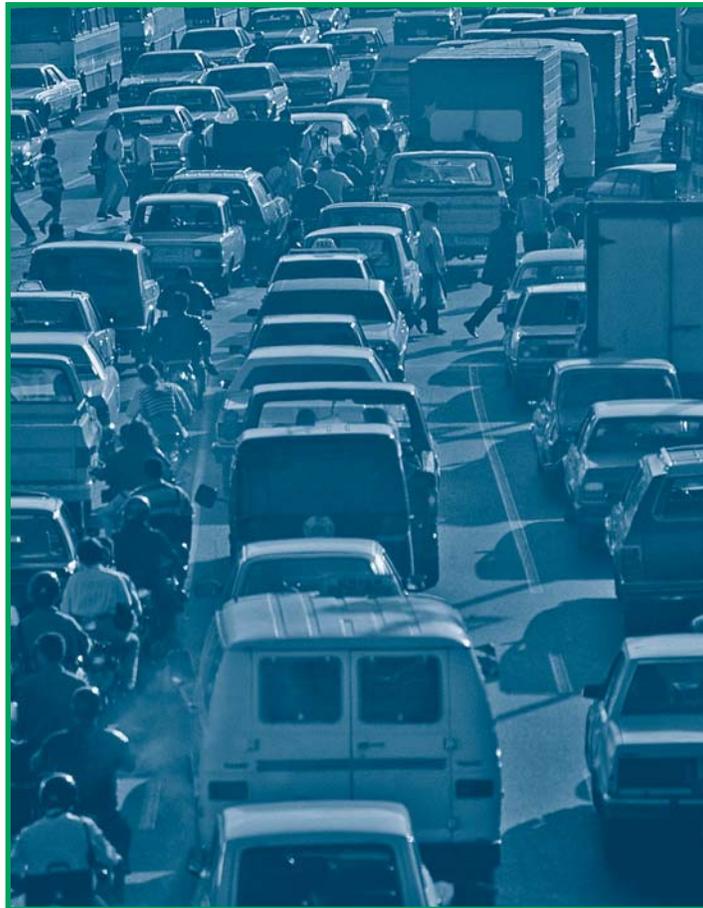
On May 9, 2005, the Texas Transportation Institute, a part of Texas A&M University, released its annual *Urban Mobility Report*. Using data from 1982 through 2003 (the last year available), report co-authors Tim Lomax and David Schrank found that the number of cities where commuters are stuck in traffic more than 20 hours per year grew from five in 1982 to 51 in 2003. Indianapolis is well within that pack, ranking 27th worst in the list of the nation's 85 largest cities evaluated by the report.

"Maybe more shocking than our overall ranking is how rapidly our traffic congestion problem is worsening," says Mike Dearing, MPO Manager/Master Planner. "The average amount of time regional commuters spend in rush hour delays grew by an hour in a year," he notes. "So our overall ranking jumped from 29th worst in 2002 to 27th in 2003. That's scary."

Area motorists spent an average of 38 hours delayed in rush hour traffic in 2003, nearly an entire work week, ranking us dead-even with drivers in Philadelphia, behind those in Portland, OR (39 hours) and ahead of those in Nashville (37). Total hours of delay throughout the region for the same year was 21 million, or an estimated loss of \$362 million in productivity and wasted fuel. Over the 21 years of data used by the study, the hours of traffic delay in Indianapolis rose from 4 in 1982 to 38 in 2003 – an increase of more than 950%, despite added roadway capacity during that time period.

Still, Indianapolis fares better than many large cities thanks, in part, to the

efforts of the MPO to enhance the efficiency of the regional transportation system, thereby blunting the impact of rapid and continuing growth. The annual amount of time the average American urban commuter spent in traffic delays in 2003 was 47 hours. In 17 cities, the total is 50 hours or more. The Texas Transportation Institute defines traffic delay as the extra travel time during the



In 2003, area residents spent an average of 38 hours in rush hour traffic, nearly an entire work week, representing a loss of \$362 million in productivity and wasted fuel.

year divided by the number of travelers who begin a trip during the peak period (6-9 AM, 4-7 PM).

"Traffic management techniques, such as coordinating traffic signals, can help reduce congestion," says Dearing.

"We recommend these wherever possible, because they can be relatively low-cost solutions that have an immediate and direct benefit on traffic flow and air quality."

The Urban Mobility Study found that traffic-management techniques saved 336 million hours and \$5.6 billion nationwide in 2003. The techniques include using entrance ramp meters to regulate traffic flow on freeway entrance ramps and "traffic incident" management programs, which seek to reduce the impact of traffic-jammers like collisions, road debris and disabled vehicles.

In summary, the study states that "Congestion occurs during longer portions of the day and delays more travelers and goods than ever before." It concludes that cities are not adding enough new roads and public transportation, not making enough operational improvements, and not managing demand well enough to keep congestion from worsening."

"It's a real wake-up call, as if we needed one," says Dearing. "In light of these findings, though, the importance of initiatives like the rapid transit study *DIRECTIONS* (see related story, page 1) and the improve-

ments proposed by the IndyGo COA (see related story, page 7) should be clear to everyone."

For more information, visit the MPO web site at www.indy.gov/org/indympo.

Did you Know? . . .

In 2003, the total cost of rush-hour congestion in America's 85 largest urban areas was \$63.1 billion.

Source: Texas Transportation Institute 2005 Urban Mobility Report,

INDYGO COA RECOMMENDATIONS

As part of *DIRECTIONS'* Phase III scope-of-work, a six-month Comprehensive Operational Analysis (COA) was completed this spring for IndyGo/IPTC, Marion County's public transportation provider. The purpose of the COA, which was conducted by Manuel Padron & Associates of Orlando, FL and Schimpeler-American of Louisville, KY, was to perform a comprehensive analysis of existing transit services within the Indianapolis area and to provide a basis for the development of an improved bus service network that would 1) address current demand and 2) facilitate expanded service to the region as the economy continues to grow.

As previously reported in *teMPO* (Autumn and Winter issues, 2004), the COA was added to the third and final phase of *DIRECTIONS*, The Rapid Transit Study to Improve Regional Mobility, at the request of IndyGo President and CEO Gil Holmes. "We need it to help us meet our current customer needs while also preparing IndyGo for a future role in a possible region-wide rapid transit system (see related story, page 1)."

To achieve this goal, the COA incorporated the following key objectives:

- Provide a reliable database and a statistical picture of the overall ridership by stop and route productivity and performance (by segment) upon which existing transit service can be evaluated with respect to measures of efficiency and effectiveness.
- Evaluate existing IndyGo fixed route bus service to determine changes to route alignments, schedules and service frequencies that will improve individual route and system-wide service efficiency, effectiveness and productivity.
- Reduce operating costs initially, and provide for an opportunity from which to build future efficient and effective service initiatives.
- Increase ridership and operating revenue.
- Minimize impacts on existing riders and provide improved mobility opportunities for the future.
- Meet Environmental Justice requirements (Title VI).
- Identify unmet transit needs and develop service proposals for near-term, short-range and long-range timeframes that can assist IndyGo and the community it serves to transition from the existing fixed route system to a multi-modal transit network.

- Develop service proposals that can be incorporated in IndyGo's short- and long-range plans that are consistent with other regional transportation and land-use planning efforts.

The study's tasks included 1) Data Collection and Review, 2) Existing Service Evaluation, 3) Future Service Needs Analysis, and 4) Development of Near-Term, Short-Range and Long-Range Service Plans.

All service plan recommendations were presented for public comment at the March 30th Open House held at the Indianapolis Urban League – a follow-up to a January 19th event at the same venue which focused on the study's process. Strong media coverage informed interested parties who could



Detailed exhibits showing recommended bus service improvements interested members of the public and the media alike at the March 30th IndyGo COA Open House.

not attend the meeting of the COA's recommendations which include the following:

Near-Term Service Plan Recommendations (1-3 years)

- Improve System Connectivity
- Establish Initial Transit Centers
- Eliminate Confusing/Out of Direction Route Patterns
- Eliminate Unproductive Service
- Add New Crosstown Routes
- Initiate Express Route System w/ Park & Ride Lots
- Improve Service Frequency
- Extend Service Hours
- Add Weekend Service

cont on page 8, see IndyGo COA Recommendations

INDYGO COA RECOMMENDATIONS

(from page 7)

Short-Range Service Plan Recommendations (4-9 years)

- Build upon More Efficient Near-Term Service Plan
- Add More Transit Centers
- Add more Crosstown Routes
- Add Limited Stop Service in Future Rapid Transit Corridors
- Expand upon Express Route System (adding more Park & Ride Lots)
- Continue Improvement In Service Frequency, Extended Service Hours & Weekend Service

Long-Range Service Plan Recommendations (10-15 Years)

- New/Reconfigured Routes to Support Rapid Transit Corridor
- Add More Transit Centers
- Expand Upon Express Route System (additional Park & Ride Lots)
- Continued Improvement In Service Frequency & Extended Service Hours

“To understand and evaluate the benefits of these recommendations, you really need to know how we propose applying them,” notes Mike Terry, IndyGo Director of Business Development. “For example, in the Near-Term Service Plan, we propose adding weekend service for Routes 11 and 30 on

Saturday and Routes 11, 18, 26 and 30 on Sunday in the Northeast Sector. Color maps made these applications clear during our meeting,” he notes. “These maps, and a complete listing of recommendations, are still available for review and comment on our web site at www.indygo.net or at www.indygov.org/indympo/rtcs (click on ‘IndyGo/IPTC COA Recommendations’).”

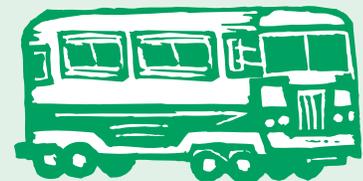
For more information on *DIRECTIONS*’ COA of IndyGo, contact Michael Terry (317/635-2100, mterry@indygo.net). For more information on Phase III of *DIRECTIONS*, contact MPO Senior Planner Amy Inman (317/327-5646, ainman@indygov.org).



As in mid-January, IndyGo hosted a noon hour and evening meeting on March 30th. The Indianapolis Urban League, 777 Indiana Avenue, served as the venue.

COMPARATIVE PEER SYSTEM ANNUAL BUS OPERATING COSTS (\$ MILLION)		
	Average	Range
Current Peers	\$65.9	\$44- \$127
Future Peers	\$108.0	\$65-\$189
Current Peers: Cincinnati, Columbus, Louisville Future Peers: Sacramento, St. Louis, Salt Lake City		

SUMMARY OF OPERATING REQUIREMENTS				
Service Plan	Time Period	Annual Service Miles	Peak Buses	Fleet Buses
Existing Service	2005	6.0 million	121	145
Near-Term	1-3 years	10.1 million	162	194
Short-Range	4-9 years	15.8 million	227	272
Long-Range	10-15 years	21.9 million	302	362



MPO RENEWS, P & P EXPANDS

In December, 2004, Andy O'Donnell, Coordinator of Pedal & Park, submitted a draft proposal to the MPO for its continued sponsorship of the program. Pedal & Park provides free, secured bike parking to area cyclists at popular greenways-adjacent events throughout the spring and summer. The MPO began its program sponsorship in 2000 and since then has provided shelters for volunteers and literature displays, public relations support, distribution materials including the *Marion County and Surrounding Area Bike Route Map*, and a \$1 'parking fee' for every bike parked in the Pedal & Park bicycle corral. These cash proceeds are distributed to the not-for-profit groups whose volunteers continuously monitor the bike corral, including the Central Indiana Bicycling Association (CIBA), the Indiana Bike Coalition (IBC) and the Greenways Foundation.

"There was no question that we wanted to continue our support of Pedal & Park," says Mike Dearing, MPO Manager/Master Planner. "We were very happy with the program's 72% growth in 2004. In fact, we even exceeded the cash maximum to which we'd committed to make sure that the program would continue throughout the season," he explains. "We'd like to see Pedal & Park stay on-track by expanding its events to include some south of the circle."

Toward that end, IndyParks has been asked to suggest appropriate events for O'Donnell and Pedal & Park volunteers to consider adding to their usual schedule of Earth Day Indiana



At last year's Indiana State Fair, the Pedal & Park corral provided free, secured bike parking for 1,500 cyclists, helping to jump the program's participation total by 72% over the previous year.

(April 23), Bike-To-Work Day (May 20), the Broad Ripple Art Fair (May 21-22), the Indiana State Fair (August 10-21) and Penrod Art Fair (September 10).

"We think everyone connected to the program has done a fantastic job, especially Catherine Dusing of CIBA who coordinates the volunteers," notes Dearing. "We're hoping that by increasing this season's cash sponsorship maximum this year, we can help them serve even more of our region's cyclists."

At press time, three Pedal & Park events (four days) had already taken place. Earth Day Indiana, the traditional start of the Pedal & Park season, was held on Saturday, April 23rd. The festival took place on the American Legion Mall in downtown Indianapolis at the corner of Meridian and North Streets. Due to wet weather, event attendance was down as was the number of participating cyclists at the bike corral.

"It was a disappointing start to our season, but our sponsorship agreement

with the MPO still guarantees us daily minimum proceeds of \$100," explains O'Donnell. "That little bit of money keeps us from being devastated by the weather and compensates us for the time and effort it takes to transport and set up the two MPO tents we use as shelters."

Then, in mid-May, two popular events got Pedal & Park back on-track. For the first time, Bike-To-Work Day (May 20) saw Pedal & Park volunteers setting up two corrals in different downtown locations. As in past years, one bike corral was located in the Indiana Government Center Plaza between the North and South State Office Buildings west of the State Capitol. In addition, a second Pedal & Park bike corral was set up in City Market's East Plaza across from the City-County Building. Both corrals offered downtown workers who commute by bike free, continuously monitored bike parking from 6 AM to 6 PM. Nearly 40 took full advantage of the offer despite overcast skies. Many of those who parked in the corrals had participated in one of eight IBC-coordinated group rides from different parts of Marion County to downtown Indianapolis.

*cont on page 24, see MPO Renews,
P & P Expands*

Did you Know? . . .

In America, the number of hours the average urban commuter spent in rush hour traffic increased from 16 hours in 1982 to 47 hours in 2003.

Source: Texas Transportation Institute 2005 Urban Mobility Report,

DIRECTIONS' ADOPTS BEST PRACTICES

(from page 1)

still under consideration for the Northeast Corridor, our region's busiest, as part of its Alternative Analysis (AA) work.

"In this study, the FTA is our most prominent federal partner – an important distinction since we hope to have the majority of any region-wide rapid transit system that may result from *DIRECTIONS* to be federally funded," Dearing explains. "So, when the FTA asked us to revise our ridership estimates in accordance with their newly identified 'Best Practices', we needed to comply – even though it means pushing back our schedule."

MPO Assistant Manager Philip Roth agrees. "When you're so close to the anticipated conclusion of a study, any delay can be frustrating," he says. "But we all know, in the long run, adopting the FTA's newly endorsed best practices to help identify our locally preferred alternative (LPA) makes sense, even if it means a delay. The FTA was actually fine with us proceeding locally with the identification of an LPA, as long as we adopted their practices to revise our ridership estimates before submitting our results to them in our New Starts funding application," Roth notes. "That didn't make sense to us, though. We want our local decision-makers — the elected officials who serve on the Indianapolis Regional Transportation Council (IRTC) — to have the same information the FTA will have. And that means a delay of a year or more as our regional

Travel Demand Model (TDM) is updated."

To MPO planners, 'modeling' means the development of mathematical formulations that represent observed travel patterns by travel mode (e.g., roadway, transit), as well as by volume, travel speed, and congestion level on elements of the transportation network. A travel demand model is a multi-step computer-based simulation of travel patterns and transportation flows within a region based on anticipated population and employment growth, utilizing both the roadway and transit networks, and encompassing all possible trip purposes (work, shopping, recreation, etc.). Its purpose is to forecast how a transportation network will function in the future.

An update or re-calibration of the TDM was already scheduled to appear in the MPO's 2006 Unified Planning Work Program (see related story, page 2) and to begin early next year. The TDM is a key tool for accurately evaluating the effectiveness of the starter system options. When the FTA raised forecasting issues in late Spring, the MPO and its consultants initially proposed a short-term TDM Enhancement that would have kept *DIRECTIONS* on-schedule and yielded revised estimates. Ultimately, however, the plan was abandoned in support of information accuracy and consistency.

"As the FTA moves from analysis to implementation of its new best practices, we need to *actively* embrace them," says Dearing. "After all, they're likely to yield more accurate rider-

cont on page 12, see DIRECTIONS LPA

DIRECTIONS' Phase III AA Goals & Objectives

1. MAXIMIZE ENGINEERING FEASIBILITY AND PUBLIC SAFETY

- Optimize locations and layout of bus stations and stops
- Provide adequate operating clearances for vehicles
- Minimize potential for rapid transit /auto and rapid transit/pedestrian collisions
- Ensure optimum passenger capacity and comfort

2. MAXIMIZE COMMUNITY BENEFITS AND PERSONAL SAFETY

- Minimize land acquisitions and displacements
- Maximize potential ridership and ensure personal safety

- Minimize visual impacts
- Minimize loss of street capacity and parking
- Provide new or improved economic development opportunities

3. MINIMIZE ENVIRONMENTAL IMPACTS

- Ensure air quality standards are met
- Avoid/minimize impacts to wetlands, floodplains and habitats
- Minimize operating noise and vibration levels
- Avoid/minimize impacts to sensitive land-uses
- Minimize adverse socio-economic impacts
- Avoid/minimize parkland conflicts

4. MAXIMIZE OPERATIONAL EFFICIENCY

- Maintain adequate vehicle spacing to minimize travel time and optimize both normal and emergency operations
- Provide optimal service speeds and ride comfort
- Maximize transit system integration
- Ensure reliable operations

5. MINIMIZE COSTS

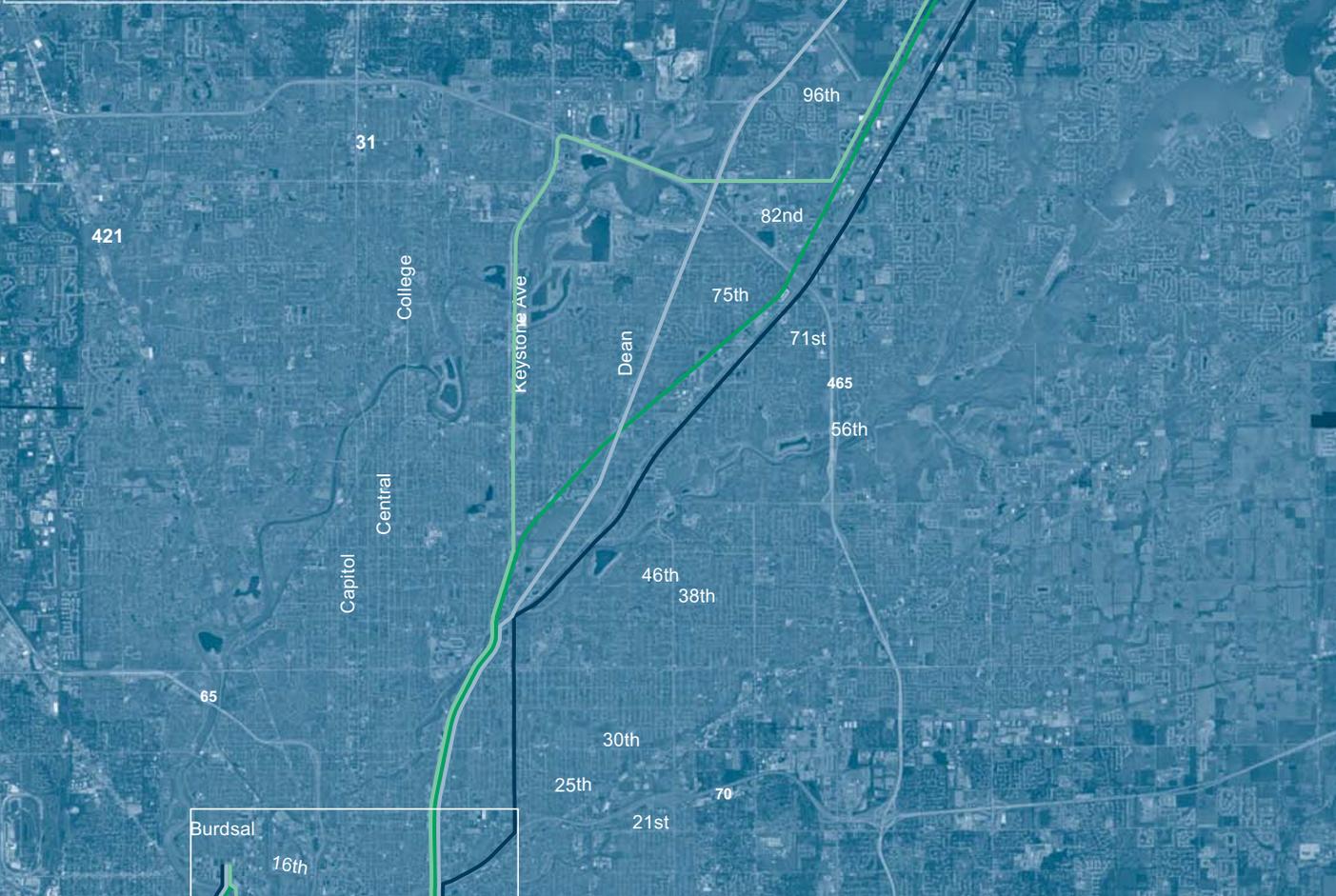
- Minimize construction and operating costs.
- Ensuring compatibility with existing local, state and federal funding sources
- Maximize system value by balancing costs and benefits

LEGEND

-  Alternative 1
-  Alternative 2
-  Alternative 3
-  Alternative 4
-  Optional Link

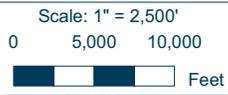
These four rapid transit alignment options, identified in November, 2004, have been the focus of Tier 2 Alternatives Analysis for the last six months. Gathered performance and cost data for each is currently being shared with the public and members of the IRTC.

Downtown Inset



Preferred Alternatives for Tier 2 Analysis

11/10/04



DIRECTIONS' ADOPTS BEST PRACTICES

(from page 10)

ship estimates, as well as an LPA that the FTA feels good about, and that's what we all want," he notes. "It means a delay for us now but could yield future benefits, since we're one of the first region's to adopt the FTA's best practices."

So, what does that mean to DIRECTIONS in the short term?

"It means that area residents will have more time to let us know how they feel about the possibility of region-wide rapid transit," says MPO Senior Planner Amy Inman who serves as DIRECTIONS' Project Manager.

That process continued on Thursday, June 23, at the fifteenth DIRECTIONS Public Open House. There, staff members of the MPO and Indianapolis Transit Consultants (ITC), its lead consultant on the project, presented findings on the projected capital costs for each of the starter system options, as well as information on system characteristics such as preliminary station locations. A range of operating costs for each option was also presented in peer review form, showing how much it costs to run a comparable system currently in operation elsewhere. Other assessment criteria presented at the meeting, and grouped under one of five AA Goals (see sidebar, page 10), included number of stations, at-grade crossings, economic development potential, employment within 1/2 mile of proposed stations and projected travel time.

"We had a lot to talk about and people really turned out, thanks to the support of local media and growing interest in the subject matter," says Inman. "We're still profiling our four route alignment options with our three candidate transportation technologies, making for a detailed evaluation of 12 starter system options," notes Inman. "We still had plenty to discuss at our meeting, though. As the price of gas continues to climb and the region's traffic congestion ranking rises (see related story, page 6), more people than ever are interested in the alignments and technologies under consideration."

The candidate transit technologies still under review include Bus Rapid Transit (BRT), Light Rail Transit (LRT) and Automatic Guideway Transit (AGT). During 2004, members of the study team traveled to Vancouver, B.C., St. Louis, MO.

Rapid Transit System Community Criteria

In order of importance to the public:

1. Mobility/Congestion Relief
2. Economic/Social Development
3. Land-Use Benefits
4. Minimum Environmental Impacts
5. Connection to/ Integration with other systems

Source: DIRECTIONS Phase I Findings

and Ottawa, ON. to study state-of-the art examples of each technology in real world applications.

"They were whirlwind trips and very long days, but we wanted to see each mode in operation," explains Roth. "Considering the importance we believe transit will play in our region's future, and the importance we place on public input based on the best available information, we had to go the extra mile," he says. "It's how this study has always been conducted."

FROM THE BEGINNING

DIRECTIONS is a three-phase transit study funded primarily with federal dollars. Originally intended to last a minimum of 18 months, it grew to 30+ months when its scope-of-work was expanded. Its purpose is to evaluate the feasibility of a region-wide rapid transit system. If implemented, such a system could help reduce traffic congestion, improve air quality, and increase mobility options throughout the Indianapolis region.

In Phase I of DIRECTIONS, planners assessed the suitability of more than 70 regional travel corridors as possible legs of a region-wide rapid transit system. Possible technologies also were evaluated. In Phase II, feasible route alignments and technology options were developed for the region's seven busiest commuter corridors. From these the Northeast Corridor, our region's busiest, was selected for further study as the site of a possible starter system. Included in the scope-of-work for Phase III, now nearing completion, is a detailed analysis of starter system alternatives, a Comprehensive Operational Analysis of IndyGo's existing service (see related story, page 7), and development of an implementation plan for a possible region-wide rapid transit system.

In the first half of Phase III, the MPO and ITC lead consultants Schimpeler American and Jacobs Engineering developed 15 – 20 possible starter system route alignments within

Did you Know? . . .

Traffic-management techniques, such as coordinating traffic signals and using entrance ramp meters to regulate traffic flow, saved 336 million hours and \$5.6 billion nationwide in 2003.

Source: Texas Transportation Institute 2005 Urban Mobility Report

DIRECTIONS' Candidate Technologies

AUTOMATED GUIDEWAY TRANSIT (AGT)



AGT is a flexible, fully automated technology, suited to a variety of applications including downtown circulation and shuttle service. Automation enables tight headways (time between vehicles) which provide shorter wait times, more predictable service and, usually, higher ridership. However, AGT's automation also requires that the transit system be "grade-separated" from surrounding traffic, since no operator is present to react to potential vehicle conflicts. This separation, usually elevated, is more expensive to build than "at grade" systems.

Because AGT is not dependent on standard gauge rail infrastructure, its elevated guideways can be less bulky, offering greater design adaptability and reduced environmental impacts. In fact, AGT often can co-locate with arterial streets, interstates, rail corridors and greenway trails. AGT has the highest capital (construction) costs but the lowest operating costs of any transit being considered.

LIGHT RAIL TRANSIT (LRT)



LRT offers high passenger capacity and demand responsiveness, because of the ease with which rail cares can be added. These systems function best in urban environments with high population density. For this reason, their service level is dependent on land-use densities.

Like freight rail nationwide, LRT uses standard rail gauge infrastructure and can be implemented in a typical rail corridor. It can operate on either diesel fuel or electricity, although the latter requires the installation of over head catenaries or power lines.

LRT usually does not operate in an "on street" environment, due to its low operating speeds and high impact on surrounding traffic flow. However, of the three transit technologies being considered, LRT is at the midpoint for both capital and operating costs.

BUS RAPID TRANSIT (BRT)



BRT uses fixed guideways, such as reserved lanes on the highway, to enhance its levels of service over those of buses in mixed-traffic. Its travel time can be very good when using these dedicated lanes. Also, the ability of buses to circulate through suburban neighborhoods before entering the guideway is an attractive option.

Field examination of *DIRECTIONS* selected commute corridors reveals significant restraints on BRT application. Busy arterial streets, which offer the greatest number of potential transit users, lack available right-of-way needed for reserved lanes. Reserved lanes are generally limited to interstate applications, where potential transit use is low, because of low population and employment densities.

BRT offers the lowest capital costs of any transit technology being considered, if its length of guideways is minimized. However, BRT also has the highest operating costs of the three transit technologies under consideration.

DIRECTIONS' ADOPTS BEST PRACTICES

(from page 12)

the Northeast Corridor worthy of further study. These routes were evaluated by node (points along a route) and segment (spans between nodes) offering planners a moderate level of detail. Through Tier 1 analysis, a number of these routes were found to possess characteristics contrary to previously established Community Goals & Objectives or System User Priorities (see side bars, pages 10, 12 and 14). Such flaws include negative impacts on park lands/historic sites/environment, or disproportionate burdens being placed on minority or low-income populations. While not 'fatal,' these identified flaws dissuaded the study team and the Indianapolis Regional Transportation Council (IRTC) from further investigation or recommendation. The IRTC, to which the MPO makes its recommendations, serves as the decision-making body for the regional transportation planning process.

TIER 2 ANALYSIS

Of the remaining routes, the following four have undergone Tier 2 analysis:

Alternative One

I-69 / Binford Blvd. / RR at Monon Trail / Central Business District (CBD) RR Belt

This alternative uses the I-69 right-of-way between the City of Noblesville in Hamilton County and I-465. It uses Binford Boulevard right-of-way between I-465 and 38th Street at the Fairgrounds. It uses the railroad right-of-way that parallels the Monon Trail between 38th Street at the Fairgrounds and 10th Street at Massachusetts Avenue. Around downtown, it uses the railroad corridor that encircles the Central Business District (CBD) on the east, south, and west between 10th at Massachusetts Avenue and 16th Street at Bush Stadium. Alternative 1 can interface with IndyGo's proposed bus transfer center on South Street and with the proposed Cultural Trail at the Monon/Mass Avenue Trailhead and at Virginia Avenue.

Alternative Two

Hoosier Heritage RR / RR at Monon Trail / CBD Railroad Belt

Alternative 2 uses the Hoosier Heritage Railroad (formerly, the Nickel Plate Line) between Noblesville in Hamilton County and 38th Street at the Fairgrounds. It uses the railroad

DIRECTIONS' ADOPTS BEST PRACTICES

(from page 13)

right-of-way paralleling the Monon Trail between 38th Street at the Fairgrounds and 10th Street at Massachusetts Avenue. It also uses the railroad corridor that encircles the CBD on the east, south, and west between 10th Street at Massachusetts Avenue and 16th Street at Bush Stadium. Alternative 2 can interface with IndyGo's proposed bus transfer center on South Street and with the proposed Cultural Trail at the Monon Trail/Massachusetts Avenue trailhead, and at Virginia Avenue.

Alternative Three

Allisonville Road / Keystone Avenue / CBD RR Belt

This alternative uses the Allisonville Road right-of-way between Noblesville and Hamilton County and 38th Street at the Fairgrounds. It uses the Keystone Avenue right-of-way with I-70 on the south, between 39th Street at the Fairgrounds and 10th Street at Massachusetts Avenue. Around downtown, it uses the railroad corridor that encircles the CBD on the east, south, and west between 10th Street at Massachusetts Avenue and 16th Street at Bush Stadium. Alternative 3 can interface with IndyGo's proposed bus transfer center on South Street and with the proposed Cultural Trail at the Monon Trail/ Mass Avenue trailhead and at Virginia Avenue.

Alternative Four

Keystone Avenue with 86th & Hoosier Heritage RR / RR at Monon Trail / CBD Interior

This alternative uses the Hoosier Heritage Railroad right-of-way between Noblesville in Hamilton County and 86th Street. It uses 86th Street and I-465 right-of-way between the Hoosier Heritage Railroad corridor and Keystone Avenue between I-465 and 38th Street at the Fairgrounds. (Both 96th Street and 82nd Street are alternatives to the 86th/I-465 link that can be investigated.) Alternate 4 uses the railroad right-of-way that parallels the Monon Trail between 38th Street at the Fairgrounds and 10th Street at Massachusetts Avenue. It penetrates the CBD core on North Street (or, alternately, on Massachusetts Avenue north of North Street), or Delaware Street (or Alabama Street), on South Street (or Merrill or McCarty Streets), on West Street, and on Michigan Street to the new Student Center on the IUPUI campus from which it extends northwest to 16th Street at Bush Stadium. Alternative 4 can interface with IndyGo's proposed bus transfer centers on Virginia Avenue and on South Street and with the proposed Cultural Trail at multiple points, including Massachusetts Avenue, North Street, Alabama Street, Market Street, Washington Street, Virginia Avenue and West Street.

NEXT STEPS

On June 29, the MPO will present its AA findings to date,

Rapid Transit System Preferred Characteristics

In order of importance to the public:

- 1. Personal Safety** - defined as the protection of riders, and their belongings, while they wait for transportation or while they travel in a transit system vehicle
- 2. Reliability** - the dependability of a particular mode of travel to get riders to and from their destinations in the time and manner expected
- 3. Travel Time** - the amount of time it usually takes riders to get to or from work
- 4. Personal Cost** – the amount commuters pay for transportation such as any daily fares for public transit. This amount can be compared with the total cost of commuting via a personal vehicle, including fuel, insurance, parking and vehicle purchase/maintenance.
- 5. Comfort/Convenience** – the physical amenities like adjustable seats and climate control, as well as weather-related aspects of travel including the impact of inclement weather and having the flexibility to change your route or schedule as needed

Source: 2003 DIRECTIONS Telephone Survey

and relate significant public input from the June 23rd Open House, to the IRTC's Policy Committee. In July, a special gathering of the MPO and its consultants, plus the FTA, the Federal Highway Administration (FHWA) and representatives from Purdue, Indiana University, I.U.P.U.I., the Columbus, Ohio MPO and the Northwest Indiana Regional Planning Commission (NWIRPC) will take place in Indianapolis to address issues associated with updating the Travel Demand Model and their impact on *DIRECTIONS* and other transportation planning activity.

"This is an on-going process, and we need the public to stay a part of it," says Dearing. "While we initiate re-calibration of our TDM, we'll also be busy identifying the general policies and practices that will guide transit-oriented development (TOD) in the Northeast Corridor. So, stay tuned and let us hear from you."

The MPO considers significant public input gathered at its meetings, from its 24-hr. Comment Line (327-8601, or from the *DIRECTIONS* Discussion Board (indygov.org, click "Discussion Forums-DiRecTionS). For more information on Phase III of *DIRECTIONS*, including system option analysis and cost criteria, visit the MPO web site at indygov.org/indympo or contact Amy Inman (327-5646, ainman@indygov.org).

KNOZONE REBORN

For the last ten years, the region's Knozone Program has kicked off its season in May, helping to educate area residents about the regional ozone problem, and ways to help solve it. Ozone — a colorless pollutant formed when the emissions of vehicles, lawnmowers and industry react in the air around us — forms only in the presence of sunlight, especially during hot weather. High concentrations of ozone pollution are more likely to develop as temperatures rise in the late spring and summer, presenting a serious health risk for individuals with respiratory problems. For this reason, the pollution awareness program has been active only from May through September.

But this year is different. Starting in 2005, the region's Knozone Program becomes a year-around initiative. The reason? The Environmental Protection Agency (EPA) found our nine-county region to be in non-conformity for another year-round pollutant — fine particulate matter. Fine particulate matter is also known as PM 2.5, because it consists of particulate matter of 2.5 microns in diameter or less. PM 2.5 contains ammonia, benzene and other chemicals, and has as much to do with agricultural and power generation uses as it does with transportation. For this reason, the Indianapolis Department of Public Works (DPW), which has coordinated the Knozone Awareness Program



since 2001, hasn't yet finalized all of its newly expanded program strategies. (The MPO conducted the Knozone Program for its first six years, starting in 1995, because of the strong link between auto emissions and air quality.)

The MPO and the DPW want the public to be aware that there are now two pollutants area residents need to be

in the know about. At press time, program strategies to address the PM 2.5 conformity issue were being finalized. (teMPO's Summer, 2005 issue will carry full program specifics.)

"Until then, it makes sense to focus on our ozone problem and the partial, voluntary solutions with which we've had so much success," MPO Senior Planner Kevin Mayfield, who serves as MPO program liaison to the DPW. "Having to deal with PM 2.5 hasn't made our ozone problem less serious," she notes. "In fact, now the entire nine-county region needs to keep the basics of ozone and how to minimize it, in mind."

KNOZONE BASICS

There are two types of ozone. Good ozone is found in the ozone layer, high

cont on page 22, see Knozone Reborn

Did you Know? . . .

An estimated 37.2 million Americans took a trip over this past Memorial Day weekend, even though gasoline prices were an average of 6 cents higher per gallon than they had been the preceding Memorial Day . . . and the highest they'd ever been on Memorial Day in our history! A trip is defined as one person traveling 50 miles or more one-way, away from home, for pleasure or vacation.

Source: Travel Industry Association of America

WALKABLE COMMUNITY WORKSHOPS

(from page 1)

Workshop meeting locations (and topics) included the City-County Building in downtown Indianapolis (kick-off breakfast meeting with the MPO staff), the Beech Grove Senior Center (Seniors and Downtown Redevelopment), Carmel City Hall (connectivity among Carmel, Fishers and Zionsville), Anderson Public Library (Community Revitalization), Plainfield Recreation Center (Connecting to the

Greenways), Haughville Branch Library (Community Health, Connecting to Downtown and Redevelopment), Lawrence Central High School (Walking-To-School), Falls Park Community Center in Pendleton (Downtown and ADA Considerations), and Park Tudor School in Meridian Hills (Traffic Calming, Street Design, Connectivity, Seniors and Schools).

Walkable Community Workshops are intended to build alliances among elected officials, health and transportation agencies, and citizen leaders to create safer and more welcoming accommodations for pedestrians. Each presented examples from diverse communities of facilities, programs, and policies that encourage walking and that protect pedestrians -- communities united by their common concerns of reducing traffic injuries and fatalities, improving their children's health, and strengthening their business environment.

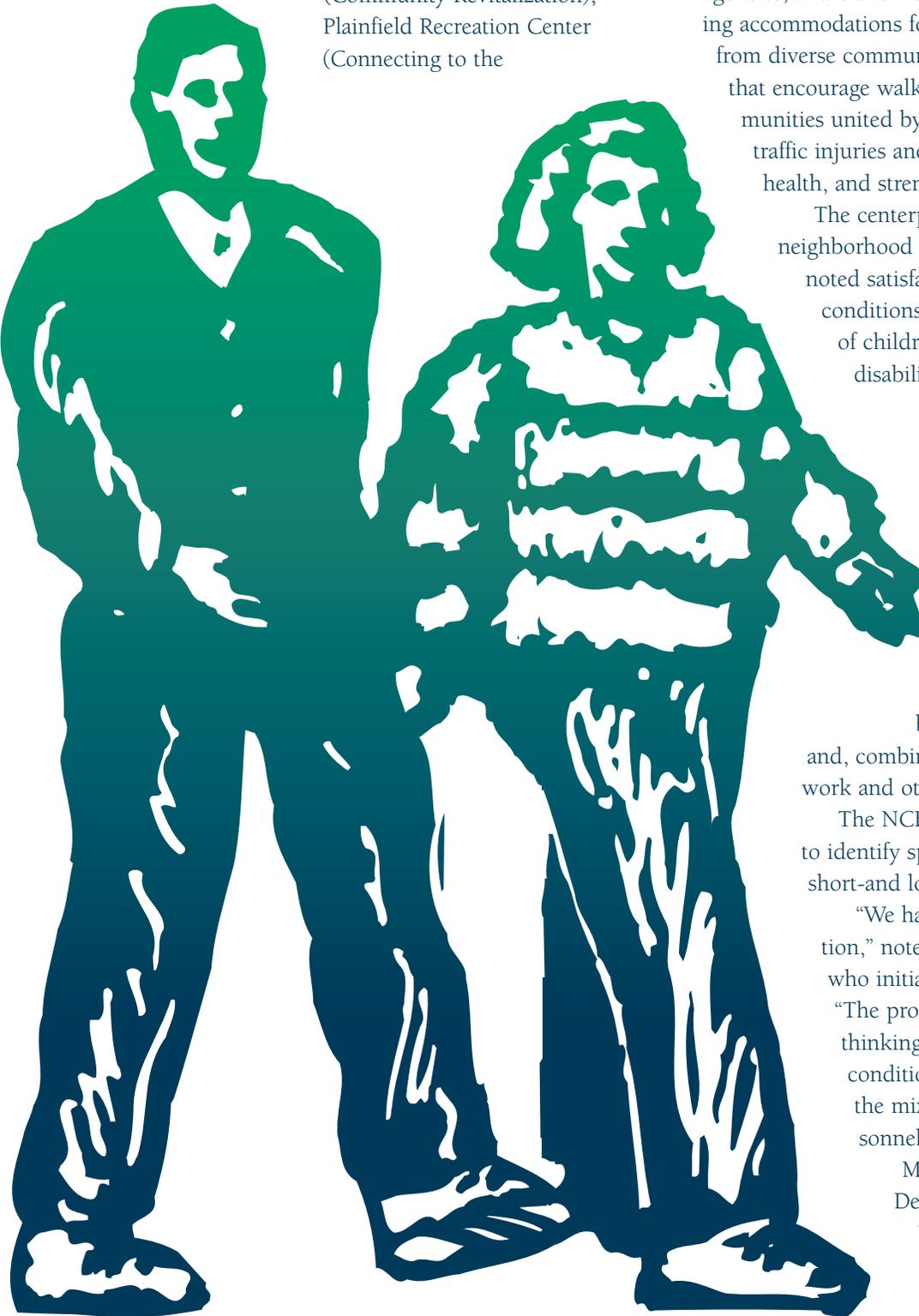
The centerpiece of each workshop was a trainer-led neighborhood "walkabout", in which participants noted satisfactory and unsatisfactory pedestrian conditions -- paying special attention to the needs of children, the elderly, and people with physical disabilities.

Then, participants took charge. Divided into small groups, they marked up community maps with suggestions on how specific infrastructure features could be improved, what local policies and practices might be changed to improve pedestrian safety, and what programs could be initiated to get more people to walk and bike for recreation, running errands, and, combined with public transit, to commute to work and other more distant destinations.

The NCBW trainers then challenged participants to identify specific actions each will take over the short-and long-term to affect change.

"We had tremendous interest and participation," notes MPO Senior Planner Amy Inman, who initiated and coordinated the workshops. "The program is designed to bring innovative thinking to the forefront, and to address existing conditions in a time of budget constraints. So, the mix of transportation planners, health personnel and the general public was perfect."

MPO Manager/Master Planner Mike Dearing agrees. "INDOT, MCHD and the MPO really aren't such strange bed fellows," he says. "There's an undeniable relationship between good transporta-



WALKABLE COMMUNITY WORKSHOPS

(from page 16)

tion planning and good health when you're talking about walkability. Both are quality-of-life issues that affect area residents at home, at work, at school and around town. Everywhere from the doctor's office, to rush hour traffic, to the air we breathe."

HEALTHY COMMUNITIES

The NCBW web site reports that physical inactivity – and its close companion, obesity – threaten the current and future health of millions of Americans and are responsible for 23 percent of all premature deaths from chronic disease. This is true despite many recent advances in the prevention and treatment of these diseases.

Other startling statistics:

- Poor nutrition, excess weight and physical inactivity are second only to tobacco in causing premature deaths in the U.S.
- In 1999, a whopping 61 percent of adults in the U.S. were overweight or obese (defined for both men and women as having a body mass index, or BMI, in excess of 25 kg/m²)
- Obesity is associated with heart disease, certain types of cancer, Type 2 Diabetes, stroke, arthritis, breathing problems, and psychological disorders, such as depression.
- The percentage of overweight adolescents has nearly tripled in the past two decades. In 1999, 13 percent of children aged 6 to 11 years and 14 percent of adolescents aged 12 to 19 years were overweight.
- The cost of health problems associated with obesity in the United States in 2000 was estimated to be \$117 billion.
- Fewer than one-third of adults engage in the recommended amount of physical activity, and 40 percent don't participate in any leisure-time physical activity at all! Yet, physical activity is essential in preventing obesity and maintaining weight loss, especially when combined with a healthy diet.

What's fueling these troubling trends? One major factor is urban sprawl and a transportation system designed to accommodate cars, rather than people. The decline in physical activity – and the related surge in obesity – parallels the lack of opportunities Americans have to bicycle or walk beyond our neighborhoods. Walking and bicycling are key components of a strong nation's public-health plan and transportation system.

"The link is undeniable," says Dr. Susan R. Moriarty of the MCHD. "We can do a lot to prevent health problems just by being physically active. Regular daily exercise, or 'active living', in the form of a daily walk or bike ride can be key," she says. "That's why MCHD helped sponsor the last printing of the *Marion County and Surrounding Area Bike Route Map* and why we co-sponsored these workshops."

cont on page 18, see *Walkable Community Workshops*

A SAMPLE VISION OF A BICYCLE-FRIENDLY AND WALKABLE COMMUNITY

- All streets and highways include good provisions for bicycling and walking. It is easy for pedestrians — including children — to cross the street safely.
- Communities and neighborhoods are planned and built more like they were a half century ago, with mixed land use, active downtowns and main streets, and shorter trip lengths for routine trips (such as going to school, to shop, or even to work).
- People have easy access to their community on foot, by bike, and by transit. They are not dependent on the availability of a private automobile for mobility nor do they feel compelled to drive.
- People walk and bike regularly. Most short trips are made on foot or by bike; transit and motor vehicles are used primarily for longer trips.
- There are people outside much of the time. People feel secure; crime rates are very low.
- Parents are comfortable with their children being outside and encourage them to go out.
- Children spend more time outside with other children and without the direct supervision of an adult
- Most children walk or bike to school, to visit friends, and to get to local parks and recreation facilities.
- Most people can walk or bike to local park and recreation facilities, the post office, and the library.
- Traffic regulations are strictly enforced, violators are held accountable for the consequences of their actions, and compliance with the vehicle code is generally high.
- Motor vehicle speeds are low (25 mph or less) in neighborhoods, near schools, and in other locations with regular pedestrian traffic and/or children. Motorist slow when they see or expect children so they can stop if a child runs into the street
- Motor vehicle crashes, injuries, and fatalities are infrequent.
- Physical activity levels are high for people of all ages and abilities, and people are healthier.

[From: NCBW (bikewalk.org). Version 2.0: 15 December 2002]

WALKABLE COMMUNITY WORKSHOPS

(from page 17)

WALKABILITY GOALS & OBJECTIVES

Following are standardized NCBW goals and objectives for the five elements to be considered when developing a walkable community Vision Statement.

TRANSPORTATION GOAL STATEMENT

In my community, a balanced transportation system includes public transit, automobiles, and plenty of safe, easily accessible places – including public streets and highways – where people of all ages can walk or bicycle. The majority of trips of less than one mile are made by walking or bicycling.

Objectives

- Plan, design, and construct all new streets and highways to serve bicyclists and pedestrians, in addition to motor vehicles.
- Modify existing streets and highways to accommodate bicyclists and walkers.
- Maintain streets and highways, especially in winter, to make them safer for pedestrians and bicyclists.
- Wherever pedestrians are permitted on the public right-of-way, also provide places for the disabled to travel.
- Distribute transportation funds to guarantee that 1) all projects receive enough money to construct bicycling and walking facilities, and 2) a fair share is dedicated to fixing existing roads that aren't bicycle-friendly or walkable.
- Align new streets and highways in a traditional grid pattern. This design offers more route choices, shortens the average trip distance, and reduces the speed of motor vehicles.
- Develop a system that includes public transit and places to bicycle and walk. This will provide people with realistic alternatives to traveling in private motor vehicles.

LAND-USE GOAL STATEMENT

In my community, new development creates an environment where the majority of trips are made by walking, bicycling, and public transit. Most people walk or bicycle for transportation and/or for recreation and health. Land-use decisions consider the potential impacts on public health.

Objectives

- Use Smart Growth principles in all state and local programs that involve land-use planning.
- Make public-health impacts a top priority when making decisions about community development.
- Make traditional neighborhood development (TND) the standard for residential areas.
- Concentrate commercial and retail development in town centers and, on a suitable scale, in neighborhood locations.

- Reduce average trip distances.
- Make bicycling, walking, and public transit more appealing and accessible, so that they become the preferred way of traveling for the majority of trips.

SCHOOLS GOAL STATEMENT

In my community, moderately sized schools are located in the neighborhoods they serve. Most children walk or bike to school. School grounds and buildings provide for a broad range of community needs.

Objectives

- Build schools within walking distance of the student population.
- Make it easy and safe for students to walk and bike to school.
- Choose and develop bicycle- and pedestrian-friendly school sites.
- Strictly control motor vehicles on and near school grounds, at bus stops, and along routes traveled by students to school.
- Encourage children to bike and walk to school.
- Plan and manage schools as multipurpose community centers.

PARKS GOAL STATEMENT

In my community, every neighborhood includes parklands and playing fields, and most people can walk or bike to them. Additional recreation sites outside the neighborhood are easily reached by public transit. Most children can safely travel to their neighborhood parks by themselves or with friends. Most organized youth sports take place in playing fields and on courts located in or near the neighborhood where the children live. Trails and pathways are within walking/ biking distance of residential areas.

Objectives

- Include parks and playing fields in the plans for new subdivisions.
- Add parks and other recreation facilities to existing neighborhoods that lack them.
- Locate neighborhood parks and playing fields where they can be easily and safely reached by bicyclists and pedestrians.
- Build small neighborhood playing fields for youth sports that are reachable by walking and cycling. These are preferred over larger, regional facilities to which people must drive.
- Ensure that public buildings and spaces, such as schools and school grounds, serve the recreation needs of a broad range of the community.
- Develop a system of trails that most people in the neighborhood can bike or walk to.

WALKABLE COMMUNITY WORKSHOPS

(from page 18)

BETTER THAN A TREADMILL

But a brisk walk or regular bike ride can be more than just great exercise; they can be a convenient, efficient ways to get around.

“The MPO has been encouraging the use of alternative transportation for years,” says Inman. “We developed the Marion County bike route map in 2000 and updated it just last year to include the surrounding area. We’ve sponsored the Pedal & Park program which offers free, secure bike parking at greenways adjacent events throughout the spring and summer for the last five years. And we’ve completed four phases of our Pedestrian Route Plan and are currently extending it into the surrounding counties,” she notes. “Besides the health benefits, walking and biking helps maintain transportation system efficiency, reduce traffic congestion, increase mobility options and improve regional air quality. There’s no downside here.”

Making the most of the ‘upside’, though, takes a lot of planning and coordination. For years, area residents have benefited from a well established and still growing network of greenways that attracts hundreds of thousands of visitors for recreation and travel each year. Through initiatives like the June workshops, planners hope to develop long-term design guidelines and implementation policies that transfer greenways-like appeal to neighborhood pedestrian and bicycle infrastructure throughout the region.

“In a nutshell, our goal is to make our community more pedestrian and bicycle friendly,” explains Dearing. “What if we could make it so that people didn’t bother with their cars for trips under a mile? Can you imagine the benefit that would be to our congested streets (see related story, page 6) and our poor air quality, not to mention our health index,” he asks. “That’s the vision for our region the co-sponsors of these workshops and thousands of area residents already share.”

In workshop parlance, a ‘Vision Statement’ sums up how you would like the future to look. To help alternative transportation advocates and workshop participants, the NCBW developed the Sample Statement shown on page 17. Armed with their own Vision or Goal Statement, workshop participants then assessed how walkable and bicycle-friendly our community is, according to various criteria or Vision Elements including 1) Transportation, 2) Land-use and development, 3) Schools, and 4) Parks, recreation and trails.

“The approach is a valid one,” says Dearing. “We’ve always known that transportation planning can’t be performed in a vacuum. To be effective, it has to be conducted cooperatively with other planning areas, especially land-use planning, because our transportation system is so influenced by development and the location/number of employers, residential devel-

Among the nearly 40 other American cities to have already hosted NCBW Walkability Workshops are:

Birmingham, AL	Atlanta, GA
Washington, DC	Binghamton, NY
Louisville KY	Boston, MA
Lexington, KY	Burlington, VT
Minneapolis, MN	Charlottesville, VA
St. Paul, MN	Gulfport, MS
Albuquerque, NM	Hartford, CT
Cincinnati, OH	Rochester, NY
Providence, RI	Spokane, WA
Salinas, CA	

opments, and popular recreational destinations. These are trip generators. They make it clear how important it is for there to be a shared vision among all planners.

Nearly 40 communities across the country have presented more than 250 workshops to some 4500 residents including elected officials, government staff, business leaders, media representatives and interested parties from all walks of life.

“We can’t say the MPO co-sponsored these workshops as a good start or end to our pedestrian planning process because we’ve been encouraging walking and biking for a long time and that effort will continue,” says Inman. “Let’s just say that they represent several more steps toward making our community more pedestrian and bicycle-friendly.”

To learn more about the Indianapolis region’s Walkable Community Workshops, and the proposals developed there, visit the MPO web site at www.indygov.org/indympo, or contact Amy Inman at 317/327-5646 (ainman@indygov.org).

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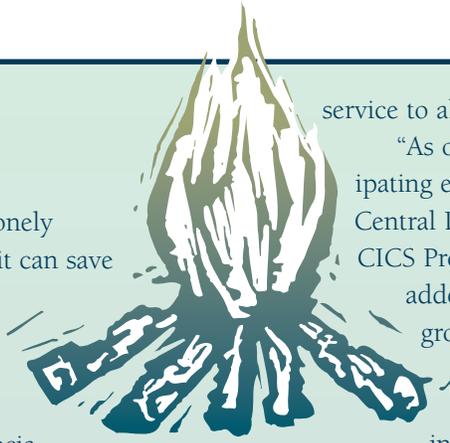
IRONS IN THE FIRE

BIG NEWS, BIG NUMBERS AT CICS

Did you know that improving your lonely commute can not only save your nerves; it can save you big bucks. According to the American Automobile Association, it costs an average of 51.7 cents per mile to own and drive a car, including gasoline, vehicle maintenance, insurance and depreciation. That means you're spending \$20 a day, \$434 a month and \$5,208 a year (not including parking) if you commute 20-miles a day!

The high cost of commuting all by yourself is definitely a big reason Central Indiana Commuter Services (CICS) continues to be embraced by both regional commuters and their employers. High stress and increasing traffic congestion are two more.

As previously reported in *teMPO*, (Autumn 2004, Winter 2004), CICS is a new program of services from IndyGo. The program's purpose is to encourage, accommodate and facilitate mobility options for Central Indiana employers and their employees. Its service area includes Marion, Hamilton, Madison, Hancock, Shelby, Johnson, Morgan, Hendricks and Boone Counties. Through CICS, commuters are able to reduce the stress, expense and time required by their daily commutes, while their employers benefit from a more productive, reliable and happier workforce. Mobility options include alternative transportation modes such as public transportation, carpooling and vanpooling, but CICS offers benefits even to those willing to bike or walk to work by providing Emergency Ride Home



service to all registered program participants.

"As of mid-May, our data base includes 44 participating employers who represent more than 50,000 Central Indiana employees," notes Ruth Reiman, CICS Program Manager. "Just since April, we've added nine new employers. So we've had a lot of growth and activity to talk about

Recent CICS developments include:

- The launch of a new CICS web site in March, 2005. Interactive features include on-line automatic ride matching capabilities, plus a commute cost calculator and a classified ad section. Through the new Web site, car- or vanpoolers can submit a profile that details their commuting patterns. Within seconds, a match list is sent back, which shows potential carpool partners, available vanpools, and bike buddies. Visit centralincommuter.net for more information.

- Indiana Governor Mitch Daniels issuing an executive order for 'Greening the Government.' This order includes a goal of 5% participation for state employees in alternative transportation use. The State is the first and only employer in the region to have specified an alternative transportation goal for its employees.

- CICS co-sponsoring Bike-To-Work Day on May 20. As a co-sponsor, CICS also helped recruit two of its participating employers as event co-sponsors: Clarian Health Partners and National City Bank. In addition to providing financial support, both employers recruited employees to bike to work and provided volunteers for the Pedal and Park bike corral (see related story, page 9). This level of private sector involvement and sponsorship is new to Bike-To-Work Day. Clarian Health currently has 86 employees in the CICS data

CICS WEB SITE

COMMUTER DATABASE

	unique visitors	number of visits	carpoolers	transit riders	carpools	bikers walkers	commuters on file	added commuters	work sites on file	active employers
Aug-04	169	222								
Sep-04	284	379	12	7	5	0	82	82	35	
Oct-04	299	369	18	13	7	0	118	36	55	
Nov-04	655	964	57	50	29	7	387	269	153	
Dec-04	459	726	81	79	39	11	553	166	233	22
Jan-05	465	772	109	134	50	12	755	202	273	27
Feb-05	592	899	131	177	60	14	901	146	311	33
Mar-05	1056	1795	142	202	66	15	1061	160	376	35
Apr-05	890	1588	166	214	79	23	1241	180	432	40
May-05	643	1133	222	256	105	40	1503	262	487	45

base with 30 active participants; National City has 51 in the data base with 21 participants.

• CICS also gave away a bike in honor of Bike-To-Work Day. To qualify for the drawing, commuters had to pledge to carpool, ride the bus, bike or walk at least once during Indiana Bicycle Month. A total of 389 people signed up, 53 on May 20th alone! The lucky winner was Shane Clearwater who works for the Defense Finance & Accounting Service.

“Our participants are drawn to CICS to help themselves with the cost and hassle of commuting alone,” explains Reiman. “They’re really helping everyone, though, by reducing regional traffic congestion and air pollution,” she says. “That’s why our growing data base and expanding employer partnerships are good news for everyone.”

For more information on the benefits of Central Indiana Commuter Services, or on the tax benefits available to bus riders and vanpools, call 327-RIDE or visit www.327ride.net.

AIRPORT ENTERS NEW PHASE

On May 8th, the Indianapolis Airport Authority (IAA) kicked off a major new phase of construction for its passenger terminal building by issuing five key bid packages with a combined value of approximately \$65-70 million. These packages will result in contracts for terminal excavation and foundation work, structural steel, building concrete and passenger conveyance machinery. The bid packages are expected to draw bids from a large number of Central Indiana contractors. The IAA is expected to announce the winning bidders in June and July.

For the past two years, the focus of work at the Airport project has been on the construction of a new Air Traffic Control Tower, construction of a new Interstate 70 airport access interchange; terminal site preparation and excavation; installation of utility lines and sewers; and, the design and engineering of the new terminal building.

The bid packages are the first that directly focus on the construction of the new passenger terminal building. Airport visitors and travelers over the next three years will first see foundation and structural preparation work, then the construction of the building on the modified site, which is located between the two main parallel runways.

IAA projections show that approximately 260 workers will be working on the site by spring, 2006. The project is



expected to create a total of 1,200 construction jobs.

The passenger terminal building will feature 1.2 million square feet of floor space. It will include a state-of-the-art ticketing hall with an advanced baggage handling and security system, retail and dining space greatly expanded over that available in the current terminal, and two concourses with a total of 40 gates.

The new terminal's centerpiece will be Civic Plaza, a sky-lighted open area reminiscent of Monument Circle where passengers will meet among artistic and cultural elements. The new airport also will include about 17,000 parking spaces, including a 5,900-vehicle parking garage, support facilities and improved utilities and airside operations.

Construction cost for the terminal building complex is estimated at \$340 million. The building is scheduled to open in late 2008.

In other airport news IAA members, joined by representatives of the Indianapolis' art community, unveiled initial concepts for proposed public artwork on Friday, April 22nd. The event was a first look at concepts that could be installed at the new Indianapolis Airport.

A total of 551 artists representing six countries and 39 U.S. states and territories submitted their qualifications to be considered for airport artwork opportunities. Of this number, 208 are Indiana artists – 120 of whom live and work in the

Indianapolis area. Artists from Canada, the Netherlands, Japan, England, Australia and Wales also submitted qualifications.

From the finalist pool of 52 artists, 42 were asked to submit artwork concepts. A total of 36 responded, including Tom Otterness of Brooklyn, NY and renowned Indiana artists Arlon Bayliss of Anderson and James Wille Faust of Indianapolis.

The finished airport may include several of these proposed concepts. The airport's Arts and Culture Steering Committee will continue to evaluate these and other concepts for their aesthetic impact, site appropriateness, buildability and other factors into the summer. The final selection of artwork will be announced later this year.

The public had the opportunity to review and comment on the artwork concepts, which were on view at the Indianapolis Artsgarden in downtown Indianapolis from April 25 through May 8. To review the concepts yourself, or for more information on planned terminal construction, visit www.newindianapolisairport.com.



KNOZONE REBORN

(from page 15)

above the Earth's surface. At this great distance, ozone is literally life-preserving because it screens out harmful ultraviolet radiation before it can reach the Earth's surface. If not for good ozone, plants and crops could not grow, and both animals and humans could eventually perish from the full effects of the sun's ultraviolet rays.

Ground-level ozone, or bad ozone, is formed when the sun's ultraviolet radiation combines with emissions from automobiles, small engines and industrial sources. The actual chemical reaction involves oxygen, volatile organic compounds (VOCs) or nitrogen oxides (NOx) in the presence of sunlight, especially during hot weather. Each molecule of this ozone is composed of three atoms of oxygen, one more than the oxygen molecule we need to sustain life. The more intense the sun's rays and the warmer the temperature, the more ground-level ozone is formed.

Ground-level ozone is a real problem in Central Indiana. It reduces crop and forest yields; damages the appearance of trees and plants; and limits plants' ability to withstand disease, insects, harsh weather and other pollutants. At high levels, it can even cause paint to fade and rubber to crack. But that's not all. In high concentrations, ozone can be a health hazard, affecting the throat, respiratory tract and lungs. It can irritate your respiratory system and inflame, or even permanently damage, the cells that line your lungs! People who are active outdoors or have lung diseases, like asthma or emphysema, are most in danger from the effects of ozone.

There are numerous sources of ground-level ozone. Automobile, truck and bus exhaust, as well as large industry and fuel combustion sources, like utilities, all help create ozone. Small

Did you Know? . . .

In 2003, rush hour congestion caused 3.7 billion hours of travel delay and 2.3 billion gallons of wasted fuel in the U.S. – an increase of 79 million hours and 69 million gallons over the previous year!

Source: Texas Transportation Institute 2005 Urban Mobility Report,

industries, like gas stations and print shops, contribute to ground-level ozone, too. Even emissions from aircraft, locomotives, construction equipment, and lawn and garden equipment contribute.

However, at 60%, the overwhelming source of ozone producing emissions are personal vehicles.

The Environmental Protection Agency (EPA) established federal limits on the ground-level ozone concentration permitted in outdoor air in 1970 with the creation of the Clean Air Act. These limits were health-based and were

cont on page 23, see Knozone Reborn



KNOZONE ACTION DAY ACTIVITIES

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

- filling gas tanks after 6 pm
- mowing lawns after 6 pm
- choosing in-store service rather than drive -thru lanes
- carpooling and/or combining errands to reduce car trips
- keeping cars tuned and tires properly inflated
- making short trips by bike or on-foot
- riding the bus for half-price. Call IndyGo at (317) 635-3344 for info.
- using water-based, rather than oil-based, paints and solvents
- avoiding the use of aerosols

KNOZONE REBORN

(from page 22)

designed to make sure residents throughout the United States were breathing clean, healthy and safe air.

For several years, Indianapolis' ozone levels did not meet federal air quality standards, and the city was designated as a non-attainment area for the ozone pollutant. Thanks to years of hard work from the city and the business and industrial community, Indianapolis reduced ozone levels below the federal standards and returned to attainment status in November, 1994.

However, in 2004, the EPA implemented a new, more restrictive air quality standard for ground-level ozone concentrations and Central Indiana, like many major metropolitan areas nationwide, was once again designated as a non-attainment area. Air quality monitoring data indicate that all nine counties are now in violation the new federal standard.

In response to existing air quality data and the threat of new air quality restrictions, Knozone is expanding its efforts to get citizens and businesses throughout the region actively involved in the program.

Although the actions promoted by Knozone are voluntary, they can be highly effective and may impact the type of federal regulations that are imposed on the Central Indiana region in the future.

STAY "IN THE KNO"

How can you help fight ozone, and be sure to "be in the know" when ozone levels are high? Listen to the team of meteorologists, chemists and physicists who are monitoring the region's weather conditions and have the authority to call a "Knozone Action Day."

You can, by listening to the radio or television, visiting the Knozone Web site (www.knozone.com), reading the newspaper and calling the 24-hour Air Quality phone line at (317) 327-4AIR to

Did you Know? . . .

The estimated number of summer vacation trips Americans will take this year has jumped 17 million from the total of five years ago. In the year 2000, the number was 311 million; this year, an estimated 328 million, despite a sluggish economy and high prices at the pump.* In fact, most Americans (53%) won't alter their summer vacation plans because of the high price of gas, according to a recent CNN/Gallup Poll (May 20-22, 2005).

* Source: Travel Industry Association of America

find out when a Knozone Action Day has been declared. When it is, be sure to avoid the activities listed below.

In addition, the DPW introduced the Knozone E-mail Alert program in 2003. It is intended to provide area residents and businesses with the most up-to-date Knozone information by using e-mail to alert them that the following day is expected to be a Knozone Action Day. Alerts are sent directly to your e-mail account to make you aware of upcoming Knozone Action Days and to provide you with easy tips to help reduce ground-level ozone while still conducting your daily routine.

As an added feature, the American Lung Association of Indiana and the Marion County Health Department, will

issue air quality health advisories on those days when ground-level ozone readings reach levels that are considered harmful for the general population. On such days, you will receive a special e-mail alert with tips for how you can protect your health on high-ozone days.

To register, please send an e-mail with your name, e-mail address and company name, if applicable, to knozone@indygov.org. You will be added to the Knozone list server to receive future Knozone alerts and announcements.

For more information on DPW's ozone awareness program, including upcoming events, and 2005 goals, contact Angie Nussmeyer of the DPW at 317/327-2053.

YOUR MPO STAFF

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

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Chief Transportation Planner		

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

MPO RENEWS, P & P EXPANDS

(from page 9)

The 35th Annual Broad Ripple Art Fair took place the following Saturday and Sunday, May 21 & 22, on the grounds of the Indianapolis Art Center, 820 E. 67th Street. Area cyclists rode to the event along the Monon Trail, or other appropriate routes, and checked their bikes into the fenced, Pedal & Park corral located along the Monon Trail south of the trail entrance to the Art Center, north of 65th Street. Bike parking was available from 10 AM to 6 PM on Saturday and 10 AM to 5 PM on Sunday.

“We set a new record during that event,” notes O’Donnell. On Saturday, we parked 221 bikes. On Sunday, another 100. That’s the biggest Broad Ripple Art Fair we’ve ever had, and bodes well for the bright, busy summer ahead!”

The demand for alternative travel options throughout the region, particularly ‘people powered’ modes, continues to grow, fueled by increased traffic congestion (see related story, page 6) and concern for the area’s worsening air quality (see related story, page 5). The Pedal & Park program has succeeded, not because of MPO support, but because it helps meet a recognized need to increase the people-orientation and efficiency of our transportation system.



Pedal & Park Bike Corrals, like this one, are attracting high numbers again this year. In May, 321 area cyclists parked for free during the two-day Broad Ripple Art Fair – a new record for the event!

“Thanks to programs like this, more people are turning to cycling as a healthy, convenient alternative to car travel,” says Dearing. “Supporting Pedal & Park is part of our on-going efforts to relieve traffic congestion, improve air quality, and develop a more bicycle-friendly community.”

For more information on the Pedal & Park program, or to volunteer your time, visit indygreenways.org/pedalpark.



Metropolitan Planning Organization

1821 City-County Building
200 East Washington Street
Indianapolis, IN 46204-3310

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- Want to be heard on region-wide transportation planning issues? Here are four ways:*
- Visit the MPO web site at indygov.org/indympo and attend the public meetings listed there
 - Call the 24-hour MPO Comment Line at 317/327-8601
 - Contribute to the DIRECTIONS Discussion Board at www.indygov.org/indympo/rapid_transit/rts.htm
 - E-mail or call any of your MPO staff using the contact information contained in *teMPO*

tempo

KEEPING PACE WITH OUR TRANSPORTATION NEEDS

LATE SUMMER 2005

VOLUME NINE

ISSUE TWO

TRAVEL TOPICS

As the mercury rises, so does our interest in all things mobile. Summer is traditionally the season in which we spend more of our time traveling. And now, even though the kids have started back to school, our attention can still be grabbed by anything that promises to help us get around faster, easier . . . and cooler. That's where *teMPO* comes in.

In this issue, read about the new federal transportation bill that will help fund projects through 2009, including some special earmarked initiatives very close to home. Learn how some 2005 Transportation Enhancement Awards are helping to preserve Hoosier history across the state. Get an update on the

cont on page 3, see Travel Topics

IN THIS ISSUE

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RTP MAJOR REVIEW - PHASE 2 BEGINS

The Regional Transportation Plan Major Review, started in 2003, is underway again and actively looking 25 or more years ahead to effectively anticipate and accommodate the area's future transportation needs.

"We're never *not* working on the Regional Transportation Plan," says MPO Assistant Manager Philip Roth, AICP, who is overseeing the Major Review. "It's always with us and we contribute to it on a regular basis," he explains. "But it's fair to say that the Major Review is 'active' again, because we just gave our project consultants the go-ahead to initiate Phase 2."

cont on page 10, see RTP Major Review



MARKET STREET RAMP PROJECT

Market Square Arena was demolished in 2001 and I think City planners and engineers have been talking about this opportunity ever since," says Steve Cunningham, MPO Principal Planner.

The opportunity is the Market Street Ramp project, recently earmarked for federal funding in the new SAFETEA-LU Transportation Bill (see related story, page 2). Cunningham acts as the MPO's project liaison to the Indianapolis Department of Public Works (DPW) which is heading up engineering and implementation. He is one of many planning partners kept abreast of project progress by DPW.

"City officials, developers, neighborhood associations, business and civic organizations are all

cont on page 16, Market Street Ramp Project



ACRO-NYMBLE

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

AA – Alternatives Analysis
AICP – American Institute of Certified Planners
CAC – Citizens Advisory Committee
CBD – Central Business District
CIBA – Central Indiana Bicycle Association
CICOA – Central Indiana Council On Aging
CISTMS – Central Indiana Suburban Transportation Mobility Study Council
CMAQ – Congestion Mitigation & Air Quality
DEIS – Draft Environmental Impact Statement
DMD – Department of Metropolitan Development
DMU – diesel multiple unit
DPW – Department of Public Works
EPA – Environmental Protection Agency
FHWA – Federal Highway Administration
FTA – Federal Transit Administration
IAA – Indianapolis Airport Authority
IBC – Indiana Bicycle Coalition
IIA – Indianapolis International Airport
INDOT – Indiana Department of Transportation
IRTC – Indianapolis Regional Transportation Council
IRTIP – Indianapolis Regional Transportation Improvement Program
ITS – Intelligent Transportation Systems
IUPUI – Indiana University/Purdue University at Indianapolis
LOS – Level Of Service
LPA – Locally Preferred Alternative
LRT – Light Rail Transit
LUCI – Land Use In Central Indiana, a land use model
MDC – Metropolitan Development Commission
MPO – Metropolitan Planning Organization
PSC – Policy Steering Committee
RFP – Request For Proposal
RR – railroad
RTS – Rapid Transit Study
RTP – Regional Transportation Plan
SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act – a legacy for Users
SR – State Road
STP – Surface Transportation Program
TAZ – Transportation Analysis Zones
TDM – Travel Demand Model
TE – Transportation Enhancement
TEA-21 – Transportation Equity Act for the 21st Century
TTI – Texas Transportation Institute
TSM – Transportation System Management
UPWP – Unified Planning Work Program

QUESTIONS ANSWERS

In Q & A, members of your MPO staff answer questions posed to them via voice mail, e-mail, regular mail or in-person. In this issue, MPO Manager/Master Planner Mike Dearing gives a local perspective on the new federal transportation bill.

“It was on the news recently that the President signed a new transportation bill – the first in years. Some groups grouched about the pork-barrel projects it contained, but most everyone seemed glad to have transportation funding lined up for the next six years. My question is, what does the new bill mean to our regional projects and what INDOT and the MPO do?”

– Asked in person in August, 2005

As the saying goes, there's good news and there's bad news.

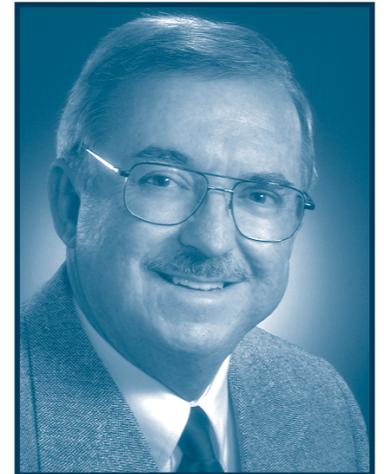
The good news is that Congress passed a new federal transportation bill on July 29 after two years and eleven extensions of the old bill (the Transportation Equity Act for the 21st Century, or TEA-21) which expired in September, 2003. At \$286.5 billion the new bill, called SAFETEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act - a Legacy for Users), increases funding \$76.5 billion over TEA-21, with \$1.25 billion of that going directly to planning activities like those conducted by the MPO.

SAFETEA-LU will pay for highway and transit projects through 2009 (retroactive from 2003).

It increases Indiana's annual average highway funding by 34.7 percent, the seventh largest increase among all 50 states. And, during the last two years of the bill (2008-2009), Indiana is guaranteed a return of 92 cents for every dollar collected through the gas tax, up from the current 90.5-cent guarantee.

The increased funding has been earmarked for a number of projects within the MPO's planning area, including:

- \$18.5 million worth of road improvements in downtown Indianapolis, including improvements around the new stadium and the convention center extension



Mike Dearing
MPO Manager/Master Planner



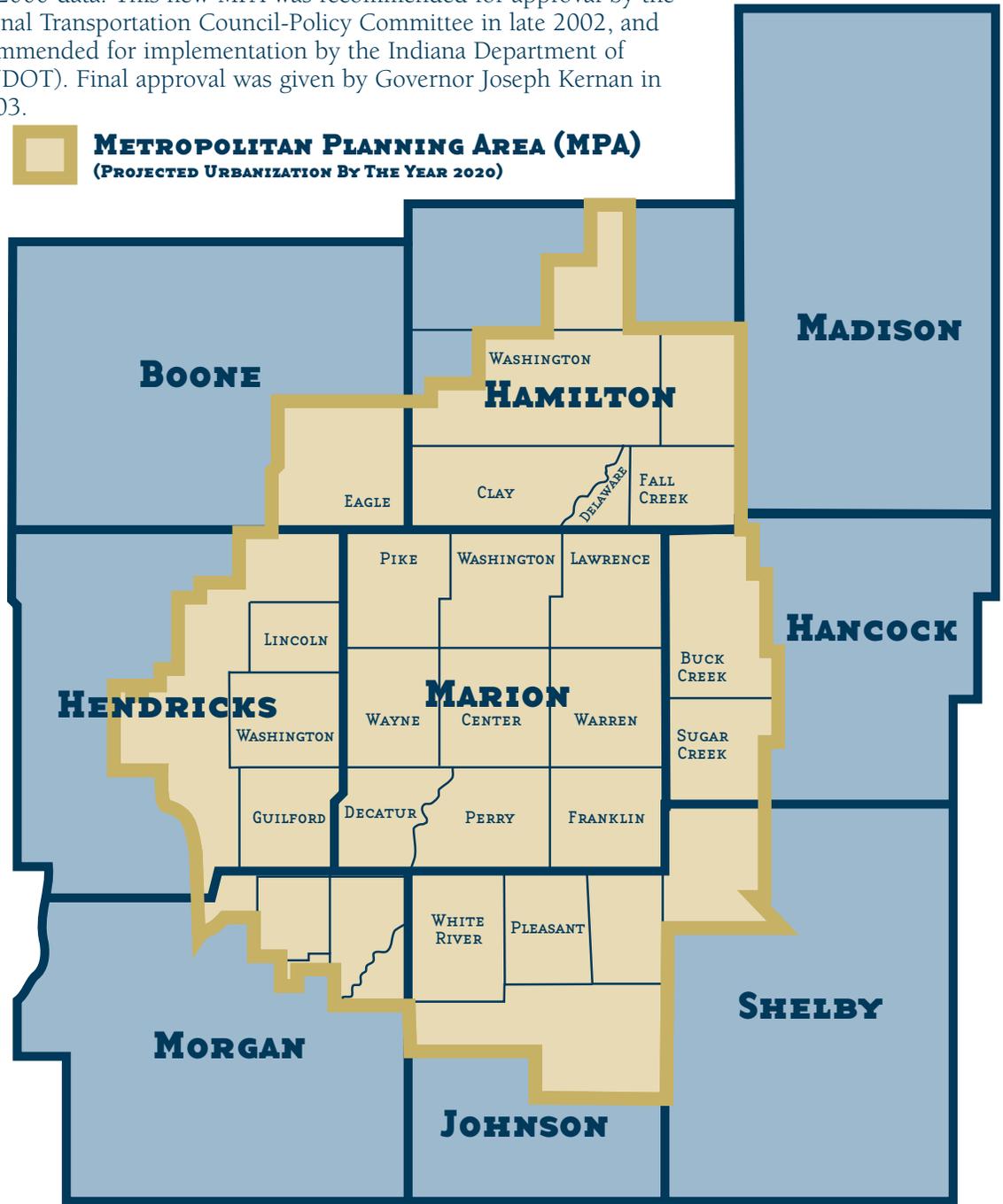
cont on page 4, see Q & A

APPROVED

INDIANAPOLIS METROPOLITAN PLANNING AREA

This map reflects the expanded MPO Metropolitan Planning Area (MPA) as determined by Census 2000 data. This new MPA was recommended for approval by the Indianapolis Regional Transportation Council-Policy Committee in late 2002, and subsequently recommended for implementation by the Indiana Department of Transportation (INDOT). Final approval was given by Governor Joseph Kernan in fourth quarter, 2003.

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



TRAVEL TOPICS

(from page 1)

Regional Transportation Plan Major Review, INDOT's Accelerate 465 project, the Regional Pedestrian Plan, new IndyGo shuttle services, and the new Airport Terminal Building. And, find

out how the completion of the MPO's ITS Architecture will benefit our region, and why INDOT is currently re-evaluating its work list.

It's all here, plus much, much more.

So, read carefully. 'Cause when it comes to the region's top transportation-related stories, we're hot off the presses and have the facts *cold!*

QUESTIONS & ANSWERS

(from page 2)

- \$15.7 million to build a new transit center on the southern edge of downtown Indianapolis, intended to help reduce traffic congestion and pollution currently attributed to the convergence of IndyGo's bus fleet and route patterns. The center will help improve rider service, convenience and mobility. (See the Winter, 2004 issue of *teMPO* for more details.)
- \$5 million to move the Market Street interchange ramps for I-65 and I-70 (see page 1, this issue).
- \$1.67 million to further study the viability of a light rail or other form of rapid transit system in the Indianapolis area. Identified as IndySMARTrip in the bill, this funding actually continues the MPO planning efforts begun with *conNECTions*, the Northeast Corridor Transportation study (1998 - 2001) and the rapid transit study *DIRECTIONS* (2002 -).

Because Congressional Representative Julia Carson has a seat on the House Transportation Committee, she was able to secure funding for projects like these in her own district, securing one of the largest earmarked totals among Indiana's congressional delegation.

Now, THE BAD NEWS

The increase does not satisfy the project funding gap identified by the Indiana Department of Transportation (INDOT) back in May, 2005. Indiana lawmakers had hoped the new federal bill would guarantee the state 95 cents back in funding for every dollar paid into the federal highway trust fund in gas taxes. The bill falls short of that goal and, in part for that reason, INDOT needs to continue prioritizing its work list, shelving some projects for later implementation (see related article, page 6).

Two INDOT projects that will proceed as planned have their fund-

Did you Know? . . .

Congress had to pass 11 extensions to the previous federal transportation bill, which expired in September of 2003, before they were able to negotiate and approve the new bill now in effect.

Source: Maureen Groppe, Star Washington Bureau

ing earmarked in the new bill. They are:

- \$20 million for the Indiana portion of a project to build two new Ohio River bridges along I-265 and I-65 in southern Indiana
- \$14 million to construct I-69 between Indianapolis and Evansville. In addition, Indiana has an unspecified share of \$50 million slated for seven states that are part of the I-69 corridor between Canada and Mexico, including Michigan, Kentucky, Tennessee, Mississippi, Louisiana and Texas.

So, as with most things, the new transportation bill represents some problems and some opportunities. At the MPO, we welcome the increased federal planning allocation and already have systems in place to maximize the benefit of any dollars that can be locally matched.



AIRPORT TERMINAL BREAKS NEW GROUND

More than 300 city and county leaders joined members of the Indianapolis Airport Authority (IAA) Board on July 22, to break ground on construction of the new passenger terminal building at Indianapolis International Airport.

Though the site had been under excavation since 2003, the ground-breaking ceremony marked the beginning of major construction on the new passenger terminal building. The event also punctuated more than 30 years of planning for airport improvement.

The event was attended by state legislators, representatives of the Federal Aviation Administration (FAA), City-County Councilors and other local officials. Deputy Mayor Steve Campbell represented Indianapolis Mayor Bart Peterson, who was in Washington D.C. on City business.

“The new passenger terminal building is one of the most important economic development initiatives in our community for decades to come,” Mayor Peterson said in a prepared statement. “The new building will serve not only as an economic driver, but it will be the gateway to our thriving hospitality capital and a connector to the world.”

“For visitors, this building will create a unique first impression or a stunning last impression of Indianapolis. For residents, this structure will welcome you back home like an old friend,” he said. “For both – as well as for the thousands of Hoosiers who work at the airport – this new terminal will be a sym-

bol of Indiana’s history, community, and future.”

Currently, an average of nearly 22,000 fliers use the airport terminal each day. In 2004, eight million passengers passed through the terminal, a record likely to be surpassed this year. The present terminal was built in the late 1950s and last expanded in 1987. It features 34 gates in less than half the square footage of the new terminal, but still manages to serve an average of 190 departures each day – 30 more than were scheduled just one year ago.

Scheduled to open in late 2008, the new glass-enclosed passenger terminal

be Civic Plaza, a skylit open area reminiscent of Monument Circle, where arriving and departing passengers will meet in an atmosphere enriched by artistic and cultural elements. When completed, the new airport also will include about 17,000 parking spaces, including a 7,100-space parking garage, support facilities, and improved utilities and airside operations.

As a gateway for air travelers to Indianapolis and Central Indiana, the terminal building will introduce the culture of the City and the State to visitors and create pride of place for residents. Through commissioned, site-specific



Deputy Mayor Steve Campbell (sixth from left), flanked by IAA Board members including President Lacy M. Johnson (far right) and FAA officials, helps break ground on the new Passenger Terminal Building on Friday, July 22. At 340-feet, the new Air Traffic Control Tower (background) is one of the tallest in the world.

building will feature 1.2 million square feet of space, equivalent to nearly 22 football fields. It will include a state-of-the-art ticketing hall with 96 check-in counters, an advanced baggage handling system, 18 passenger security screening points, 90,000 square feet of retail and dining space and two concourses with a total of 40 gates. The terminal will be located between the airport’s two main parallel runways, offering greater efficiency and reduced airplane taxiing times.

The new building’s centerpiece will

works of art, the building will provide visitors with access to a wide variety of artists and art forms from Indianapolis, Indiana, the United States and the world.

For the past two years, the focus of work at the project has been on construction of a new 340-foot FAA Air Traffic Control Tower, one of the tallest in the world; construction of a new Interstate 70 airport access interchange; terminal site preparation and excava-

cont on page 14, see Airport Terminal Breaks New Ground

INDOT REVIEWS, RENEWS WORK LIST

In May, Indiana Department of Transportation (INDOT) Commissioner Thomas Sharp announced that his agency has a 10-year, \$2.1 billion funding gap for new highway construction projects. That deficit totals nearly \$4 billion if the planned construction of I-69 from Indianapolis to Evansville is figured in. At the same time, INDOT also introduced a preliminary process that, when fully implemented, will result in a new 10-year Highway Production Plan for both funding and building state highway projects.

“We’ve discovered that there has never been an accurate, long-term plan for both funding and building highway projects,” said Sharp, who was appointed by Governor Mitch Daniels and took office in January, 2005.

From internal historical information, it appears that previous administrations automatically added new construction projects to INDOT’s transportation program when they were suggested. The projects were not properly reviewed and no consideration was given as to where their implementation funds would come from.

“Hoosiers are left with false hopes and perceptions that projects are proceeding when, in reality, little or nothing is being done,” added Sharp. “This isn’t fair.”

Currently, INDOT invests \$500 million a year to maintain Indiana’s existing highway system which accounts for about 10 percent of all road miles but accommodates more than 70 percent of all traffic statewide. This includes projects like highway resurfacing, road reconstruction and bridge rehabilitation. Also, nearly \$200 million is spent annually on new construction projects which usually increase travel capacities. These include adding travel lanes, building new bridges and modifying interchanges.

PROJECT SCORING

INDOT used the Ohio Department of Transportation evaluation process, even for the composition of its Planning Oversight Committee (IPOC), which included the Commissioner, Chief of Staff, Deputies of Planning and Development, Deputy of Finance, Deputy of Highway Management, Chief Engineer and Deputy of Traffic Management. To develop the draft preliminary 10-year Highway Production Plan which was sent to public officials and presented at public meetings, IPOC members ranked projects using the following maximum point distribution:

<u>Transportation Efficiency</u>	<u>50 points maximum</u>
• Cost Effectiveness (B/C ratios)	20 pts
• Corridor Completion	2 pts
• Road Classification	5 pts
• Congestion Relief	15 pts
• Inter-Government Agreements	3 pts
• Percentage of Development Complete	5 pts

<u>Safety Improvement</u>	<u>25 pts maximum</u>
• Crash Density	15 pts
• Severity Index	5 pts
• Fatality Rate Ratio	5 pts

<u>Economic Development</u>	<u>15 pts maximum</u>
Number of Jobs Created	10 pts
Number of Jobs Retained	5 pts
Economic Distress or Cost Effectiveness	5 pts

(Jobs Created and Jobs Retained combined can represent a maximum of 10 points)

<u>Public Input</u>	<u>10 pts maximum</u>
(This include input from Local Planning Agencies like the MPO, local elected officials, citizens and legislative representatives.)	

<u>Bonus Points</u>	<u>100 pts maximum</u>
<u>Earmarks</u>	<u>100 pts maximum</u>

- non-state funding/total project cost = bonus points

Example:

External Funds = \$1 million

Project Cost = \$10 million

$\$1/\$10 = 10\%$ or 10 pts

- Federal funding specific projects
- Local government participation through cash or right-of-way
- Private participation

<u>Urban Revitalization</u>	<u>10 pts maximum</u>
------------------------------------	------------------------------

Based on current funding levels, there is enough money to maintain existing roads and bridges and construct only a handful of new projects. To build every project would require additional funding mechanisms at the state and/or federal levels.

Earlier this summer, Commissioner Sharp requested the assistance of federal, state and local elected officials, business leaders and citizens to refine INDOT’s process of selecting new highway construction projects.

*cont on page 18, see INDOT Reviews,
Renews Work List*

2005 TRANSPORTATION ENHANCEMENT AWARDS

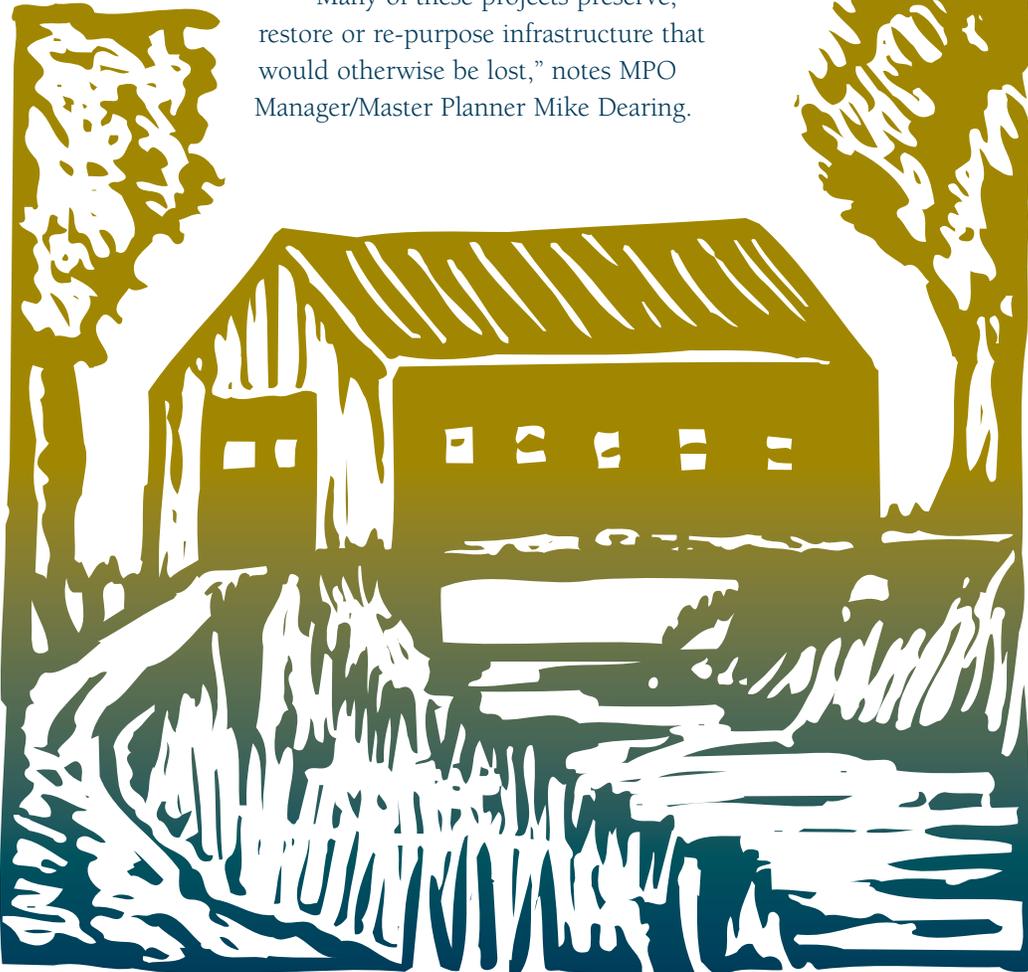
Twenty-nine different projects across the state of Indiana have been awarded \$17.5 million in federal Transportation Enhancement (TE) funds for 2005. The announcement was made on July 19 by Indiana Department of Transportation (INDOT) Commissioner Tom Sharp.

"This program really helps local communities build their transportation dreams," Sharp said. "From developing pedestrian/bike trails to restoring historic structures, these local projects help evoke a sense of pride from individuals concerning their communities."

The TE Program helps local communities restore historic transportation facilities, create bike and pedestrian trails, and develop landscape and scenic beautification projects. The federal government provides 80 percent of the necessary funds leaving 20% of the cost for project applicants to pay as a 'local match.'

With the monies awarded this year, Parke County will preserve a covered bridge. Shipshewana will acquire and construct about five miles of trail from the Elkhart county line to the town's park. Seventy-five percent of the trail will be developed utilizing a former railroad corridor.

"Many of these projects preserve, restore or re-purpose infrastructure that would otherwise be lost," notes MPO Manager/Master Planner Mike Dearing,



Did you Know? . . .

The \$286.5 billion federal transportation bill passed by Congress on July 29, 2005 increased Indiana's annual average highway funding by 34.7 %, the seventh largest increase among all states.

Source: Maureen Groppe, Star Washington Bureau

"The projects themselves attest to what people value in their communities, much of which would be lost without TE funds and their own perseverance."

Of the \$17.5 million awarded across the state this year, nearly \$4 million will go to five Central Indiana projects in or around the MPO's transportation planning area (see map, page 3). Among those are a major streetscape improvement along the National Historic Road (U.S. 40 -Washington Street) undertaken by the Town of Plainfield, the project applicant. The area adjacent to Washington Street on Indianapolis' near east side will also undergo improvement as the Irvington

Development Organization begins Phase I of its Washington Street Corridor Project with TE funding.

Indiana currently has more than \$180 million worth of enhancement projects programmed and in various stages of development, not counting this year's awards. Some projects have received national recognition, including Madison's Saddletree Factory, which was completed in 2003 and has been identified by the National Transportation Enhancement Clearinghouse as an example of historic preservation.

The TE program has been helping improve the quality of life for Hoosiers since 1991. Any neighborhood group or community organization wishing to file a Transportation Enhancement application within Indianapolis/Marion County should contact Victoria Cluck in the Indianapolis Department of Public

cont on page 8, see 2005

Transportation Enhancement Awards

2005 TRANSPORTATION ENHANCEMENT AWARDS

(from page 7)

Works at 327-3725. Early coordination with the City is encouraged to ensure that potential projects are consistent with local plans and programs, are constructible and feasible, and that the submitting organization/agency has the 20% local funding match and a plan for on-going repair and maintenance.

All Transportation Enhancement Applications for projects located outside of Marion County must be submitted to the MPO by December 16, 2005. For more information, please contact MPO Planner Catherine Kostyn (317-327-5142).

Electronic TE applications will be available October 1, 2005 at <http://www.in.gov/dot/modetrans/tea/> or on the MPOs website at www.indygov.org/indympo. For printed applications or for detailed TE information, contact Gerald Nieman, INDOT's TE Program Manager at 317/232-5224 or gneimqn@indot.state.in.us.

2005 TRANSPORTATION ENHANCEMENT AWARD RECIPIENTS MPO Planning area projects are highlighted

Applicant	Project Name	County	Award
Anderson	Reassemble Fountain County #7 for use in trail system	Madison	\$710,320
Bluffton	Wabash River Greenway Extension and Interurban Trail	Wells	\$1,000,000
Bluffton	Rehabilitate Wabash River Greenway Historic Truss Bridge	Wells	\$495,000
Cambridge City	U.S. 40/Main Street Streetscape	Wayne	\$590,550
Carroll County	Rehabilitate Carroll Co. Bridge #181 (Burnett's Creek Arch)	Carroll	\$509,000
Covington	Reuse Fountain County Bridge #63 in Trail System	Fountain	\$701,625
Delphi	Canal Boat	Carroll	\$554,900
Dublin	U.S. 40/Cumberland Street Streetscape	Wayne	\$466,000
Gibson County	Rehabilitate Gibson County Bridge #398	Gibson	\$542,400
Greenwood	Tracy Trail	Johnson	\$1,000,000
Hamilton County	Rehabilitate/Relocate Washington #113 to Strawtown Park	Hamilton	\$756,000
Hammond	Grand Calumet Bike Trail—Phase 1	Lake	\$570,600
Indiana Depart. of Natural Resources-Historic	Relocate Portersville Iron Bridge	Clark	\$500,000
Indianapolis Department of Public Works	38th Street/ Maple Street Lighting	Marion	\$476,800
Irvington Development Organization	Washington Street Corridor Project—Phase 1	Marion	\$516,936
Marshall County	Marshall Co. Museum "Historic Crossroads Projects"-Phase 1	Marshall	\$680,000
Michigan City	Restoration of Historic South Shore Line Car 1100	LaPorte	\$220,000
Milroy	Street Lights	Rush	\$66,393
Monroe County	Add'l funding for Monroe Co. Bridge #164 (Gosport Bridge)	Monroe	\$199,000
Morgan County	Landersdale Trail	Morgan	\$1,000,000
Muncie	White River Greenways Trail—Phase 4	Delaware	\$955,592
Nappanee	Landscaping & Beautification of Downtown—Phase 2	Elkhart	\$617,726
Park County	Rehabilitate Covered Bridge #199	Park	\$572,787
Plainfield	Historic National Road Streetscape—Phase 1	Hendricks	\$955,870
Portland	Portland River Path	Jay	\$560,000
Rising Sun	Historic Downtown and River Walk	Ohio	\$561,690
Shipshewana	Pumpkinvine Nature Trail—Phase 4	Lagrange	\$1,000,000
Warsaw	Lake City Greenway—Additional Funding	Kosciusko	\$500,000
Waterloo	Rehabilitate Passenger Depot for use as AMTRAK Station	DeKalb	\$241,240
		Total	\$17,520,429

PEDESTRIAN PLAN - PHASE 4 BEGINS

“Our goal is to make walking an integral part of our regional transportation system,” says MPO Senior Planner Amy Inman, M.S., of the Regional Pedestrian Plan Study for which she serves as Project Manager. “And, starting this September, we’re taking a few more steps toward achieving it.”

The Regional Pedestrian Plan Study began five years ago with the intention of eventually developing a 20-year implementation strategy for making the eight-county region more pedestrian-friendly. Phase 1 of the project (2000-2003), considered study methodology and the feasibility of a proposed Cultural Trail in downtown Indianapolis. If implemented, such a trail would function as the hub of a system in the region’s most pedestrian-oriented environment. During this phase, modeling techniques also were established for evaluating pedestrian corridors and districts, and for transportation interface patterns.

During Phase 2, which ended in Spring, 2004, planners inventoried land use, residential, commercial and employment patterns for Center Township. Systems that affect walk-ability, such as sidewalks and transit routes, were also considered. In addition, areas that require ‘context sensitivity,’ such as historic neighborhoods, were identified along with environmental justice priorities.

Phase 3 of the project, which ran from Summer, 2004 through the end of the year, extended the Center Township pedestrian route system plan to surrounding “donut” townships within Marion County. On October 20, 2004, the MPO hosted an Open House at the Artsgarden in downtown Indianapolis to encourage public review and comment on Phase 3 findings. About 100 people attended the meeting to discuss pedestrian issues concerning Decatur, Wayne,

Pike, Washington, Lawrence, Warren, Franklin and Perry Townships, including pedestrian/transit system integration, walk-to-school buffer/collector zones and environmental design guidelines. The Phase 3 draft plan is still available for review on the MPO web site at indygov.org/indympo (click “Current Studies”).

Now, Phase 4 will expand the pedestrian plan to communities outside of Marion County, starting this September with the communities located within the area of Johnson County



MPO Senior Planner Amy Inman, M.S., along with project consultant Meg Storrow of Storrow Kinsella Associates, presented Pedestrian Plan study information at an October 20, 2004 public meeting to wrap up Phase 3. Phase 4 of the study begins this September.

that falls within the MPO’s Metropolitan Planning Area, or MPA (see map, page 3). Study planners will then proceed clockwise to look at portions of Morgan, Hendricks, Boone, Hamilton, Hancock and Shelby Counties. It’s anticipated that the process will take one to one and a half months per county, with Phase 4 lasting about a year. Overseeing the study process will be a new Steering Committee and special focus groups from each study area who will provide the local perspectives.

“As before, there’ll be plenty of opportunity for public review and com-

ment,” says Meg Storrow, co-founder and principal of the landscape architecture, land-planning, and urban design studio Storrow Kinsella Associates, the study’s primary consultant. “We’ve worked on the Ped Plan from the beginning and have really come to value the personal insights people bring us.”

A PROVEN METHOD

Phase 4 will rely on the same study methodology developed in Phase 1 and used ever since. It includes:

- Analyze existing conditions

- Receive input from stakeholders
- Develop an inter-connected pedestrian plan based on demand, pedestrian potential and need
- Identify social need and the principles of environmental justice
- Improve ordinances and regulations
- Identify new transportation classifications
- Identify existing and innovative funding strategies

This methodology involves the

cont on page 24, see Pedestrian Plan

RTP MAJOR REVIEW

(from page 1)

As previously reported in *teMPO* (Autumn 2004), the MPO is working with Parsons Brinckerhoff, HNTB Corporation and Blalock and Brown on the project.

The Regional Transportation Plan (RTP) is a “living” document that helps guide the development of the area’s transportation system for the next 20+ years, by responding to changing conditions. Monitoring those conditions is a cooperative effort of citizens, planners, engineers and elected officials. With their help, the plan ensures that facilities and services necessary to support the region’s mobility needs and future growth are anticipated and available. It also provides decision-makers with information upon which to make “first things first” choices.

Specific objectives of the Regional Transportation Plan include to 1) evaluate regional transportation needs over the next 25 years and prioritize projects for funding, 2) provide a framework for all other transportation planning efforts, 3) analyze air quality impacts for projects that increase roadway capacity, and 4) ensure a multi-modal focus for addressing regional transportation needs.

“Advance knowledge of our region’s mobility needs is key to the allocation of resources, preservation of rights-of-way and coordination of land-use decisions,” explains MPO Manager/Master Planner Mike Dearing. “That’s why the plan must look *more than* 20 years ahead, using the most accurate forecasting tools available.”

Through this major review, the MPO is advancing the forecast year of the currently adopted 2025 Regional Transportation Plan to 2030, while responding to changing conditions and its expanded Metropolitan Planning Area, or MPA. (NOTE: The MPO’s planning area was expanded by 564 square miles in 2003, as recommended by Census 2000

urbanization data. See map on page 3.)

Key issues to be addressed in this review include the region’s limited opportunities for highway expansion, the need for increased mobility through alternative transportation such as transit, bicycle and pedestrian options, air quality considerations, and transportation planning’s relationship to land-use planning.

PHASE 2 SCOPE-OF-WORK

Project activity for the RTP Major Review is divided into three work phases. Phase 1, which concluded in August, 2004, involved assessment of existing conditions and deficiencies of the regional transportation system. It also included an overview of transportation studies for the region, identification of potential impacts of the noted deficiencies and strategies to address them, and development of transportation goals and objectives.

Phase 2 of the RTP Major Review, scheduled to conclude in the summer of 2006, involves the development and evaluation of alternative transportation system scenarios, determination of evaluation criteria, establishment of evaluation criteria to analyze those scenarios, analysis of air quality issues, and consultation with the public and other stakeholders.

Phase 3, currently scheduled to begin in late 2006, will result in findings, recommendations, and a ‘fiscally restrained’ final plan. Throughout the review process, public outreach efforts will continue offering opportunities for review and comment.

“During our current phase, we hope to develop three distinct improvement alternative scenarios, focusing on roadway capacities, transit issues and alternative transportation opportunities,” says Roth. “Our final Phase 3 recommendations will probably involve all three of these areas but, for now, we’ll focus on them separately to maximize the benefits of each.”

Each year, the Greater Indianapolis region receives about

cont on page 11, see RTP Major Review



RTP MAJOR REVIEW

(from page 10)

\$20 million in federal funding for transportation improvements. Development and maintenance of a Regional Transportation Plan that looks more than 20 years ahead is one prerequisite to receiving this money. Another is that every improvement project contained in the RTP must have been recommended through a federally certified transportation planning process. By federal mandate, the Indianapolis MPO is responsible for conducting such a process – continuous, comprehensive and cooperative.

“With the help of our many planning partners, including IndyGo, INDOT, the Indianapolis Airport Authority and the public, we plan in every available mode for the entire region,” notes Roth.

To achieve its goals, Phase 2 includes the following five tasks in its scope-of-work:

TASK 1: ANALYZE 2030 TRAVEL MARKETS

This task lays the technical foundation for the study. Study team members will analyze different existing sets of population and employment projections developed by the MPO and the Indiana Department of Transportation (INDOT). Following selection and potential refinement, these forecasts will form the basis of 2030 ‘no build’ and plan travel model runs. Changes in population, employment, population and employment destinies (as they relate to transit service thresholds), work trips, total trips, and transportation deficiencies will be identified. This information, together with Phase 1 findings, will help identify transportation system problems and needs.

TASK 2: PUBLIC INVOLVEMENT

The purpose of this task is to provide for continuing substantive input, ensure public concerns are taken into consider-

Did you Know? . . .

The number of U.S. cities in which commuters are stuck in rush hour traffic for more than 20 hours a year grew from five in 1982 to 51 in 2003!

Source: Texas Transportation Institute 2005 Urban Mobility Report

ation, and keep the public current with on-going technical activities so that all interested participants are kept informed of the planning process. To accomplish these goals, Task 2 may include:

- an internal strategy meeting among study team members to identify target “publics” and the goals for each. Several different programs will focus on key publics or sectors of the public, such as government agencies, the Indianapolis Regional Transportation Council (IRTC), community stakeholder groups, and elected officials.
- up to 12 Stakeholder Interviews conducted with elected officials, agencies, businesses and other identified parties to gather the type of information seldom volunteered at public meetings
- bi-monthly updates or progress reports on the RTP Major Review posted on the MPO web site (<http://www.indygov.org/indympo>)
- media strategies, including up to two media advisories and the possibility of up to two ‘media only’ events, involving informative presentations and question and answer periods.
- four updates/status reports on the Phase 2 process for inclusion in *teMPO*, the MPO’s official newsletter
- and, a public opinion survey.

This task also includes preparation of a final report to

cont on page 12, see RTP Major Review



RTP MAJOR REVIEW

(from page 11)

document public involvement activities.

TASK 3: CONDUCT A REGIONAL TRANSPORTATION SUMMIT

This task will provide a forum for the initial discussion of policy issues that will guide the development of the RTP in Phase 2. A panel of national experts will be convened for this summit and regional stakeholders (agencies, business and institutional representatives, local governments, elected officials, civic organizations, etc.) will be invited to attend. Agenda items could include presentations, facilitated discussions and break-out groups.

TASK 4: REGIONAL DEVELOPMENT AND LAND USE

This task will provide an opportunity to develop alternative scenarios and improve the 2030 population and employment forecasts at the transportation analysis zone (TAZ) level.

At the regional level, this task will build on the research being conducted by the Center for Urban Policy And The Environment at the Indiana University – Purdue University at Indianapolis (IUPUI), which has developed a family of predictive tools called LUCI (Land Use in Central Indiana) for modeling future patterns of urban development.

Alternative regional development scenarios for the year 2030 could be developed for the nine-county metropolitan planning area. These alternative scenarios would reflect differing policy and transportation assumptions.

TASK 5: REGIONAL TRANSPORTATION ALTERNATIVES

This task involves the identification and testing of transportation alternatives. Potential regional transportation projects and strategies will be identified through the public involvement process. A database, categorized by mode and

Did you Know? . . .

The new federal transportation bill, which will fund projects through 2009, contains more than \$50 billion for bus, train and other transit programs.

Source: Maureen Groppe, Star Washington Bureau

type of improvement, will be developed to organize and track projects and strategies. This information will also include preliminary capital and operating cost estimates.

An evaluation process will be developed based on plan goals and objectives to select the most promising candidate highway, transit and possibly, freight projects for testing with the MPO's regional travel demand forecasting model.

A needs plan that is *not* fiscally constrained will be the output of Task 5.

“Eventually, we will need a fiscally constrained improvement plan, but that will be developed in Phase 3 of the RTP Major Review, next year,” says Roth. “Fiscal constraining makes us look at our anticipated annual transportation improvement funding – about \$20 million federal and another \$4 million local – and prioritize our projects accordingly,” he explains. “Usually, we have more projects than can be funded, so the less critical ones are removed from the plan for implementation at a later date. It’s a painful, but necessary part of the process.”

For more information on Phase 2 of the Major Review of the Regional Transportation Plan, contact MPO Assistant Manager Philip Roth (317/327-5149, proth@indygov.org), or John Myers of HNTB Corp. (317/636-4682)



ACCELERATE 465 RANKS HIGH

Accelerate 465, or the I-465 West Leg Corridor Reconstruction Project remains an important initiative for the Indiana Department of Transportation (INDOT) and the agency's current work list re-evaluation process (see related story, page 6) proves it. Out of more than 300 major new construction projects, Accelerate 465 ranked sixth statewide based on transportation efficiency, safety improvement, economic development and public support.

opened, in '66 or '67, because the area developed so quickly." And continues to develop.

The roadway currently operates at level of service (LOS) E during parts of the day between US 40 and I-74. (NOTE: The 'level of service' describes the quality of traffic flow, with A indicating free, unobstructed traffic flow and F indicating complete obstruction of traffic flow. A desirable level of service for the corridor is LOS C. LOS D represents the minimum allowable standard for urban reconstruction projects.)

If the west leg remains three lanes in each direction, it is



"I can't say I'm surprised by the project's preliminary ranking," says Michael A. Holowaty, P.E., Specialty Projects Group Manager of INDOT's Design Division. "This segment of I-465 serves both local and regional traffic needs for the Indianapolis area and Indianapolis International Airport. Plus, the area's general lack of continuous north-south roads contributes to 465's high traffic volumes," he explains. "The need for greater capacity here is very real, and commuters feel it every day."

As previously reported in *teMPO* (Autumn, 2003), the goal of Accelerate 465 is to add capacity and improve safety in the west leg of I-465 from SR 67 to 56th Street. With this project, INDOT intends to reconstruct approximately 12 miles of I-465 as four through-lanes in each direction plus, in selected areas, at least one auxiliary lane in each direction.

"This stretch of 465 was built in the late '50s and early '60s on the fringe of the urban area," explains Steve Cecil of The Parsons Transportation Group which, along with HNTB Corporation, serves as the project's lead consultants. "It originally featured only two lanes in each direction, although some bridges were built to eventually accommodate three," he says. "A third travel lane was added just five years after I-465

projected that the entire corridor will operate at LOS F during parts of the day by 2026. When the mainline is expanded to five lanes in each direction, or four lanes plus an auxiliary lane, the mainline will operate at no worse than LOS D, thereby meeting the project goal.

To accomplish this goal, INDOT intends to:

- Upgrade interchange ramp and mainline capabilities
- Improve deteriorating mainline, ramp pavement and bridges

cont on page 23, see Accelerate 465 Ranks High

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AIRPORT TERMINAL BREAKS NEW GROUND

(from page 5)

tion; installation of utility lines and sewers; and the design and engineering of the new terminal building.

But over the next three years, hundreds of workers will complete the foundation and structural preparation work, then construct the new terminal building on the midfield site.

30 YEARS IN THE MAKING

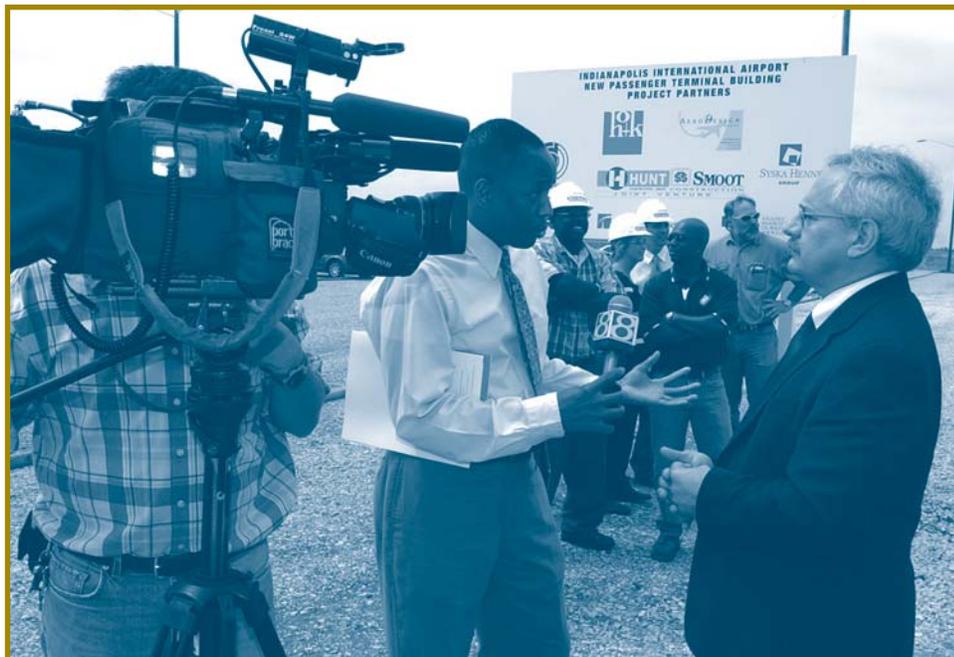
The groundbreaking event culminated 30 years of vision regarding construction of a new Indianapolis Airport. In 1975, the Indianapolis Airport Authority approved a Master Plan that called for building a new terminal between two parallel runways. That plan was updated in 1990 and 1998 and given airline approval in January, 2001.

“Beginning today, hundreds of Indiana workers will work to turn our visions, drawings and diagrams into a concrete and steel reality,” IAA Board President Lacy M. Johnson said at the groundbreaking. “It’s time to turn our dreams into reality. Let’s get to work.”

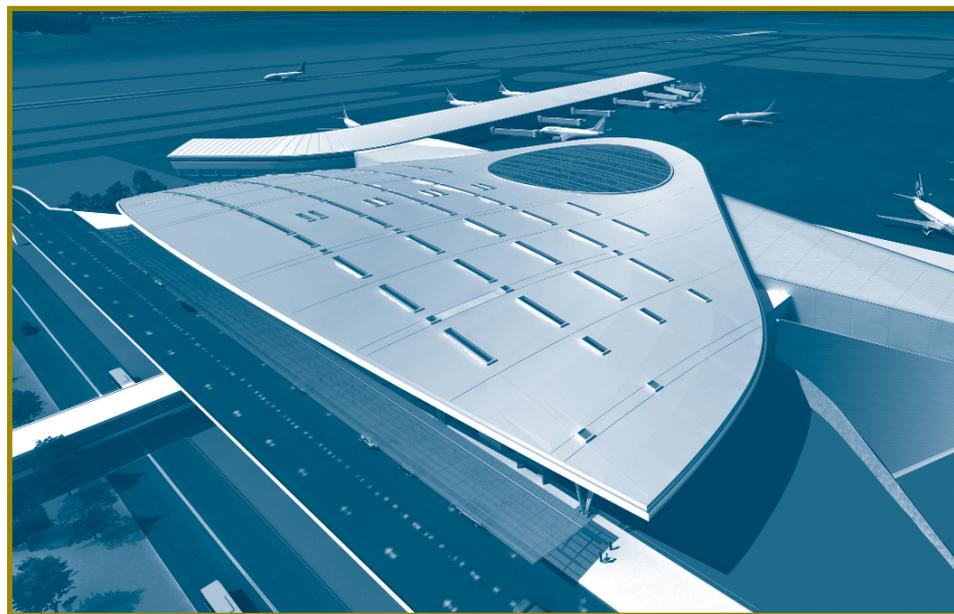
IAA projections show that approximately 260 workers will be working on the site by spring 2006. The project is expected to create a total of 1,200 construction jobs.

“This new terminal building – along with new interstate access, a new Air Traffic Control Tower and support building, and additional parking and airfield improvements – will solidify Indianapolis’ position as the Crossroads of America well into this new century,” said Project Director John J. Kish. “The New Indianapolis Airport will be important to the economy and vitality of central Indiana for generations.”

Construction costs for the terminal building complex are estimated to be \$340 million, approximately one-third of the total midfield project cost of \$1.07



Project Director John J. Kish shares some passenger terminal construction and timeline details with local CBS affiliate, WISH-TV at the July 22 ground breaking ceremony.



Scheduled to open in late 2008, the new Passenger Terminal Building will feature a skylit Civic Plaza, 96 check-in counters, 40 gates, 18 security screening points and 90,000 square feet of retail and dining space.

billion. In addition to the new terminal complex, the project includes the new I-70 interchange, control tower, a baggage screening system, new parking facilities and other related improvements.

In January, 2001, the project was budgeted at \$808 million. However, inflation, security design changes prompted by the terrorist attacks of September 11, 2001, and the rising cost of construction materials have added

nearly \$200 million to the price tag.

No state or local tax money is being used to finance construction of the new airport or to repay its bonds. Instead, construction is being financed by a combination of federal grants, passenger facility charges, airline rent and airplane landing fees.

For more information on the new Indianapolis International Airport, visit www.newindianapolisairport.com.

Ask DIRECTIONS

That's what many people did when the 30-month old regional rapid transit study held its fifteenth public meeting on June 23rd in the Glendale Mall Community Room. They came to listen, comment and, most of all, ask questions.

"We had an incredible turn out," says MPO Senior Planner Amy Inman, M.S., who is Project Manager for the *DIRECTIONS* study. "In addition to the local media, more than 200 people crammed into the meeting to hear the latest findings on the four starter system options still being evaluated for the Northeast Corridor and to ask what ramifications the recent change in *DIRECTIONS*' timeline would have on the project's chances for federal funding."

As previously reported in *teMPO* (Spring 2005 issue), completion of the study was originally planned for this summer with the identification of a locally preferred alternative (LPA). That identification was to be made by the Indianapolis Regional Transportation Council (IRTC) based on study findings provided by the MPO, including ridership, capital cost, economic development potential and projected travel time of each system alternative, as well as demonstrated public preference. However, the completion date now has been delayed to accommodate a request from the Federal Transit Administration (FTA).

For the past five years, the FTA has been analyzing the practices used by major urban areas across the country to forecast ridership estimates as part of their transportation planning activity. For the last six months, during Phase III of *DIRECTIONS*, the MPO and its consultants have been forecasting ridership numbers for each of the starter system options as part of the study's Alternative Analysis (AA). Earlier this year, the FTA asked the MPO to revise its ridership estimating process in accordance with

its newly endorsed 'Best Practices.'

"Initially, we didn't skip a beat because of the FTA's request," notes Mike Dearing, MPO Manager/Master Planner. "We felt confident of our estimates and the FTA was comfortable with our using them to identify an LPA, as long as we adopted their newly endorsed practices to revise our estimates for our funding request," he explains. "As much as we wanted to keep the study moving forward, though,

purpose is to forecast how a transportation network will function in the future.

FREQUENTLY ASKED QUESTIONS

So, what impact will this delay have on *DIRECTIONS*, what's being done to move this study ahead, and what can you do to stay involved with the prospect of region-wide rapid transit? These and other questions, asked at or after the study's June 23 meeting, follow with answers from members of your MPO:



MPO Senior Planner Amy Inman, M.S., (center) begins the audience question and answer session that lasted more than an hour. Local media also attended the meeting, including WIBC-Radio, Fox 59, WISH-TV and The Indianapolis Star.

it bothered us that the IRTC could be basing their LPA decision on information that was different from what the FTA would see in our New Starts application. So, we've delayed the study for a year or more to update our regional Travel Demand Model – in accordance with the FTA's request."

The Travel Demand Model, or TDM, is a key tool for accurately evaluating the effectiveness of the starter system options. It is a multi-step computer-based simulation of travel patterns and transportation flows within a region based on anticipated population and employment growth, utilizing both the roadway and transit networks, and encompassing all possible trip purposes (work, shopping, recreation, etc.). Its

Does this delay hurt our chances for getting federal funding?

No. The FTA is our most prominent federal planner partner on this study and they are also the agency that reviews New Starts applications to determine federal funding levels for transit projects. Since we hope to have the majority of any region-wide rapid transit system that may result from *DIRECTIONS* federally funded (up to 80%), voluntarily cooperating with the FTA's request is a positive, not a negative, thing.

Couldn't the FTA have ordered you to comply with its new 'Best Practices'?

cont on page 22, see Ask DIRECTIONS

MARKET STREET RAMP PROJECT

(from page 1)

interested because they see the potential to do some real good here," he says.

DPW Design Project Engineer Bill Chappell agrees. "Since the mid-seventies, Market Street just east of downtown has kind of become a dividing line," he says. "People knew they couldn't easily travel north-south across it. As a result, the neighborhood suffered. But now, with this project, there's an opportunity to correct the problem and encourage neighborhood revitalization."

BACKGROUND

I-65/I-70 was completed through downtown Indianapolis in 1976. These interstate highways connect with the surface streets of downtown Indianapolis through a series of ramps and collector/distributor roads. One of the ramps, connecting Market Street to southbound I-65/westbound I-70, extends three city blocks and rises 40 feet above street level. As such, it is positioned above both the Ohio Street on-ramp and the CSX railroad line.

With the demolition of Market Street Arena in 2001, two complete city blocks have become available for redevelopment. This proposed redevelopment, combined with other public incentives, is expected to stimulate additional revitalization and reinvestment throughout the area. This anticipated redevelopment would be enhanced by the removal of the Market Street on-ramp, which forms a physical barrier that bisects the area.

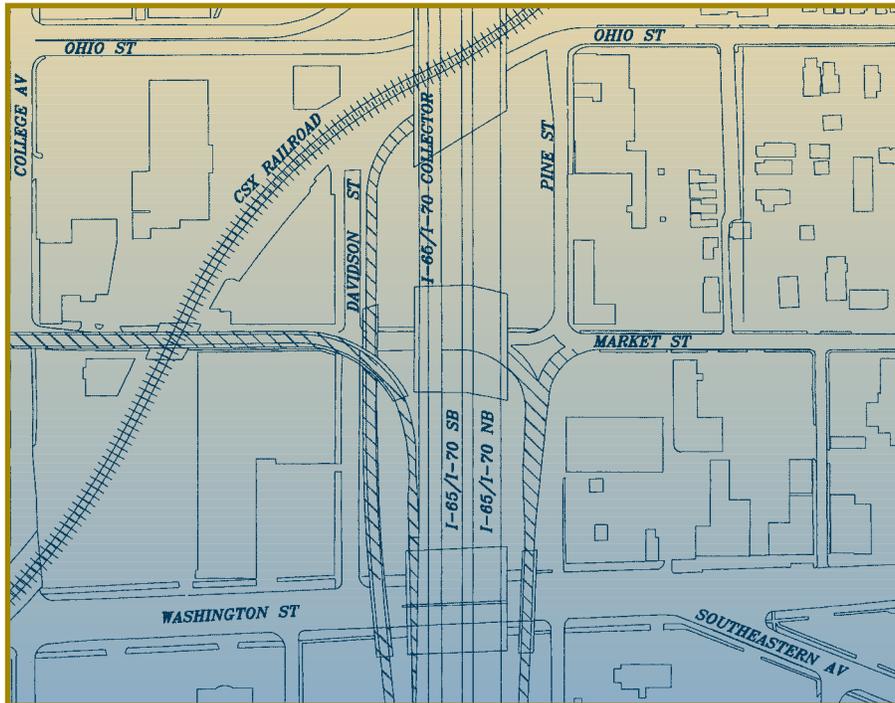
Key points of interest within the project area include the vacated Market Square Arena site (currently proposed for condominium development), the City-County Building, CSX Railroad, Old National Road Historic Marker and historic Cole Motor Car Company Building.

PROJECT SCOPE

Planned project improvements will:

- Provide a new I-65/I-70 southbound on-ramp (3-lane) at Washington Street;

- Provide a new I-65/I-70 northbound off-ramp (5-lane) at Washington Street;
- Remove the existing I-65/I-70 on-ramp from Market Street, on-ramp from Ohio Street and off-ramp onto Market Street;
- Reconstruct Market Street from East Street to Cruse St with two-way operation;
- Provide additional turn lanes on Washington Street;
- Reconstruct Davidson Street with one-way operation southbound;
- Reconstruct Pine Street with one-way operation northbound;
- Relocate the intersection of Southeastern Avenue and Washington Street east to align with Cruse Street;
- Widen the Fletcher Avenue off-ramp from I-65/I-70 to two lanes.



- Provide streetscape amenities including brick streets and sidewalks, landscaping, banner poles, way-finding, decorative street lights and street furniture.
- Add a façade to the CSX railroad bridge to enhance the appearance.

TIMELINE AND FUNDING

Design work for the Market Street Ramp Project will begin in late 2005. The project is tentatively scheduled

to bid in 2006. Construction is anticipated to be substantially complete in 2007, with final completion in early 2008. This is an aggressive construction schedule and, therefore, subject to change.

The total estimated cost of this project is \$13.9 million. The first \$10 million of that amount will be funded 100% by the federal government, including design, land acquisition and inspection. The remainder will be funded 80% federal, 20% local. Construction costs are currently estimated at \$10.6 million with aesthetic amenities, such as brick streets and sidewalks, landscaping, banner poles, decorative lighting, way-finding signage and CSX railroad façade, costing about one-third, or \$3+ million.

For more information on the Market Street Ramp Project, contact Steve Cunningham of the MPO (317/327-5403, scunning@indygov.org) or Bill Chappell of DPW (317/327-4890, bchappell@indygov.org).

ITS ARCHITECTURE ADOPTED

Earlier this year the Indianapolis MPO reached an important milestone in the deployment of Intelligent Transportation Systems (ITS) technology throughout the region. They completed an ITS architecture for the MPO's transportation planning area (see map, page three) that was accepted by the Federal Highway Administration (FHWA) and adopted by the Indianapolis Regional Transportation Council (IRTC) in June. The architecture was subsequently approved by the Metropolitan Development Commission (MDC) in late July.

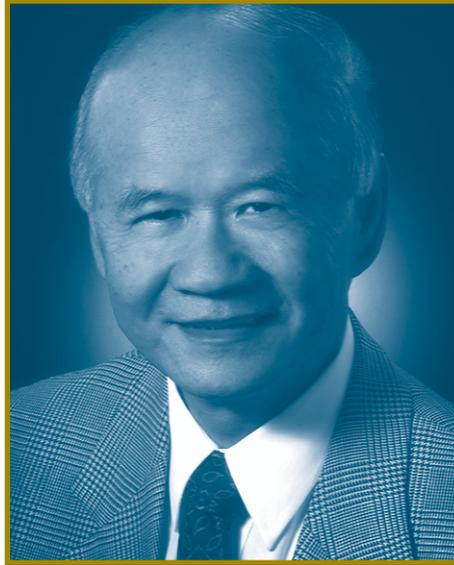
"The purpose of ITS technologies is to maximize the safety and efficiency of the region's surface transportation system by informing travelers of upcoming conditions," explains MPO Chief Transportation Planner Sweson Yang, AICP, who oversaw the project's development. "Related benefits include a reduction in traffic congestion and travel times and an improvement in regional air quality and travel convenience," he says. "Having our architecture in place is a big step toward securing these benefits in the future."

Intelligent transportation systems are the integrated application of various technologies and management strategies that provide traveler information to increase the safety and efficiency of the surface transportation system. The MPO's ITS architecture basically charts a course for ITS in the greater Indianapolis area.

"The architecture document shows all of the entities responsible for implementing ITS in the area, lists the ITS projects they plan to deploy, and indicates how they can interact through interconnect diagrams," explains Dave Henkel of the transportation engineering firm of Edwards & Kelcey. The firm served as the architecture's primary consultant, beginning work in October,

2004 and completing the project on-schedule within nine months. "Basically, it serves as a framework for describing, planning, and implementing intelligent transportation systems."

The architecture is intended to promote cooperation among, and integrate the efforts of, regional stakeholders like



Sweson Yang, AICP
MPO Chief Transportation Planner

the Indiana Department of Transportation (INDOT), the Indianapolis Department of Public Works (DPW) and the public transportation provider IndyGo by providing a common framework under which they can build intelligent transportation systems.

Once implemented, these systems combine to increase regional travel safety and efficiency.

As a further incentive for the development of regional ITS architectures, the FHWA developed a Rule and the FTA developed a parallel Policy to enact Section 5206(e) of the Transportation Equity Act for the 21st Century (TEA-21) back in April of 2001. This Rule/Policy stated that any region in the United States that has deployed or will soon deploy ITS projects must develop a regional ITS architecture before applying for funding through the Highway Trust Fund. This fund houses monies for the Surface Transportation Program (STP), which could fund ITS-related roadway improvements like traffic monitors and cameras, and Congestion Mitigation and Air Quality (CMAQ) funding for projects like traffic signal synchronization.

As of press time, seven of Indiana's 13 metropolitan planning organizations had completed their ITS Architectures; four more had their architecture projects in development, and two had yet to start theirs.

GOAL AND OBJECTIVES

The original scope of the Indianapolis MPO's project included:

*cont on page 20, see
ITS Architecture Adopted*

YOUR MPO STAFF

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

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Philip Roth, AICP • Asst. Manager/Master Planner ..317/327-5149 proth@indygov.org

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Sweson Yang, AICP317/327-5137 syang@indygov.org
Chief Transportation Planner

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

INDOT REVIEWS, RENEWS WORK LIST

(from page 6)

In late spring, INDOT sent a preliminary project list and proposed ranking system to state legislators and asked for feedback on projects in their districts. The same information was mailed to local officials and business leaders for their input. In August, INDOT also held six public meetings across Indiana where citizens could comment on the projects and process. These meetings took place at District Transportation Offices in Crawfordsville, Fort Wayne, Greenfield, La Porte, Seymour and Vincennes with hundreds of elected officials and area residents attending. To date, INDOT has received more than 300 public comments from these meetings. The list of projects is also available for review at www.in.gov/dot.

The new project ranking system is meant to grade every major project on a 100-point scale. Transportation Efficiency can represent a maximum of 50 points, Safety – 25 points, Economic Development – 15 points, Public Input – 10 points. Projects can earn up to 100 bonus points if they are the subject of earmarks, representing additional dollars. Such earmarks include allocated federal funding, local government participation through cash or right-of-way, corporate gifts, or any other type of external revenue source. Up to 10 bonus points can also be earned for Urban Revitalization (See sidebar, Project Scoring, page 6).

INDOT's new project rating process has preliminarily identified projects that can begin construction within the next 10 years if adequate funding is provided. To develop this draft 10-year Highway Project Plan, the following criteria were used to evaluate every project in INDOT's system:

- Economic development (helping to improve an area's economy)
- Motorist safety

TOP RATED PROJECTS

INDOT has rated about 300 major new road projects around the state using traffic volume, safety and other data as criteria. The majority of these projects received scores in the 20s, 30s and 40s. Because the ratings consider traffic counts, interstate projects in highly populated areas, like Marion and Hamilton Counties, received the highest scores -- between 50 and 82 points. Higher scoring projects are more likely to be included in the state's new road-building plan. However, INDOT is sensitive to the fact that its final 10-year Highway Project Plan must reflect construction funding for the *entire* state and, for this reason, may weight other criteria to ensure that the projects of less populated areas are represented.

Here are the state's top-scoring projects and their preliminary ratings based on a 100-point scale. Some road projects that have already begun also were scored. Many projects have a range of scores because they have been split into phases or sections:

- I-80: Reconstructing sections of the Borman Expressway, or I-80, in Lake County. Score: 78-82
- I-69: Adding lanes and improving interchanges on I-69 in Hamilton and Marion Counties. Score: 60-65
- Bridges: Constructing two new bridges over the Ohio Rive near Louisville. Score: 57
- U.S. 31: Upgrading sections of U.S. 31 near South Bend. Score: 52
- I-65: Adding lanes and making interchange improvements on I-65 near Greenwood. Score: 52.
- I-465: Adding lanes to I-465 on Indianapolis' westside. Score: 51-52. (see related story, page 13.)
- I-70: Adding lanes to I-70 from Indianapolis to Greenfield. Score: 50.
- I-70: Upgrading the interchange of I-70 and U.S. 41 in Terre Haute. Score: 49.
- Ind. 641: Constructing a new road in Terre Haute. Score: 45-49.

- Corridor completion (filling gaps to connect existing segments)
- Agreement(s) with adjacent states (roads connecting Indiana with neighboring states)
- Road classification (interstate, U.S. highway, state route, etc.)
- Mobility (congestion reduction)
- Earmarks (financial commitments from Congress or any other source to fund specific projects)
- Cost effectiveness (user benefit versus the cost of construction)
- Percentage complete (how much money has already been invested in the project vs. how much has yet to be funded)

After all feedback is gathered and analyzed, INDOT plans to produce a preliminary 10-year Highway Project Plan sometime in September, 2005. This preliminary plan will include con-

struction start dates and cost estimates. It will also contain recommendations on how the 10-year program can be fully funded.

"We will continue to meet with legislators during the fall to discuss financing solutions," says Sharp. "INDOT can build projects to whatever level we are funded."

After the 2006 legislative session, INDOT will make any necessary adjustments to the transportation program to reflect the reality of its budget. A final 10-year highway project plan will be published in April 2006 and implemented by INDOT.

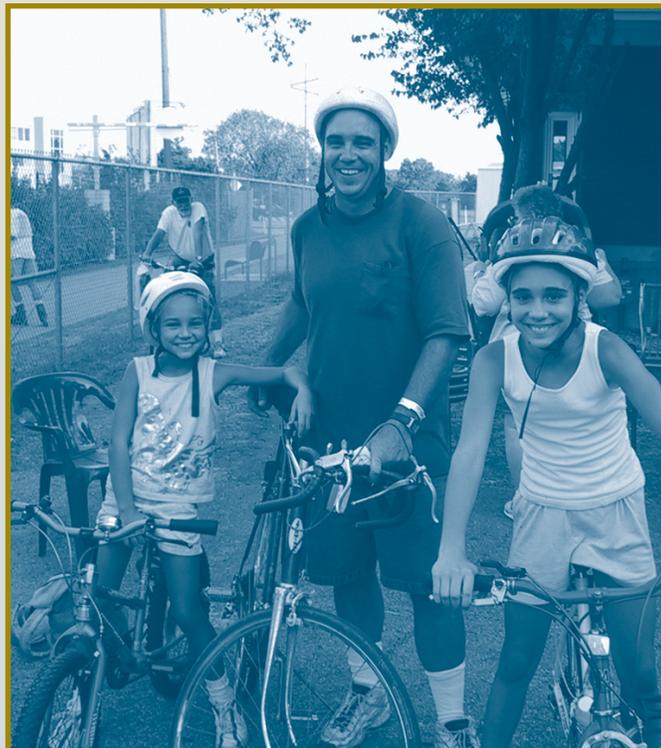
"For the first time in the state's history, every Hoosier will know exactly what highway projects can be constructed and when they will be built," Sharp says.

IRONS IN THE FIRE

PEDAL & PARK BEATS THE WEATHER!

The numbers of people participating in the Greenways Foundation's 2005 Pedal & Park program remain strong despite a hotter and wetter than usual summer. As previously reported in *teMPO*, the program provides area cyclists with free, secured bike parking at popular greenways-adjacent events throughout the spring and summer.

Pedal & Park concluded its 2005 season on September 10th at the Penrod Arts Fair where more than 100 area cyclists enjoyed the free service. Other 2005 Pedal & Park events included Earth Day Indiana, Bike-To-Work Day, the Broad Ripple Art Fair, Carmelfest, and the Indiana State Fair where 914 cyclists were served over 12 days by 66 volunteers donating 468 hours.



Despite rain and high temperatures, the Pedal & Park bike corral attracted nearly a thousand area cyclists to the Indiana State Fair.

“Our total is down slightly from last year’s record breaker but, considering the weather, I think we did great,” says Andy O’Donnell, program coordinator. Despite the heat and rain, the interest in cycling as transportation remains high,” he notes. “I suspect high gas prices and our region’s air quality problem is helping to attract new advocates.”

A season stand-out was Carmelfest on July 4 and 5 – the



first time a program event was held north of the I-465 loop in Hamilton County. With the Monon Trailblazers serving as first-time corral monitors, Pedal & Park served 527 cyclists. The Monon Trailblazers is a volunteer group that assists the Parks Department with the Monon Trail in Carmel and Clay Township.

Since 2001, the Pedal & Park program has been sponsored by the MPO which pays the Greenways Foundation \$1 for each bike parked in its bike corral at Pedal & Park events. Proceeds are divided among not-for-profit organizations whose volunteers regularly monitor the corral, including Indy Greenways, the Central Indiana Bicycling Association (CIBA) and the Indiana Bicycle Coalition (IBC). In addition, the MPO provides media/public relations support and volunteer/literature display shelters.

Because the MPO guarantees Pedal & Park volunteers a daily minimum of \$100, the program will collect around \$2,500 this year over 19 event days. These proceeds will be dispersed to program partner organizations in proportion to volunteer time contributed.

“We support Pedal & Park because this program supports our mission,” says MPO Manager/Master Planner Mike Dearing. “Through grassroots initiatives like this, we can increase transportation system efficiency while improving regional air quality,” he explains. “Everyone wins when some people are able to leave their cars at home.”

The Pedal & Park Program supports the use of non-motorized transportation alternatives, promotes travel along Indy Greenways, dispenses relevant transportation and recreational literature, and raises funds for partnering not-for-profit organizations. To volunteer to help at the bike corral in 2006, call 317/255-0559. To learn more about the Pedal & Park program, including times and directions, visit www.indygreenways.org/pedalpark.

KNOZONE TAKES ACTION

On June 23, 2005, the Knozone Awareness Program issued its first ozone alert, or Knozone Action Day, for Central Indiana since 2003. People with respiratory problems were advised to limit outdoor activities, and area residents were urged to avoid creating more pollution by limiting driving, avoiding drive-through lanes and waiting until after 6 p.m. to fill their gas tanks or their mow lawns.

Because of high temperatures, ten more alerts were issued over the next 40 days with August 3rd serving as number 11 for the season. In 2003, there were 10 days in which one or more of Indianapolis’ nine ozone monitors — some are in surrounding counties — recorded levels exceed-

cont on page 20, see Irons In the Fire

IRONS IN THE FIRE

(from page 19)

ing the federal limit. In 2002, that level was exceeded on 25 days, the worst year in a decade because of an unusually long string of hot, sunny days. At press time (9/1/05), the 2005 season had reached 11 Knozone Action Days.

No ozone alerts were issued in 2004 because temperatures were cooler than normal. There were no 90-degree days — the first time that has happened since record keeping began in 1871, according to the National Weather Service.

As reported in the Spring 2005 issue of *teMPO*, ground-level ozone forms when chemicals that evaporate easily, such as gasoline or paint, and nitrogen oxides from power plants and other sources build up in the atmosphere, then “cook” in the sun and heat. That pollution can cause or exacerbate health problems such as asthma and may harm the body’s immune system, especially among children, the elderly and those with existing breathing problems. A 2004 American Lung Association report, estimates that 37,000 children and 91,000 adults in the nine-county Indianapolis metro area have asthma.

Although pollution levels have been dropping for

decades, the nine-county metro region and 15 other Indiana counties fail to meet new federal ozone standards, toughened because of health concerns. The state and counties have until 2007 to develop plans to meet the standards. Most must be in compliance by 2009, while Lake, Porter and LaPorte counties, where pollution is worse, have until 2010.

For more information on air quality, call (317) 327-4247 or visit the city’s Knozone Web site: www.knozone.com.

CORRECTION/CLEARING THE AIR

Speaking of the Knozone Awareness Program, the Spring 2005 issue of *teMPO* contained an error on the subject. Our article ‘Knozone Reborn’ listed riding the bus *for half-price* as a Knozone Action Day activity. Although transit use remains a highly recommended way to help reduce the formation of ground-level ozone, IndyGo no longer discounts passenger fares on Knozone Action Days. The information was picked up from an out-of-date program web site. Instead, the public transportation provider and the Knozone Program are finalizing a plan that will work with participating area businesses to increase employee ridership on Knozone Action Days. For more information, contact Angie Nussmeyer of the Department of Public Works at 317/327-2053

ITS ARCHITECTURE ADOPTED

(from page 17)

“developing a Regional ITS Architecture for the Indianapolis area, expanding upon the ITS architecture requirements outlined in the FHWA Rule and FTA Policy. . . (providing) a tangible road map, for ITS deployment and integration throughout the Indianapolis region that supports the vision developed by the MPO and regional stakeholders.”

To achieve this goal, the project was divided into the following five tasks:

Technical Review of Existing Documentation

Including the assembly and review of information developed by the MPO and regional stakeholders regarding existing, planned and programmed traffic, transportation and communications facilities and management systems with-

in and adjacent to the Indianapolis metropolitan area.

Outreach and Stakeholder Participation

Including helping to ensure broad awareness of, and establishing a spirit of cooperation in, the project. Planning and development recommendations are successful only when rooted in the preferences of those most directly affected by the outcomes of the strategic planning process.

Task 3 –Development of Regional Architecture

Using National ITS Architecture as a guide for the development of a regional architecture, which helped to establish ITS interoperability and the appropriateness of potential strategies.

Task 4 - Architecture Maintenance and Operating Plan

When developing a plan for maintaining a locally-preferred ITS plan/

architecture, the following issues will be addressed: 1) Maximizing the value of current regional ITS capabilities, 2) Planning future, compatible ITS expansion, 3) Integrating ITS planning with the regional transportation planning process, 4) Improving interagency communications, 5) Planning implementation and operational strategies, and 6) Organizing regional operations and management.

Task 5 – Project Management, Administration, and Coordination

This task includes performing project management, administration and internal coordination activities (e.g., invoices, monthly progress reports) required for a successful project.

To review all ITS Architecture documents, visit the MPO web site at www.indygov.org/indympo. For more information on the ITS project, contact Sweson Yang at 317/327-5137 or syang@indygov.org.

INDYGO IMPROVES BLUE LINE

When it comes to downtown shuttle service, IndyGo feels like celebrating. And why not? Having revitalized its Blue Line Circulator, first introduced in August 2003, the public transportation provider is making a convincing case for convenient, efficient mass transit. . . and the public is responding.

“We have a real opportunity right now to assess and encourage local interest in mass transit usage,” says Mike Terry, IndyGo Director of New Business Development. “The changes we made a few months ago have increased Blue Line daily ridership nearly 10-fold,” he notes. “And, we’re very hopeful that additional people will try the service once they hear about its more frequent running times and shorter route.”

On Sunday, June 12, the Blue Line Circulator started its new route between the City-County Building and Victory Field, offering direct access to downtown attractions like White River State Park, Indiana State Museum, the Eiteljorg Museum, the Indiana Convention Center, the State Government Center, Indiana Repertory Theater, Circle Centre Mall and City Market. Two electric hybrid buses, accommodating 22 passengers each, now run at 10 minute service intervals between the hours of 10 AM to 10 PM, seven days a week. New signage promotes the service at designated stops and features the Blue Line Circulator logo and abbreviated route map.

“Millions of local residents and visitors frequent downtown attractions each year. It’s important that they have an easy way to get from one destination to another,” says Tamara Zahn, Indianapolis Downtown, Inc. president. “This improved

service provides a valuable downtown resource.”

For now, IndyGo’s Blue Line shuttles are subsidized with federal grants. The standard 50-cent passenger fare was waived back in June. However, transit officials hope to eventually sustain the service by attracting advertising revenue from businesses looking to target downtown tourists, workers and residents.

“Through funding from our Congestion Mitigation and Air Quality (CMAQ) grant, we were able to introduce the revamped route at no cost to passengers,” explains Gilbert Holmes, IndyGo President and CEO. “Designed around their needs, the Blue Line is a convenient way to get around downtown for meetings, lunch engagements and social activities,” he says. “It’s part of IndyGo’s ongoing efforts to enhance public transportation on behalf of our customers and their communities.”

To ensure ridership growth, and continued operation, IndyGo is currently partnering with downtown businesses to invite trial of Blue Line service among interested employees.

“We’re excited by this new transit initiative and hope the community embraces it,” says MPO Senior Planner Amy Inman, M.S. who serves as Project Manager of the rapid transit study *DIRECTIONS*. “Our best hope for future transit improvements is to have a healthy transit system today. Nothing attests to the viability of a possible system better than current transit riders.”

For more information on IndyGo’s new downtown shuttle services, visit www.indygo.net or contact Mike Terry at 317/635-2100 (mterry@indygo.net).



Ask DIRECTIONS

(from page 15)

They could have, but didn't. In fact, when the FTA raised forecasting issues in late Spring, we initially proposed a short-term TDM Enhancement that would have kept *DIRECTIONS* on-schedule and yielded revised estimates. However, we ultimately decided to show cooperation and solidarity with the FTA as they move from analysis to implementation of their new best practices, becoming one of the very first planning areas nationwide to do so.

Are there any long term benefits to this delay?

Yes, information accuracy and consistency. Ridership estimates resulting from use of an updated TDM will be recognized as more accurate by the FTA. Also, both the IRTC and the FTA will have identical information when selecting our locally preferred system alternative and reviewing our New Starts funding application, respectively.

Are there any short term benefits to the study delay?

Yes. It means that area residents will have more time to let the MPO know how they feel about the possibility of region-wide rapid transit. To do so, interested parties can leave a message on the MPO 24-hour Comment Line (317/327-8601), post a message on the *DIRECTIONS* Discussion Board (indy.gov.org, click "Discussion Forums-DiRecTionS) or contact Project Manager Amy Inman (317/327-5646, ainmn@indygov.org).

What are the next steps for DIRECTIONS?

We hope to initiate a rapid transit land use study soon to be conducted concurrently with the TDM update.

Is the TDM update underway yet?

On July 6 and 7, an expert panel convened in Indianapolis at the invitation of the MPO. Its purpose was to suggest ways of improving the current



It was standing room only at the June 23 DIRECTIONS public meeting – the study's fifteenth. More than 200 crammed into the Community Room at Glendale Mall to hear findings to-date.

regional Travel Demand Model. Participants included representatives from Indiana University – Bloomington, Purdue University - Lafayette, IUPUI - Indianapolis, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Indiana Department of Transportation (INDOT), The Corrodino Group – a transportation engineering firm, and several Indiana Metropolitan Planning Organizations. In addition to the Indianapolis MPO, staff members from the Northern Indiana Regional Planning Commission (NIRPC) and Mid-Ohio Regional Plan Commission (MORPC) attended.

What was the nature of suggestions for improving the TDM?

All suggestions fell into six basic transportation system categories: Intelligent Transportation Systems - ITS

(see related story, page 17), Transit, Freight, Air Quality, Bicycle/ Pedestrian and Land Use. Within each of these categories, planners must consider the aspects of Pre-processing, Trip Generation, Trip Distribution, Mode Split, Trip Assignment, Post-Processing and 'Other.'

When will the TDM Update be completed?

The update should take about a year. However, local budget shortfalls may prevent its official start until next January, when it was originally scheduled as part of the MPO's 2006 Unified Planning Work Program. That would put its completion in late 2006/early 2007.

Once the TDM is complete, what happens

with DIRECTIONS?

Evaluation of the four starter system alternatives would be completed, using the revised estimates. This data will be shared with the public for review and comment. This public input, and the revised data, will then be studied by the elected officials who make up the IRTC. As the decision-makers of the regional transportation planning process, they will decide whether or not region-wide rapid transit is feasible and, if so, identify the locally preferred alternative for the Northeast Corridor starter system.

For more information on *DIRECTIONS*, visit the MPO web site at www.indy.gov.org/indympo or contact MPO Senior Planner Amy Inman (317/327-5646, ainmn@indygov.org).

ACCELERATE 465 RANKS HIGH

(from page 13)

- Upgrade geometric conditions

“We’ve been working on preliminary design plans for quite a while now,” says Holowaty. “This has involved project corridor soil sampling and physical surveys, and preparing preliminary interchange geometrics and structure prototypes. Plus,” he notes, “this project has been the focus of an active public information effort from the start.”

The Accelerate465 Team, called corridor project management consultants (CPMC), established a project office at 111 Monument Circle, developed a web site and telephone information line, and established a Community Advisory Group to channel public input to the team in 2003. In addition, the public outreach office began scheduling neighborhood presentations early last year.

New for 2005 is a detailed re-evaluation of this project’s parameters, despite its high ranking in INDOT’s preliminary 10-Year Highway Project Plan.

“While maintaining Accelerate 465’s scope and need, we’re looking to make improvements in project efficiency and cost-effectiveness,” says Holowaty. “For example, we’re analyzing whether we might be able to enhance existing infrastructure more inexpensively than building new. If do-able, while still accomplishing our goals, such changes could reduce construction time and cost.”

Preliminary right-of-way acquisition and construction costs for the project are estimated at \$400 million dollars,

Did you Know? . . .

The just passed federal transportation bill increased the guaranteed rate of return on revenue that states contribute to the Highway Trust Fund. Indiana, traditionally a ‘donor’ state that pays out more gas tax funds than it gets back, will now recoup 92 cents for every dollar paid in during the last two years of the bill – up from 90.5 cents in the previous bill.

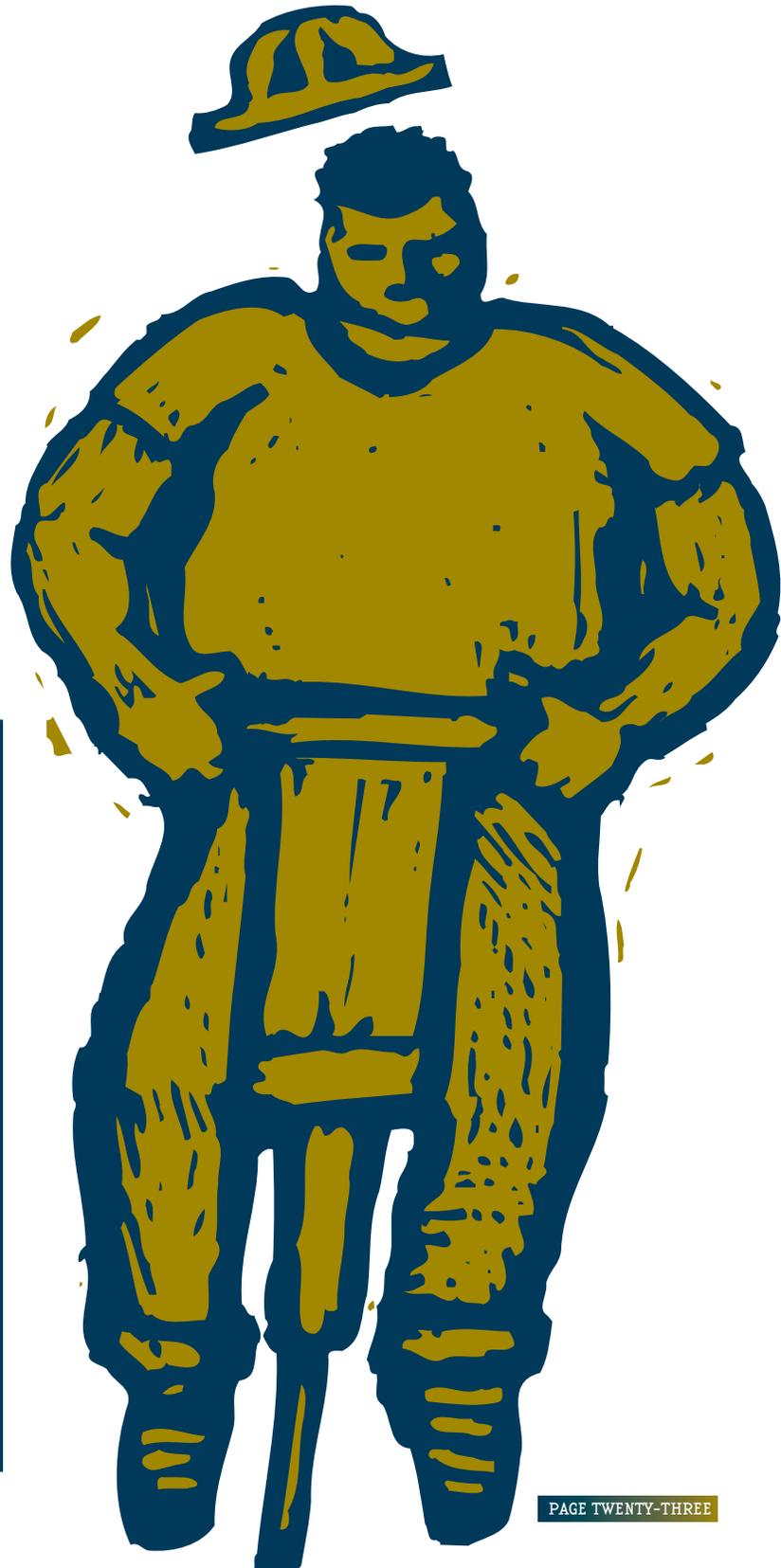
Disappointed lawmakers and transportation professionals had been shooting for 95 cents.

Source: Maureen Groppe, Star Washington Bureau

using 80% federal funding and 20% local matching funds.

The current schedule for Accelerate 465 has some advance construction beginning in 2007, with construction within the I-465 corridor beginning in 2008 and lasting through the 2010 construction season.

For more information on Accelerate 465, visit the project web site at www.accelerate465@hntb.com, call the project information line at 1-866/214-1778, or send e-mail inquiries or comments to accelerate465@hntb.com.

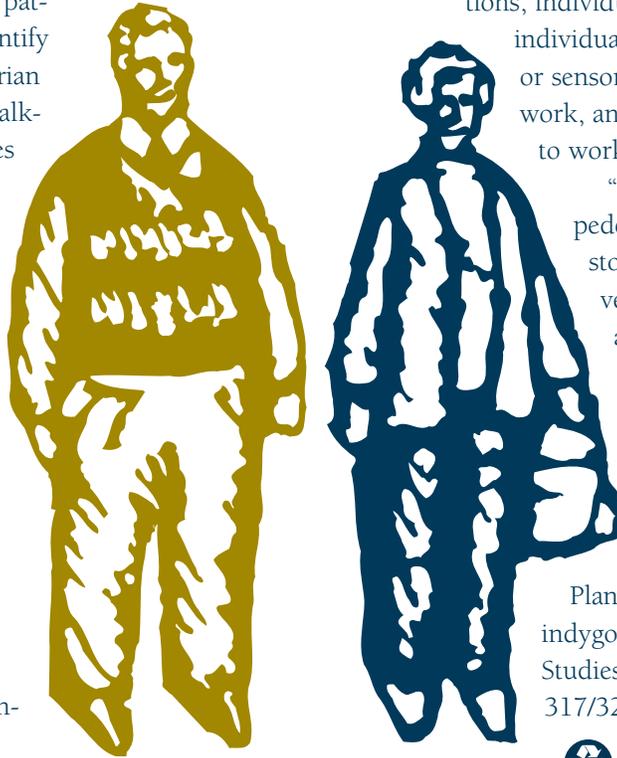


PEDESTRIAN PLAN

(from page 9)

inventorying of overall land-use patterns, dense residential patterns, retail/commercial patterns and employment patterns to identify an area's existing and potential pedestrian generators and destinations. School walking zones and Parks/Open Space Zones area also inventoried. In addition, study planners analyze existing systems that affect walkability as potential pedestrian networks. These include Existing Sidewalks; Existing Transit Routes; Greenway, Parks and Open Space Network; Existing and Proposed Bikeway Systems; and, the Thoroughfare System. At the same time, they identify areas that require "context sensitivity," such as historic neighborhoods and cultural districts.

"In addition, we use the Federal Highway Administration's (FHWA) guidelines for the principles of environ-



mental justice to recognize plan priorities based on social need," says Storrow.

Identified population segments that need to be served by the Pedestrian Plan include minority and Hispanic populations, individuals in poverty, the unemployed, individuals over the age of 5 with a physical or sensory disability, individuals who walk to work, and individuals who take public transit to work.

"Eventually, we'd like to provide pedestrian access to all public transit stops, improve the mobility of non-drivers, establish safe routes to schools, and reduce traffic congestion and its related air pollution throughout the region," says Inman. "It's a big undertaking, but we're taking deliberate strides toward it."

For more information on Phase 4 of the Regional Pedestrian Plan, visit the MPO web site at indygov.org/indympo and click on "Current Studies", or contact Amy Inman at 317/327-5646 (ainman@indygov.org).



Metropolitan Planning Organization

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Want to participate in the region-wide transportation planning process? Here are three ways:

- Visit the MPO web site at indygov.org/indympo and attend the public meetings listed there
- Call the 24-hour MPO Comment Line at 317/327-8601
- E-mail or call any of your MPO staff using the contact information contained in *teMPO*

tempo

KEEPING PACE WITH OUR TRANSPORTATION NEEDS

LATE AUTUMN 2005

VOLUME NINE

ISSUE THREE

PROJECT HARVEST

Autumn is harvest time and in transportation planning, as elsewhere, we reap what we sow. This issue of *teMPO* celebrates a bounty of transportation-related projects rooted in the needs of the regional transportation system and the people who use it. Some, planted years ago, are now sharing their fruits in the form of findings, such as the recently completed Central Indiana Suburban Transportation and Mobility Study. For others, like the State Implementation Plan, it's too early to tell exactly what air quality recommendations will come from the years of work, but it's interesting to know what seeds have already been planted and when they might come to full bloom.

cont on page 3, see Project Harvest

PRELIMINARY SIP RECOMMENDATIONS

On Friday, November 18th, Central Indiana's on-going struggle with air quality issues and its federally designated non-attainment status for the pollutants ozone and fine particulate matter like soot reached a milestone. On that date, after more than two years of investigation and deliberation, the people working with the Indiana Department of Environmental Management, or IDEM, agreed on preliminary strategies for bringing the region's air quality into compliance.

"A number of these strategies are related to transportation. That's why the MPO is at the table," notes MPO Assistant Manager Philip Roth, ACIP, who has participated in the process from the beginning. "About 60% of the region's ozone problem can be attributed to motor vehicles. Because of our region's non-attainment status, significant transportation projects and pro-

cont on page 10, see Preliminary SIP Recommendations



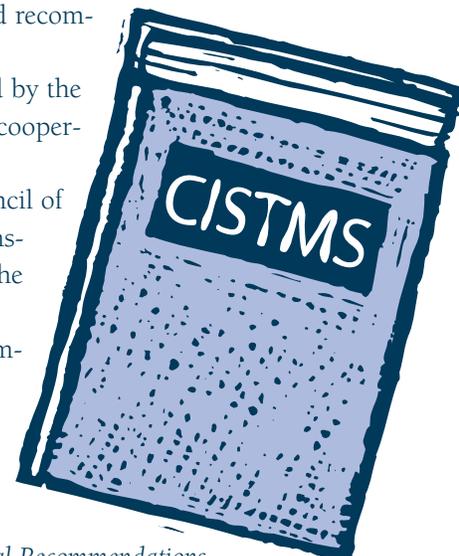
CISTMS' FINAL RECOMMENDATIONS

The Central Indiana Suburban Transportation and Mobility Study, also known as CISTMS (pronounced, "Systems"), has reached its scheduled completion, having announced its findings and recommendations in September of this year.

The purpose of the study, which was sponsored by the Indiana Department of Transportation (INDOT) in cooperation with the Indianapolis Metropolitan Planning Organization (MPO) and the Madison County Council of Governments (Anderson MPO) was to examine transportation and mobility needs among and between the communities surrounding Indianapolis in order to identify suburban travel needs and to develop recommendations for improvements.

"We hope the responsible agencies consider our findings and recommendations useful," says John Myers, P.E., AICP of HNTB Corporation, a

cont on page 16, CISTMS' Final Recommendations



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In accordance with Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987, the Indianapolis MPO does not discriminate based on race, color, national origin, sex, religion, age or disability.

ACRO-NYMBLE

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

AICP – American Institute of Certified Planners
AMPO – Association of Metropolitan Planning Organizations
CAC – Citizens Advisory Committee
CBD – Central Business District
CIAQAG – Central Indiana Air Quality Advisory Group
CICS – Central Indiana Commuter Services
CIRTA – Central Indiana Regional Transit Authority
CISTMS – Central Indiana Suburban Transportation Mobility Study
CMAQ – Congestion Mitigation & Air Quality
COG – Council of Governments
CRFG – California-like reformulated gasoline
DMD – Department of Metropolitan Development
DPW – Department of Public Works
ESL – English as a Second Language
EPA – Environmental Protection Agency
ERH – Emergency Ride Home Program
FHWA – Federal Highway Administration
FTA – Federal Transit Administration
I & M – Inspection and Maintenance
IDEM – Indiana Department of Environmental Management
INDOT – Indiana Department of Transportation
IRTC – Indianapolis Regional Transportation Council
IRTIP – Indianapolis Regional Transportation Improvement Program
LPA – Locally Preferred Alternative
LRVP – Lower Reid Vapor Pressure (gasoline)
MDC – Metropolitan Development Commission
MPO – Metropolitan Planning Organization
NOX – Nitrogen Oxide
PSC – Policy Steering Committee
RTA – Regional Transit Authority
RTS – Rapid Transit Study
RTP – Regional Transportation Plan
SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act – a legacy for Users
SR – State Road
STP – Surface Transportation Program
TDM – Travel Demand Model
TEA-21 – Transportation Equity Act for the 21st Century
TIP – Transportation Improvement Program
TMS – Transportation Monitoring System
TSM – Transportation System Management
VOC – Volatile Organic Compounds
UPWP – Unified Planning Work Program
USEPA – United States Environmental Protection Agency

QUESTIONS ANSWERS

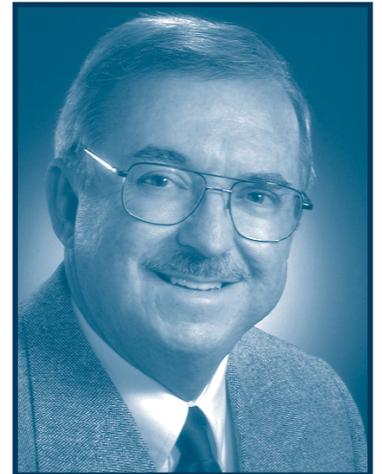
In Q & A, members of your MPO staff answer questions posed to them via voice mail, e-mail, regular mail or in-person. In this issue, MPO Manager/Master Planner Mike Dearing gives further details on what the new federal transportation bill means to MPO planning activity.

“In the last issue of *teMPO*, you talked about the new federal transportation bill and how it increases funding for highway and transit projects \$76.5 billion over the previous bill. One and a quarter percent of its \$286.5 billion total is now allocated for planning activity like that performed by the MPO. Can you give more details on how the new bill differs from the old and how those differences will impact our region?”

– Asked in person in November, 2005

Specific information about SEAFTEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users) has been slow in coming, in part, because of our nation's hurricane catastrophies and subsequent suggestions that the bill's earmarked projects, the most expensive ever, be reviewed in light of needed disaster relief. As of this writing, the bill remains intact and details about its contents have started to trickle in from the federal government.

Generally speaking, SAFETEA-LU promises more funding for transportation-related projects than ever before. It contains some new programs, a greater emphasis on multi-modality (e.g transit, pedestrian and bicycle projects in addition to roadway improvements) and a higher percentage of funding going to donor states – states like Indiana which have traditionally paid in more in collected gas tax revenues than they get back in funding. As I mentioned in our Summer *teMPO*, the new bill guarantees Indiana 92 cents for every dollar gas tax dollar collected through during SAFETEA-LU's last two years (2008-2009), up from the current



Mike Dearing
MPO Manager/Master Planner

Did you Know?...

Ozone, which causes respiratory problems, is an unstable gas that forms during the summer when pollution “cooks” in the presence of sunlight and heat.

APPROVED

INDIANAPOLIS METROPOLITAN PLANNING AREA

This map reflects the expanded MPO Metropolitan Planning Area (MPA) as determined by Census 2000 data. This new MPA was recommended for approval by the Indianapolis Regional Transportation Council-Policy Committee in late 2002, and subsequently recommended for implementation by the Indiana Department of Transportation (INDOT). Final approval was given by Governor Joseph Kernan in fourth quarter, 2003.

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



TRAVEL TOPICS

(from page 1)

Still others are sprouting at press time, like the MPO's newly expanded Hispanic Outreach Program which began making special presentations late this year. You'll find details of these and

other planning initiatives right here. Plus, you'll learn about Central Indiana Commuter Services' busiest quarter ever, activity of the newly named Regional Transit Authority, public par-

ticipation in Phase 2 of the Long Term Transportation Plan, and more! Read it all . . . only in your Autumn issue of *teMPO*.

QUESTIONS & ANSWERS

(from page 2)

90.5-cent guarantee.

What we're still missing by way of detailed information is a state-by-state breakdown in total funding allocations. This is the Fiscal Year 2006 "appropriations" part of the federal process that follows the "authorization" part from this summer. To date, we have just a few details, including the following:

State Strategic Highway Safety Plan States will now be required to develop a State Strategic Highway Safety Plan.

MPOs are specifically mentioned among stakeholders. State, regional, and local crash data must be used to develop ways to improve public road safety and significantly reduce fatalities.

Safe Routes to School The goal of this new program is to enable and encourage children to walk and bicycle to school by making it a safer and more appealing alternative. Each state will receive at least \$1 million in funding and are required to hire a statewide coordinator. Eligible projects include those related to infrastructure (planning, design, and construction) and non-infrastructure (such as public awareness campaigns).

Metropolitan Planning In the old bill, MPO re-designation required the consent of the central city or cities within the planning area. In SAFETEA-LU, MPO (re) designation requires consent of the largest incorporated city, following the language change in the census definition.

Public Participation Changes in this core program adds representatives of bicycle/pedestrians and disabled persons to those groups that shall have the opportunity to comment on the plan. They also require the development of an official public participation plan developed in consultation with interested parties. In addition, MPOs must now hold convenient/accessible public meetings, use visualization techniques, and make information/plans readily available electronically. The Indianapolis MPO has led the way in most of these areas years before they were required.

As more details are released on SAFETEA-LU requirements and appropriations, we'll report them. Look for more information in subsequent issues of *teMPO*.



Did you Know? . . .

Fine particulate matter, which can build up year-round in stagnant weather, is invisible bits of dust and soot so tiny that they can lodge deep in the lungs and cause respiratory and heart problems.

YOUR MPO STAFF

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

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Chief Transportation Planner

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

RTA MEMBERS MEET, PLAN

It has been nearly a year since *teMPO* reported on the development and activities of the Regional Transportation Authority (RTA) that was voted into existence in mid-2004. At that time, most area residents got used to hearing about the group's possible responsibilities and likely appointed members. But few have heard much since.

What is the RTA doing now? Who serves on it, and at whose discretion? And, how will this group interact with the MPO which remains, by federal mandate, the region's primary transportation planner?

BACKGROUND

The Indianapolis City-County Council voted to establish a Regional Transportation Authority on June 7, 2004. Seven years earlier, in

1997, the Council had defeated a similar motion despite acknowledging the inherent value of planning transportation on a regional basis. The reason?

Many feared that the RTA might eventually acquire taxing authority to implement its plans – a power it still does not have.

Then, as now, surrounding communities had the opportunity to opt 'in' or 'out' of RTA participation. Six years ago, many had already opted in by the time Indianapolis City-County Council defeated the motion, effectively shelving it for the entire area. For this reason, cities and towns from the eight counties surrounding Marion County, including Boone, Hamilton, Madison, Hancock, Shelby, Johnson, Morgan and Hendricks, tabled the issue when it came up again last year until Indianapolis addressed it first.

Since its passage, nearly all surrounding communities and counties have opted in. Only two of the RTA's 16 member appointments remain unfilled as of this writing (EDITOR'S NOTE: Initially, the RTA's total membership was estimated at between 18 – 23. Sixteen members is the current maximum allowed for the present roster of participants.) The unfilled appointments are those 1) representing Shelby County (appointed by the Shelby County Board of Commissioners) and 2) the four largest participating municipalities in the RTA outside of Marion County, (appointed by four municipal executives acting jointly).

The four largest Central Indiana municipalities outside of Marion County are Fishers, Carmel, Anderson and Greenwood. As of October 25, 2005, Fishers, Carmel, Anderson and Plainfield are the four largest Central Indiana

municipalities to have joined the RTA. Though the City of Greenwood has not yet joined, Greenwood Mayor Charles Henderson has indicated that his community intends to do so. Once Greenwood joins the RTA, the municipal executives of Anderson, Carmel, Fishers, and Greenwood may make one joint appointment. Discussions with Shelby County are ensuing.

Passage of the RTA in 2004 can be attributed to two reasons. The first is the generally recognized need to plan transportation on a regional basis, without regard for artificial jurisdictional boundaries such as the county line. People do not observe such boundaries when traveling. For example, the 2000 Census reported that more than 170,000 daily commuters come into Marion County to work each day.

The other good reason for passing the RTA is that most Central Indiana officials believe they have a stronger voice

when competing for federal dollars if they speak as one. From 1998 to 2003, the Indianapolis region received about \$140 million for local road projects from various

federal programs, some of which can and was used for mass transit initiatives.

With those as its reasons for being, the RTA's purpose is clear. The Office of Indianapolis Mayor Bart Peterson, a staunch supporter of the RTA's formation, described it this way in a June 8, 2004 Media Advisory: *The RTA (will) focus on long term regional transportation options for Indianapolis and Central Indiana. It does not have taxing authority, but would plan for, coordinate and implement regional transit options.*"



CIRTA

moving ahead together

Did you Know? . . .

In 2005, 17 unsafe air quality alerts were issued in the region - 11 concerning ozone, 6 involving fine particulate matter, such as soot.

Why emphasize 'transit' when the 'T' in RTA stands for the more general term "transportation?" Because group travel via public transportation, or transit, vehicles promises regional benefits, including decreased traffic congestion and air quality problems and increased mobility options for area residents. Individual travel via private vehicles doesn't offer the same regional benefits.

cont on page 6, see RTA Members Meet, Plan

RTA MEMBERS MEET, PLAN

(from page 5)

MOVING AHEAD TOGETHER

A lot has been happening with the RTA recently as momentum, and its membership roster, grows. As of January 1, 2005, only six RTA members had been appointed. By November 1, 2005, there are fourteen appointed members (see box, page 15). The search for an Executive Director, responsible for developing a five-year plan, is still underway. For now, however, the position's first year salary is being used to fund a strategic planning process. This process will guide the development of a plan that will aid the RTA in adopting its operational structure and strategies. This first year salary/strategic planning process is being underwritten by the

Did you Know? . . .

In 2004, no unsafe air quality alerts were issued in the region.

MPO – a clear indication of the two group's cooperative relationship as planning partners.

The RTA has met eight times since 2004, adopting the name CIRTA along the way. Long time readers of *teMPO* will recognize the acronym as the one that used to identify the Central Indiana Regional Transit Alliance – a volunteer group of transit advocates whose mission was to promote the regional benefits of expanded public transportation planning, service and use. With the passage of the RTA, that group disbanded, having served its purpose. Now, in its new context, CIRTA stands for the Central Indiana Regional Transportation Authority.

At its October 26, 2005 meeting, CIRTA embarked on its strategic planning process with the help of Cambridge Systematics – the same group chosen to facilitate the MPO's strategic planning process.

"The purpose of the process is to develop a strategic plan that will provide CIRTA with long term direction for developing regional public transportation services," said Bob Stanley of Cambridge Systematics at the October meeting. "Once complete, it will also provide a framework for decision-making on regional public transportation issues."

Stanley began his presentation to the assembled board members by stressing the importance of reaching consensus on the vision, mission, and business procedures of CIRTA before attempting to move into plan and project development.

"Establishing the authority's structure is critical for the credibility of the organization as a whole," he said. "A Strategic

Plan is really a prerequisite for public support of CIRTA, its mission and its program."

The Strategic Plan will include the following elements:

- Vision
- Mission & Core Responsibilities
- Goals & objectives
- Organizational Structure & Governance
- Business Processes
- Strategies/Actions

Vision, Mission, & Core Responsibilities can be broad. Most RTAs across the nation focus on "mobility", a primary quality-of-life (qol) issue, which can relate to other qol issues, such as air quality and economic development.

Considerations expressed on these proposed plan elements at the October meeting include the following:

Vision: There are two visions that are important for CIRTA to establish for its strategic plan. The first is externally focused and deals with the future transportation systems and services it will offer the region. The second is internally focused and deals largely with organizational values. This one relates to how CIRTA will act in pursuing its future system vision.

Mission & Core Responsibilities: CIRTA, like many other Regional Transportation Authorities, will probably keep its mission deceptively simple: To Enhance Regional Mobility. Similar organizations have expressed it with varying details, but the basic message remains the same:

"...continuous improvement of an efficient and effective public transportation system ..." (Los Angeles County Metropolitan Transportation Authority)

"... to improve Atlanta's mobility, air quality and land use practices. . ." (Georgia Regional Transportation Authority)

Core responsibilities identified to help achieve this mission need definition. Most likely, they will involve Planning, Coordination and Implementation/Operation.

Goals & Objectives: Deciding on five or six strategic goals is ideal; more than that is probably too long a list. The word 'strategic' refers to the goals' scope and scale. It's a way of filtering out minutia.

These goals/objectives will probably deal with the following five subjects: service quality, ridership growth, safety and security, business/resource management, and CIRTA's role in the region. Regardless of content, they should enable CIRTA to set targets, measure progress, and report results.

Organizational Structure & Governance: Part of determining the most desirable organization structure for CIRTA involves sorting out and reconciling the basic functions performed by CIRTA's partners, including eight counties, many more municipalities, Indygov, the MPO, the Indianapolis

CICS THIRD QUARTER RANKS FIRST

If you think CICS is one of those TV crime dramas, you haven't been picking up on the clues in *teMPO*. For more than a year, we've been reporting on the introduction and subsequent success of Central Indiana Commuter Services (CICS) – a program of services offered by IndyGo that is helping to ease mobility concerns, traffic congestion and air quality problems throughout the region.

The goal of CICS is to encourage, accommodate and facilitate mobility options for employers and their employees throughout Central Indiana. Commuters are able to reduce the stress, expense and time required by their daily commutes, while their employers benefit from a more productive, reliable and happier workforce. Mobility options include alternative transportation modes such as car- and van-pooling and public transportation. However, CICS also offers benefits to those who bike or walk to work by providing Emergency Ride Home Service to anyone who is registered as a program participant.

The CICS service area includes Marion, Hamilton, Madison, Hancock, Shelby, Johnson, Morgan, Hendricks and Boone Counties. Among the services provided by the program are:

- Automated ride-matching for the formation of carpools and vanpools
- Assistance in the operation of vanpools, including vehicle use coordination
- Creation, coordination and maintenance of a database of area commuters who are interested in ridesharing, who ride transit on a regular basis, and who carpool or vanpool to work on a daily basis
- Emergency Ride Home service for all registered participants working for program active employers, including those who bike or walk to work
- Outreach to area commuters through



- advertising and promotional events
- Outreach to local businesses through direct contact and program development by CICS staff
- On-site program presentations and transportation-related events at participating area businesses
- Assessing the commute patterns and transportation needs of area employers and their employees

based tax benefit programs and subsidies for participants.

- On-going support for participating employers by outreach staff

“CICS benefits everyone, even those who are already happy with their commute and those who work at home,” says CICS Program Manager Ruth L. Reiman. “We help commuters looking for travel alternatives and savings,



CICS currently has several vanpools in operation. Vanpooling is ideal for people who commute at least 15 miles one way. The longer the commute, the more economical a vanpool becomes.

- Support of the employee transportation coordinator at participating employer work sites
- Assistance in establishing employer-based incentive programs
- Assistance in establishing employer-

employers interested in helping their workforce, non-participants who experience less clogged roadways thanks to our services, and the entire region

cont on page 8, see CICS Third Quarter Ranks First

CICS THIRD QUARTER RANKS FIRST

(from page 7)

whose air quality is benefiting from less congestion-related pollution,” she explains. “No wonder people have found us, especially in light of this summer’s challenges.”

BIG PROMOTION, BIG QUARTER!

Third Quarter 2005 was CICS’ best quarter ever with more than 1,000 regional commuters joining the program’s data base in August and September. In effect, one-third of the all program participants was added in just two months during late summer. These new registrants now represent about 30% of all carpoolers, bikers/walkers, and bus riders in the CICS database. The number of phone inquiries received in August and September nearly equaled the total number of calls received during the preceding nine months — 518 vs. 562. Web site visits were double the average number for any given month.

This unprecedented response was due, in large part, to CICS promotional activity in September as well as to the spike in gas prices resulting from the interruption in refinery production

caused by Hurricanes Katrina and Wilma. With gas prices unlikely to drop much below the \$2.00/gallon level, program activity should remain high.

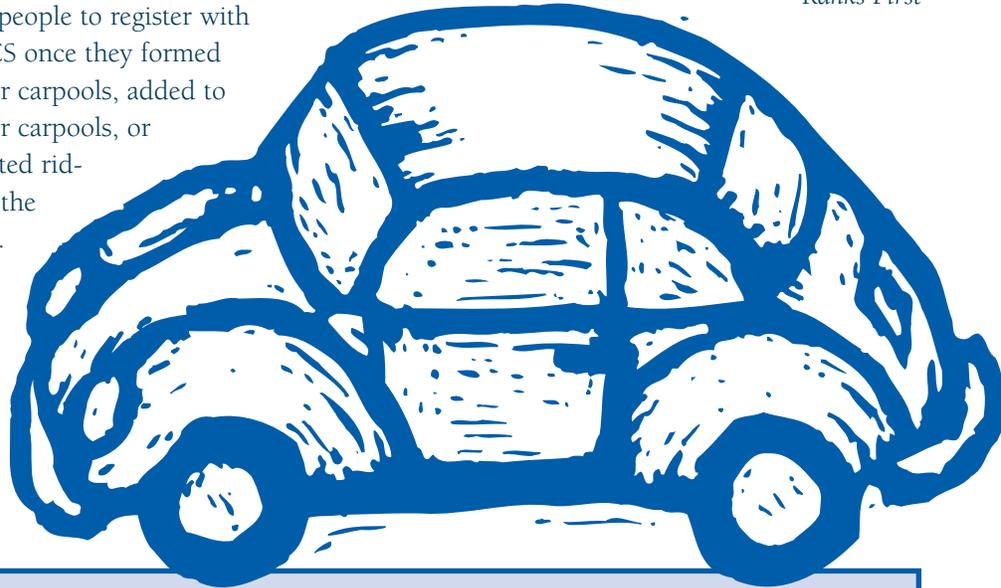
‘TRY IT MULTI-MODAL’ was the theme of CICS’ first month-long button campaign, which began September 6. Given its results, CICS now plans to make the fall promotion an annual event. The campaign’s fortunate timing enabled CICS to convert increased interest in ridesharing due to high gas prices into database entries. The promotion provided incentives for people to register with CICS once they formed their carpools, added to their carpools, or started riding the bus.

Did you Know? . . .

This year, Hamilton County recorded the region’s highest levels of ground-level ozone.

The TRY IT MULTI-MODAL promotion yielded great results at a very low cost – 200 new carpoolers, bus riders, bikers and walkers registered in September. The State of Indiana had the most new registrants with 63. To support the promotion, additional advertis-

cont on page 22, see CICS Third Quarter Ranks First



CICS COMMUTER DATABASE

	Carpoolers	Transit Riders	Bikers & Walkers	Commuters on File	Commuters Added
Oct-04	18	13	0	118	36
Nov-04	57	50	7	387	269
Dec-04	81	79	11	553	166
Jan-05	109	134	12	755	202
Feb-05	131	177	14	901	146
Mar-05	142	202	15	1,061	160
Apr-05	166	214	23	1,241	180
May-05	229	264	49	1,578	337
Jun-05	271	314	52	1,846	268
Jul-05	288	321	57	2,002	156
Aug-05	316	326	62	2,274	272
Sep-05	454	358	87	3,008	734

RTP-PHASE 2 GOES PUBLIC

Wednesday, December 7, the MPO brought its on-going regional transportation planning process to the public in the form of an Open House at the Indiana State Fair Grounds. The topic of the meeting was one planning project in particular – the Major Review of the Regional Transportation Plan (RTP). All interested parties were invited to converge on the Old National Bank Grand Hall at 1202 W. 38th Street between 5:30 – 7:30 PM for exhibits, a presentation and discussion with project planners. This meeting followed presentations held at the site earlier in the day with the Technical and Policy Committees of the Indianapolis Regional Transportation Council (IRTC). The Technical Committee, made up primarily of engineers and planners, advises the Policy Committee. The Policy Committee, comprised of elected officials from throughout the MPO's planning area, is the decision-making body of the regional transportation planning process.

“This Public Open House served a crucial purpose for Phase 2 of the Transportation Plan,” says MPO Assistant Manager Philip Roth, AICP, who is overseeing the RTP's major review with the aid of MPO Planner Heather Stouder, M.S.. “We needed the public's help in developing goals and objectives for this review,” he explains. “During our Open House, we ranked some options and also discussed criteria for evaluating proposed transportation improvements. These included safety, economic development, financial accountability and multi-modality.”

As previously reported in *teMPO* (Volume Nine, Issue Two), the MPO began work on its Major Review of the Regional Transportation Plan back in 2003. With the help of project consultants Parsons Brinckhoff, HNTB Corporation and Blalock and Brown, the MPO plans to advance the forecast year of the currently adopted 2025 Regional Transportation Plan to 2030, while also responding to changing travel conditions in its recently expanded Metropolitan Planning Area (MPA) which now totals 1337 square miles.

When updated, the Plan will guide the development of the regional transportation system for the next 20+ years. Specific tasks of the RTP review include to 1) evaluate regional transportation needs over the next quarter century and prioritize projects for funding purposes, 2) provide a framework for all transportation planning efforts, 3) analyze air quality

Did you Know? . . .

Auto emissions, mainly related to commuter traffic, account for 60 percent of all ozone-forming pollution.

impacts for projects that increase roadway capacity, and 4) ensure multi-modal focus for addressing regional transportation needs.

“Maintaining a current Regional Transportation Plan that looks more than 20 years ahead is one of the MPO's core responsibilities,” notes MPO Manager/Master Planner Mike Dearing. “It is a prerequisite to receiving federal funding for all regional transportation improvements, which currently totals more than \$20,000,000 a year,” he explains. “To keep this money coming, every improvement project contained in the RTP must also have been recommended through the MPO's federally certified transportation planning process. To remain certified, our process must encourage and accommodate public involvement of the kind represented by this open house, where public input is gathered, noted and considered.”

In fact, monitoring the changing travel conditions of the



I M P O R T A N T

The Metropolitan Planning Organization (MPO) invites you to a Public Open House concerning the region's transportation future on Wednesday, December 7. Agenda items will include goals for the Long Range Transportation Plan, now underway, and a discussion of the criteria that will be used to evaluate proposed transportation projects, including safety, economic development and financial accountability. Join us, December 7, from 5:30 – 7:30 PM in the Old National Bank Grand Hall on the Indiana State Fair Grounds, 1202 W. 38th Street. For more information, visit indygov.org/indympo.

The Indianapolis MPO does not discriminate based on race, color, national origin, sex, religion, age or disability. **MPO**

region's transportation network is a well-established cooperative effort of planners, elected officials and private citizens. With their help, the updated plan will ensure that facilities and services needed to support the region's mobility needs and future growth are anticipated and available. It also ensures that roadway, transit, pedestrian and bicycle issues are given ample consideration.

“That's the real reason public input is a federally-required, integral part of our planning process for this and all planning projects,” Dearing concludes. “Because it helps ensure that our process is as comprehensive, continuous and cooperative as possible. In other words, it improves our planning efforts.”

During Phase 2 of the review, those efforts will involve the development and evaluation of alternative transportation system scenarios, determination of evaluation criteria to analyze those scenarios, analysis of air quality issues, and consultation

cont on page 24, see RTP-Phase2 Goes Public

PRELIMINARY SIP RECOMMENDATIONS

(from page 1)

grams planned by the MPO must be examined to prove that they do not worsen regional air quality – a process called conformity,” he explains. “If we can’t prove conformity, our projects are ineligible for federal funding. So, it’s in everyone’s best interest that we work very closely with IDEM to help solve this problem.”

IDEM is the agency officially responsible for submitting a plan to the U.S. Environmental Protection Agency (USEPA) to address the region’s non-attainment issues. As a preliminary part of that effort, IDEM established the Central Indiana Air Quality Advisory Group (CIAQAG) in September 2003 to study alternatives for inclusion in Central Indiana’s eventual State Implementation Plan (Attainment SIP). Following approval by the USEPA, this plan will guide air pollution control efforts throughout our region.

“Although IDEM is responsible for air quality attainment throughout the state, there are really only two areas that have us a little concerned,” says Scott Deloney, Chief-Planning & Policy Section of IDEM’s Office of Air Quality. “It appears that both northwest Indiana, in Lake County near Chicago, and the Greater Indianapolis region in Central Indiana, will require cuts in volatile organic compounds, or VOCs, beyond those possible with voluntary measures (EDITOR’S NOTE: VOCs are a primary ingredient in the formation of ground level ozone.) For this reason, we’ve been meeting with an advisory group from each region for more than two years to consider all of our options and to identify locally preferred reduction strategies,” Deloney explains.

The CIAQAG has met 18 times since its inception at gatherings facilitated by the I.U. Center for Urban Policy & the Environment. Through this ongoing series of regularly scheduled meetings, the group will provide recommendations to assist the area in meeting the ozone and PM 2.5 standards. Initially, the group will provide information to interested parties on the implementation process and schedule for both ozone and fine particulates (PM 2.5). Once an understanding of the implementation process and schedule is accomplished, time will be spent providing

Did you Know? . . .

2005’s spike in regional unsafe air quality alters is the result of higher seasonal temperatures, needed for ground level ozone to form, and new reporting procedures that include fine particulate matter.

detailed information on air modeling, emissions inventories and various control strategies. Finally, by using this information, the group will provide recommendations for preferred control strategies that will bring the area into attainment for both the 8-hour ozone and PM 2.5 standards.

At past CIAQAG meetings, group members have listened to various presentations on options for meeting air quality

Table 1. Pollutant reductions in VOCs associated with control measures

Possible Control Measures	Working estimate of Individual measure reductions (annualized) of VOC*:
1. Enhanced or Hybrid I&M (Inspection & Maintenance Program)	5.0%
2. LRVP	
Lower Reid Vapor Pressure gasoline	4.5%
3. California-like Reformulated Gasoline (CRFG)	2.8%
4. ULSD Non-Road (California Rule)	1.6%
5. RACT Extended	0.2%
6. Degreasing	2.7%
7. Auto Refinishing	2.7%
8. Transportation Control Measures (TCMs)-Regulatory	1-2.5%
9. Voluntary Mobile Measures	1-2.5%
10. Other Voluntary Measures	Up to 2.0%
Synergistic reductions:	
11. I&M and LRVP	7.9%
12. I&M and California -like RFG	5.2%

*Maximum with adoption of California RFG = 22.9%; maximum with adoption of LRVP=15.6%

standards, and discussed the merits of a wide range of regulatory and voluntary alternatives. New control targets for local and/or regional reductions in either ozone or fine particulate matter, however, have not yet been specified despite the photochemical modeling being conducted by the Lake Michigan Air Directors Consortium (Indiana, Illinois, Michigan, Wisconsin, and Ohio).

cont on page 11, see Preliminary SIP Recommendations

PRELIMINARY SIP RECOMMENDATIONS

(from page 10)

WHY NOT?

“Because the science just isn’t there that allows us to be confident in the accuracy of our projections,” says Deloney. “It’s the best tool we have right now, but we can’t rely on it 100%. There are still too many variables.”

For this reason, CIAQAG members have studied emissions data, meteorological data including wind speed, ambient temperature and humidity level, and photochemical models as only part of its investigative deliberations. Meetings have focused primarily on discussions of alternative strategies for controlling local VOCs because of their importance in the management of ground-level ozone. To a lesser extent, discussions have also addressed the control of nitrogen oxide (NOX) because of its role as a precursor to the formation of both ground-level ozone and fine particulate matter, or PM 2.5 (EDITOR’S NOTE: PM 2.5 consists of particles of 2.5 microns in diameter or less and contains ammonia, benzene and other chemicals. It has as much to do with agriculture and power generation as it does with transportation.)

On January 14, 2005, CIAQAG members participated in a ranking exercise to establish preferences for possible regulatory alternatives within the local non-attainment area for meeting new air quality control objectives that are contingent on the need for different levels of VOC reduction. These proposed recommendations, ratified as ‘interim findings’ at the November 18th meeting, are shown below:

1. A variety of regulatory and voluntary control strategies are available to help achieve air pollution control objectives. IDEM and other CIAQAG stakeholders should pursue voluntary strategies to the maximum extent possible. However, the potential for voluntary strategies to achieve required reductions is limited and there is uncertainty regarding their effectiveness.

In general, for purposes of achieving specified reductions in VOCs, voluntary measures should be considered mainly as strategies that will help compensate for the margin of error associated with the effectiveness of regulatory control strategies. While the potential for reductions associated with voluntary strategies is hard to measure, CIAQAG members believe these strategies are crucial to the effort’s suc-

WHAT’S UP?

Unfortunately, for the residents of Central Indiana, the answer to that question is “ground level ozone and fine particulate matter” – two pollutants that can have serious health and economic consequences.

Ozone is a colorless pollutant formed when the emissions of vehicles, lawnmowers and industry react in the air around us — forms only in the presence of sunlight, especially during hot weather. High concentrations of ozone pollution are more likely to develop as temperatures rise in the late spring and summer, presenting a serious health risk for individuals with respiratory problems. For this reason, the region’s pollution awareness program, Knozone, has been active only from May through September.

However, fine particulate matter, also known as PM 2.5 is a year-round pollutant. It consists of particulate matter of 2.5 microns in diameter or less, like soot, and contains ammonia, benzene and other chemicals. For this reason, the Indianapolis Department of Public Works (DPW) has made Knozone , and year-round program. This year (2005) is the first year for Knozone particle alerts. The first four were issued in February, 2005.

Exposure to ground-level ozone can:

- Irritate lung airways and cause inflammation. Symptoms include wheezing, coughing, pain when taking a deep breath, and breathing difficulties. Permanent lung damage is possible.
- Aggravate asthma.
- Increase susceptibility to respiratory illnesses such as pneumonia and bronchitis.
- Decrease lung function.
- Inhaling PM 2.5 particles can have serious health effects on sensitive populations like children and the elderly. Exposure can:
- Aggravate asthma.
- Increase respiratory symptoms like wheezing, coughing, and difficult or painful breathing.
- Cause chronic bronchitis.
- Decrease lung function.
- Lead to heart attacks and premature death.

Being designated as a non-attainment area for the federal standards of these two pollutants can have serious financial consequences for our region. For instance industry, and the job and tax base benefits that come with it, would be discouraged from moving here. Federal funding for regional transportation improvement projects could be threatened over air quality issues. Remediation strategies like those now being considered by the Central Indiana Air Quality Advisory Group and IDEM, including car inspection and maintenance programs and reformulated gasolines, could take an economic toll unless we all pitch in and employ most of the suggested voluntary measures.

PRELIMINARY SIP RECOMMENDATIONS

(from page 11)

cess. They involve the public in achieving the goal of clean air and help improve quality-of-life for all Central Indiana residents.

2. Adoption of additional regulatory control strategies for the local non-attainment area may be required to achieve pollution control objectives in addition to regional control strategies that have or will be adopted at the federal level, such as the Clean Air Interstate Rule (CAIR). The number of different strategies that will be needed depends on the levels of reduction that may be required. Table 1, on page 10, summarizes

the levels of pollutant reductions in VOCs associated with different local control strategies. The strategies will have different costs and will affect different constituencies or stakeholders. Committee members took these factors into consideration during their preference ranking exercise.

3. The CIAQAG recommends that IDEM consider the following approach to implementation of regulatory control strategies in addition to any voluntary measures:

A. If a five percent reduction in VOCs is required, IDEM should consider some combination of three strategies: Lower Reid Vapor Pressure gasoline, or LRVP which is less volatile and renders less standing and running auto emissions, auto refinishing (applying a new surface to an existing one as part of automobile

cont on page 13, see Preliminary SIP Recommendations

WHO'S ADVISING?

The following individuals have attended one or more of this year's first six meetings as members or guests of the Central Indiana Air Quality Advisory Group.

Dennis Achgill	Rolls Royce/Air Pollution Control Board	Angie Nussmeyer	City of Indianapolis DPW
Christine Altman	Hamilton County Commissioners	Phyllis Palmer	Hendricks County Commissioners
Armin Apple	Hancock County Commissioners	Bernie Paul	Eli Lilly
Bill Beranek	Indiana Environmental Institute	Bill Peebles	Johnson County
Anita Beverly	Central Indiana Commuter Services	Phil Powlick	Indiana Department of Commerce
Scott Brewer	City of Carmel	Jeff Quyle	Morgan County
Jerrold Bridges	Madison County Council of Governments	Ruth Reiman	Center Indiana Commuter Services
Jennifer Bruner	Town of Fishers	Heather Rippey	Indiana Department of Commerce
Chuck Busenburg	Indy Partnership	Felicia Robinson	City of Indianapolis OES
John Chavez	City of Indianapolis	Phillip Roth	Indianapolis MPO)
Bill Dorff	Anderson OAQ	Dear Schramm	Indianapolis Power and Light
Monica Doyle	City of Indianapolis	Mike Terry	IndyGo
Pamela Fisher	Indiana Economic Development Corporation	John Ulmer	Boone County/EQSC
Chuck Fraley	General Motors-retired/Indianapolis Air Pollution Control Board	Richard Van Frank	Audubon Society/IKE
Andrie Hadley	Central Indiana Commuter Services	Matt Waldo	Lt. Governor/Energy Policy
Tom Hipple	OES/DPW	Kellie Walsh	Central Indiana Clean Cities Alliance, Inc.
Brian Kieffer	EnviroTest	Dan Weiss	Cinergy/PSI
Amy Inman	Indianapolis MPO	Drew Williams	Town of Fishers
Brian Kieffer	EnviroTest	Sweson Yang	Indianapolis MPO
Mike Koerber	LADCO		
Jon Lantz	Countrymark Cooperative		
Tim Maloney	Hoosier Environmental Council		
Heidi Mantel	ESP		
Andrew McGee	Central Indiana Commuter Services		
Ann McIver	Citizens Thermal Energy		
Maggie McShane	Indiana Petroleum Council		
Joyce Newland	FHWA-IN		

Also in attendance were staff members of . . .
The Indiana Department of Environmental Management:
 Laurence Brown, Deb Cole, Scott Deloney, Paul Dubenetzky, Mark Derf, Tom Easterly, Gale Ferris Christine Pedersen, Sarah Raymond, Ken Ritter, Patricia Troth, Kathy Watson, and Suzy Whitmer

And, the I.U. Center for Urban Policy and the Environment:
 Christina Hedges John L. Krauss, Greg Lindsey, Bill Newby and Jamie Palmer.

PRELIMINARY SIP RECOMMENDATIONS

(from page 11)

repair), and degreasing (a cleaning process that usually uses solvents).

B. If a 10 percent reduction in VOCs is required, IDEM should consider some combination of four strategies: LRVP, auto refinishing, degreasing, and regulatory transportation control measures (TCMs), such as transit, bicycle-pedestrian and flexible work schedules.

C. If a 15 percent reduction in VOCs is required, IDEM should consider some combination of the following six strategies: LRVP, auto refinishing, degreasing, regulatory TCMs, RACT extended (reasonable available control techniques), and ULSD non-road (ultra-low sulphur diesel for construction vehicles, farm equipment etc.).

However, a combination of these measures probably won't achieve a 15 percent VOC reduction. IDEM, then, will need to consider either an inspection and maintenance (I & M) program or introduction of California-like reformulated gasoline (CRFG) — each of which measures presents significant challenges. While some CIAQAG members believe an I & M program is warranted, others see it as socially regressive. All CIAQAG members grant that an I & M program may be politically difficult to implement.

With respect to CRFG, CIAQAG members recognize that it may not be feasible for refineries to produce

Did you Know? . . .

According to the Indiana Chapter of the American Lung Association, about 132,000 Hoosier children and 342,000 adults suffer from asthma — one of the conditions, along with heart problems and other respiratory problems that is exacerbated by ground level ozone and fine particle pollution like soot.

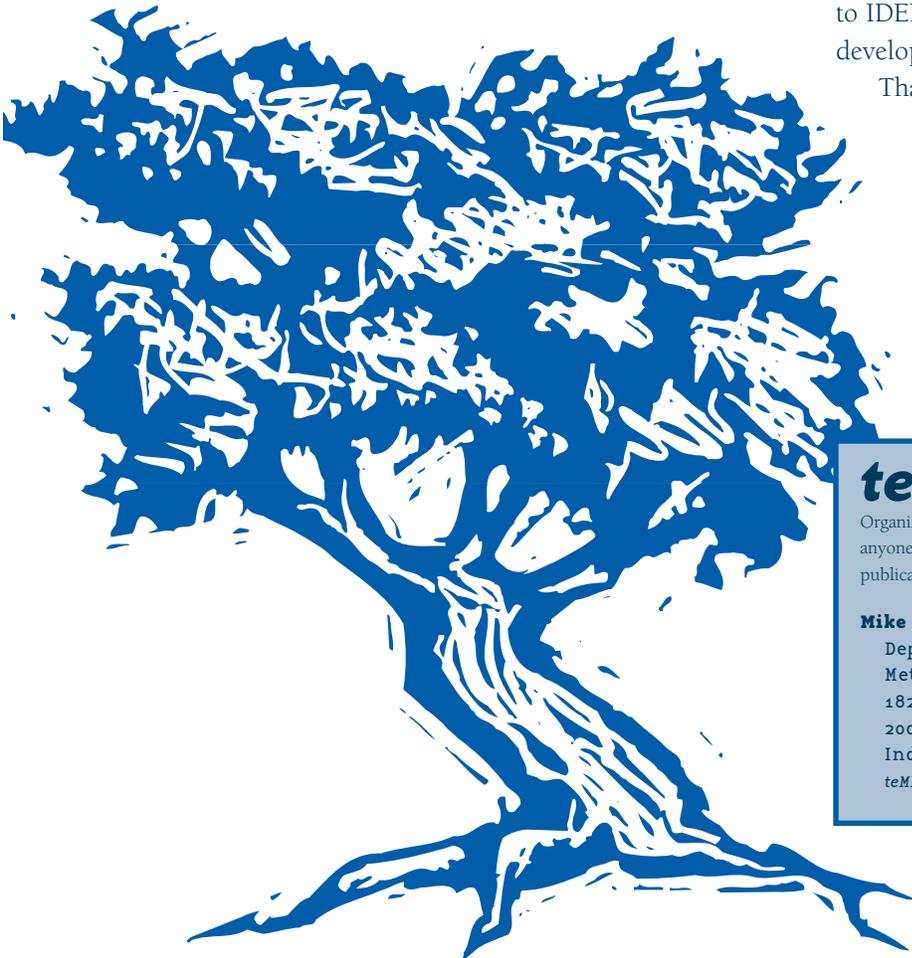
and make CRFG available within the specified regulatory period (starting in 2007 to meet 2009 deadlines). As a result, IDEM will have to consider trade-offs among the implementation of a potentially unpopular I&M program, the feasibility of trying to accelerate implementation of CRFG, or some other as yet unidentified alternative in order to comply.

4. If a 20 percent or greater reduction in VOCs is required, IDEM will need to consider all available control strategies. If it is not feasible to implement measures such as CRFG within the established SIP timeframes, the IDEM leadership will have to consider strategies for phasing in controls and negotiate attainment deadlines directly with the USEPA.

The CIAQAG will reconvene on March 17, 2006 to assess the significance of any new information and subsequent photochemical modeling before making its final recommendations to IDEM. IDEM will consider these recommendations when developing the Central Indiana State Implementation Plan.

That Plan is due to the USEPA in 2007 in order to bring the region into ozone compliance by the existing 2009 deadline. Plans for reducing fine particle emissions are due in April 2008 with attainment due by 2010.

For more information on the Central Indiana State Implementation Plan, or the activity of the CIAQAG, contact Philip Roth (317/327-5149, proth@indygov.org) or visit <http://www.in.gov/idem/air/ciaqag/index.html>.



teMPO

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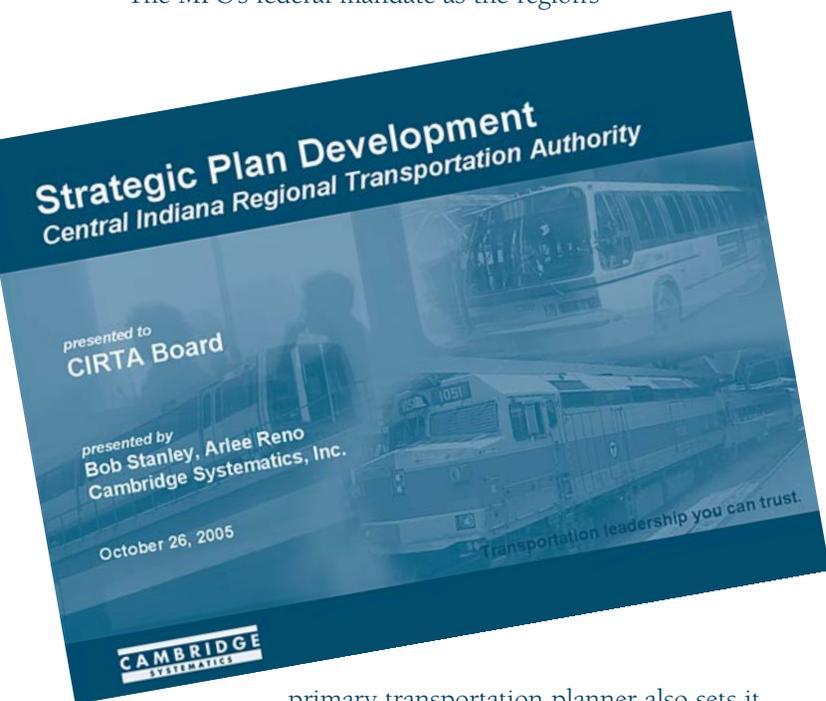
RTA MEMBERS MEET, PLAN

(from page 6)

Metropolitan Development Commission, the Indiana Regional Transportation Council, IndyGo and 15 other service providers.

For example, CIRTAs regional emphasis closely matches that of the MPO whose planning area is shown on page 3. Each entity also has an interest in transit options, although the MPO plans for all transportation modes and usually avoids advocating one over another. To do so consistently might jeopardize the MPO's mission of conducting a continuing, comprehensive and cooperative regional transportation planning process, which must interest, inform and involve the public. People must believe that the MPO objectively assesses information on a case-by-case basis, including public input, without regard for a pre-established advocacy agenda.

The MPO's federal mandate as the region's



primary transportation planner also sets it apart from CIRT, which is locally authorized. All projects to receive federal funding must be the product of the federally certified planning process conducted by the MPO. They must appear first in the MPO's long-term Regional Transportation Plan (see related story, page 9) before they can be programmed for implementation in the three-year Indianapolis Regional Transportation Improvement Program (IRTIP). When the MPO's planning partners wish to amend the IRTIP due to changing budgets or priorities, they must submit their proposed amendments to the MPO. In turn, the MPO presents those proposed amendments for review and comment to the public, the Indianapolis Regional Transportation Council, and the Metropolitan Development Commission.

CIRT will eventually operate as a planning partner of the

MPO, and vice versa. Whereas the MPO is exclusively a *planning* agency, CIRT will have both planning *and implementation* capabilities.

In addition, as a separate organization, CIRT will need to provide 40+ non-operating functions in ten key areas. These include:

- Customer relations and marketing
- Planning and development (long range, short range, corridor)
- System integration (IT, operations management)
- Finance and Administration
- Legal & Compliance
- Human Resources
- Multimodal operations (coordination, contract management, taxi regulation)
- Information Technology
- Engineering and construction
- Intergovernmental Relations

RTAs around the country take a variety of forms. Some are traditional, monolithic independent authorities with a dedicated revenue source. These include the Washington Metro-Area Transit Authority and the Metropolitan Rapid Transit Authority.

Others are traditional "umbrella" agencies with operating subsidiaries. These also have dedicated revenue sources and include the Chicago RTA and the New York Metropolitan Transportation Authority (NYMTA).

Some represents "mixed marriages," such as the San Diego Association of Governments which provides a public forum for regional policy decisions on, among other things, transportation planning. SANDAG is the region's association of local governments composed of 18 cities and the county government. Its policy makers are mayors, council members, and a county supervisor from each of the area's 19 local governments.

Finally, some RTAs are adopting an emerging paradigm that casts them in the non-traditional role of "mobility manager" which shifts their strategic focus from operations to more customer-based mobility needs. To adopt this structure, organizations like the Los Angeles Metropolitan Transportation Authority must integrate with its planning partners to collaborate on policy, procedure, and resource and asset management.

Clearly, this structure appears most responsive to the border-less mobility needs and travel desires of CIRT's future constituents.

Basic Business Processes: These include formal procedural guidance in the form of by-laws, policies on service planning and new service initiation, to name just a few, and various committee structures, including the Executive Committee, Operations Committee, Budget/Finance Committee, and the Conflict Advisory Committee.

Strategies/Actions: Also known as "the Agenda", these

RTA MEMBERS MEET, PLAN

(from page 14)

might include developing a Governance and Procedural Framework, a Staffing and Human Resources Plan, and a Financing Plan; defining outcomes/indicators and service standards, and developing/implementing a communications plan.

“This is an exciting time to be working with CIRTAs,” says MPO Manager/Master Planner Mike Dearing, who has been facilitating CIRTAs meetings thus far. “There’s a lot of work to be done, and a lot of decisions for CIRTAs members to make.

But I can’t think of time or effort better spent for improving our region’s future mobility.”

The next steps in CIRTAs strategic planning process involve studying case profiles of other RTAs, establishing Vision, Mission, Goals and Objectives, and considering both function and role options. Look to *teMPO* to keep you informed of these developments as they happen.

For more information on the Central Indiana Regional Transportation Authority, or on its on-going Strategic Planning Process being facilitated by Cambridge Systematics, contact Mike Dearing at 317/327-5139 (mdearing@indygov.org) or visit the MPO web site at indygov.org/indympo.

Representing	Name	Title	Organization	Appointed By
Marion Co.	Gilbert Holmes	President and CEO	IndyGo	Mayor Peterson
Marion Co.	Joanne Sanders	Council Vice President	Indianapolis-Marion Co. Council	Mayor Peterson
Marion Co.	Mitch Roob	(New) Commissioner	Indiana Family and Social Services Administration	Marion County Commissioners
Hamilton Co.	Christine Altman	County Commissioner	Hamilton County Board Of Commissioners	County Commissioners
Indpls Regional Transportation Council	Bill Kirchoff	Vice President	Plainfield Town Council	Governor Mitch Daniels
Indpls Regional Transportation Council	Bob Sterrett	Building Commissioner & Co-Director of Economic Development	City of Lawrence	Governor Mitch Daniels
IndyGo Labor Organization	Robert Waggoner	President	Amalgamated Transit Local 1070	Amalgamated Transit local 1070
Boone Co.	Dick Robertson	Zionsville Town Councilor	Town of Zionsville	Board of County Commissioners
Hancock Co.	Chuck Fewell	Governmental Affairs Representative	Milestone Contractors	Board of County Commissioners
Hendricks Co.	Larry Hesson	President	Hendricks County Council	Board of County Commissioners
Johnson Co.	Mitch Ripley	County Commissioner	Johnson County Board Of Commissioners	Board of County Commissioners
Madison Co.	Joined, appointment unknown			Board of County Commissioners
Morgan Co.	Jeff Quyle	County Commissioner	Morgan County Board Of Commissioners	Board of County Commissioners
Shelby Co.	Not yet joined			Board of County Commissioners
4 largest participating municipalities in RTA (not in Marion County)	Greenwood has not yet joined			Municipal Executives acting jointly
Excluded Cities/Towns in Marion County	Nannette Tunget	Mayor	City of Southport	4 Municipal Executives acting jointly

CISTMS' FINAL RECOMMENDATIONS

(from page 1)

transportation engineering firm and member of the project consultant team. Also included in that team are Parsons Brinckerhoff Quade & Douglas, Cambridge Systematics and the IUPUI Center for Urban Policy and the Environment. "CISTMS broke a lot of new ground by making maximum use of INDOT's physical inventory and traffic operations data to learn more about the state highways in the study area," he notes. "For the first time, it also used the best features of both the Indy MPO's and INDOT's transportation models in the same study, considering local routes in the same context as state highways to evaluate needs from a total system perspective."

In addition, CISTMS considered land use/sprawl impacts with the same intensity as it looked at travel benefits when evaluating a potential outer belt. "This is the first time decision-makers will have the benefit of this information," says Myers.

Members of the Indianapolis Regional Transportation Council (IRTC) served as key advisors on the study. The IRTC's Policy Committee, which is comprised of elected officials from throughout the area, serves as the primary decision-maker on the regional transportation planning process.

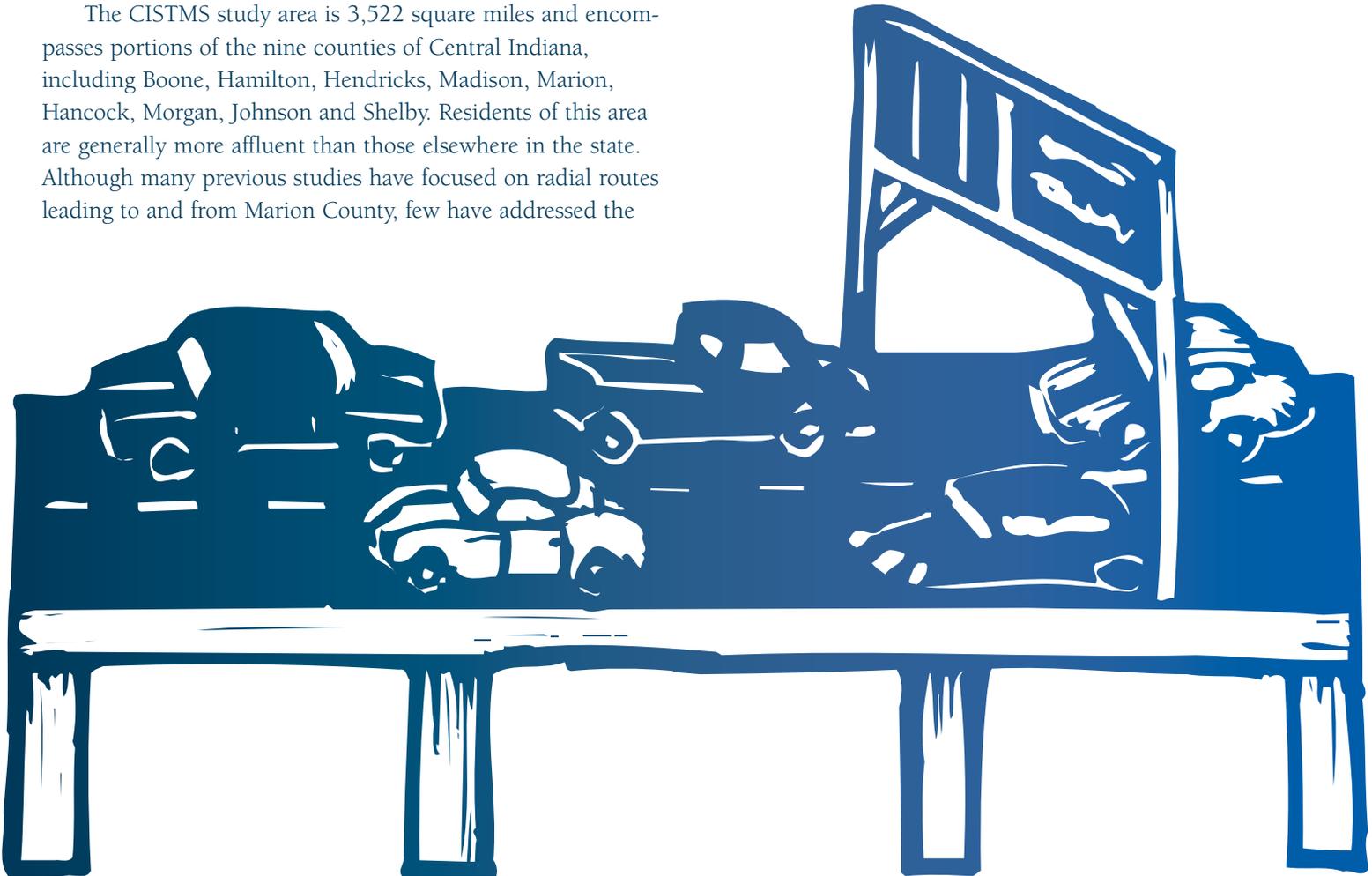
The CISTMS study area is 3,522 square miles and encompasses portions of the nine counties of Central Indiana, including Boone, Hamilton, Hendricks, Madison, Marion, Hancock, Morgan, Johnson and Shelby. Residents of this area are generally more affluent than those elsewhere in the state. Although many previous studies have focused on radial routes leading to and from Marion County, few have addressed the

need for "cross-travel" between surrounding communities.

CISTMS is essentially a study of four broad corridor areas in Central Indiana surrounding Marion County (Indianapolis). These corridors include State Route (SR) 32 and SR 38 on the north, SR 9 on the east, SR 44/144 on the south, and SR 267/39 on the west. Enhancing roadway capacity within one or more of these broad corridors could relieve congestion on a portion of I-465, although the study's primary goal is to recommend transportation system improvements to and through Central Indiana's communities.

To accomplish its goal, the study examined the interrelationship of land use and transportation by modeling various roadway expansion alternatives using a state-of-the-art land use simulation model to assess the potential effects of development. An expert panel was engaged to provide localized insights in the process. Study included refinement of the alternatives to be analyzed by the travel forecast and land-use models, travel and land-use model analyses, and documentation of future transportation system needs. Because other communities have dealt with similar issues related to suburban travel, a "peer city" review was also included as part of the CISTMS study.

cont on page 17, CISTMS' Final Recommendations



CISTMS' FINAL RECOMMENDATIONS

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The following five key areas were used to focus the study and to ensure that the appropriate criteria was being emphasized while evaluating transportation system alternatives:

FUNCTIONALITY

- Improve mobility between suburban communities
- Improve movement of freight and other through-region trips
- Provide a more balanced transportation system
- Reduce congestion
- Provide a travel alternative to I-465 during peak congestion hours
- Coordinate with the MPO's rapid transit study DIRECTIONS

SAFETY

- Provide safer operations for existing and future travelers
- Improve safety in areas with inadequate design standards and at other hazardous locations

QUALITY-OF-LIFE

- Promote positive development patterns in the region
- Minimize negative impacts on social, economic and environmental resources
- Increase economic opportunity by improving connectivity

between residential, employment, shopping and recreational uses

COST-EFFECTIVENESS

- Identify fiscally realistic alternatives
- Demonstrate that overall benefits of the alternative(s) warrant their overall costs

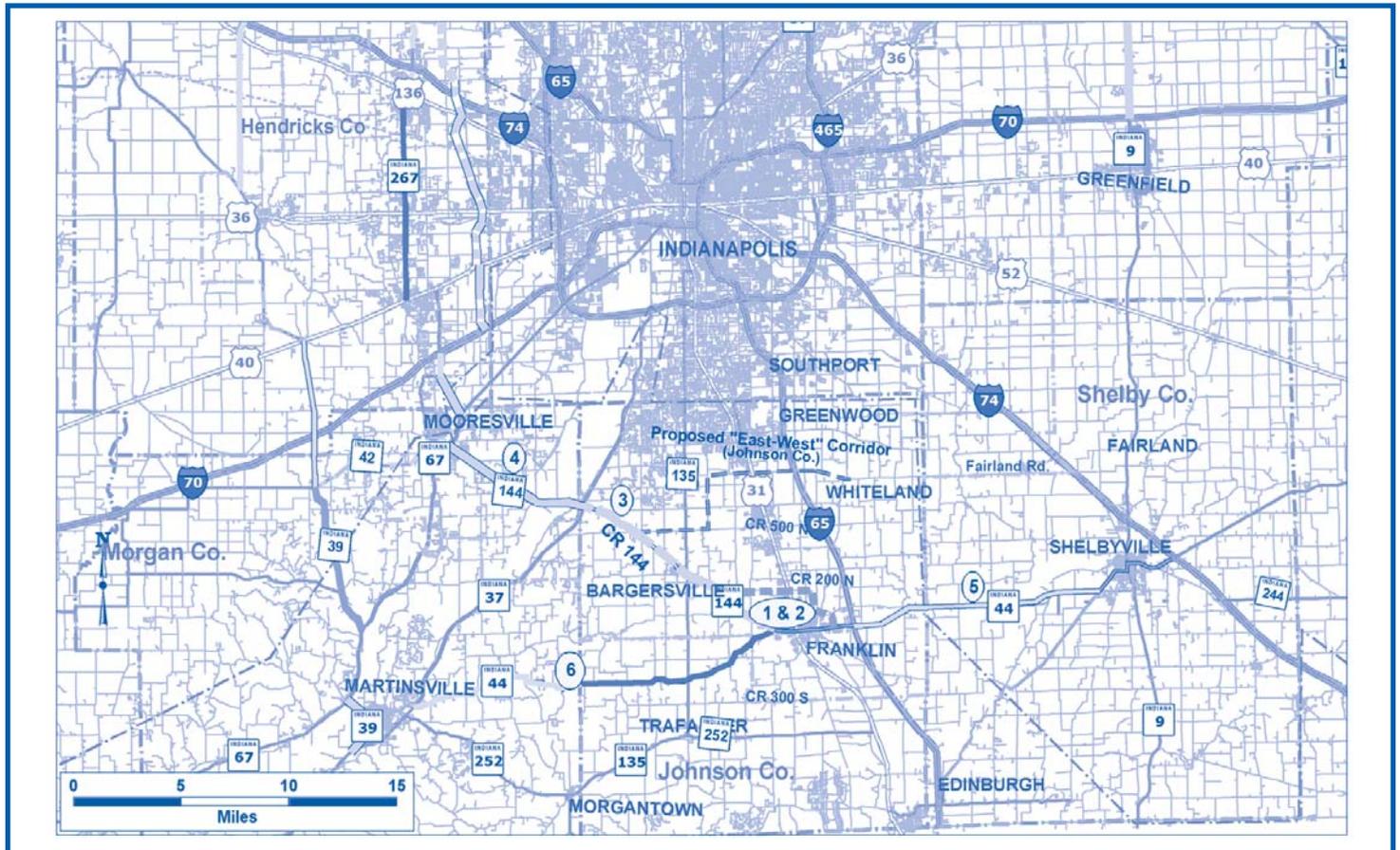
EQUITY

- Ensure that proposed alternatives meet Presidential Executive Order 12898 for Environmental Justice, which requires that disproportionately high and adverse human health or environmental effects on minority and low-income populations be identified and addressed for all federally-funded projects. Using this criteria and the previously mentioned procedures, CISTMS developed the following findings and recommendations for each of its primary study corridors.

Southern Corridor

1. The most significant problems are the level of service of SR 44 through Franklin and poor geometric conditions on SR 44 and SR 144 west of Franklin.
2. An optional route for SR 44 through Franklin should be developed, utilizing Eastview Drive and an extension to

cont on page 18, CISTMS' Final Recommendations



CISTMS' FINAL RECOMMENDATIONS

(from page 17)

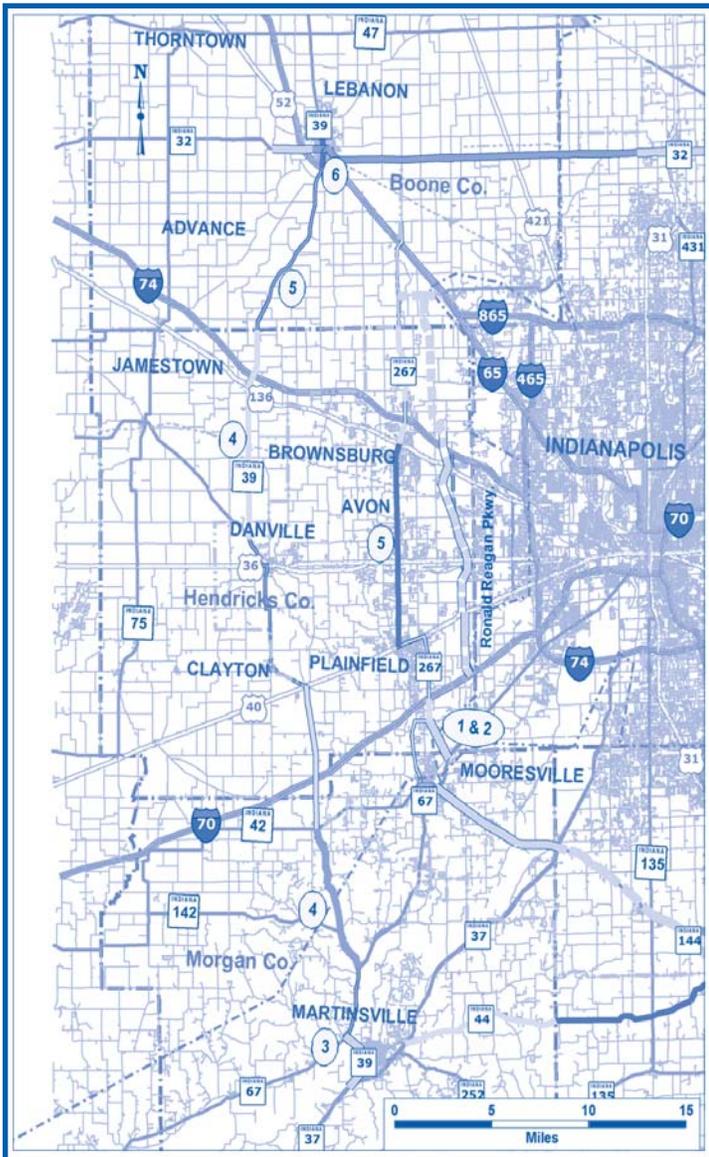
existing CR 200N to link with SR 144 west of the city.

- CR 144 in Johnson County should be re-designated as a state highway to provide a continuous corridor with existing SR 144.
- Geometric improvements, including added travel lanes, on SR 144 should be provided between Franklin and Mooresville.
- Current plans to rehabilitate SR 44 between Shelbyville and Franklin are warranted and should be implemented.

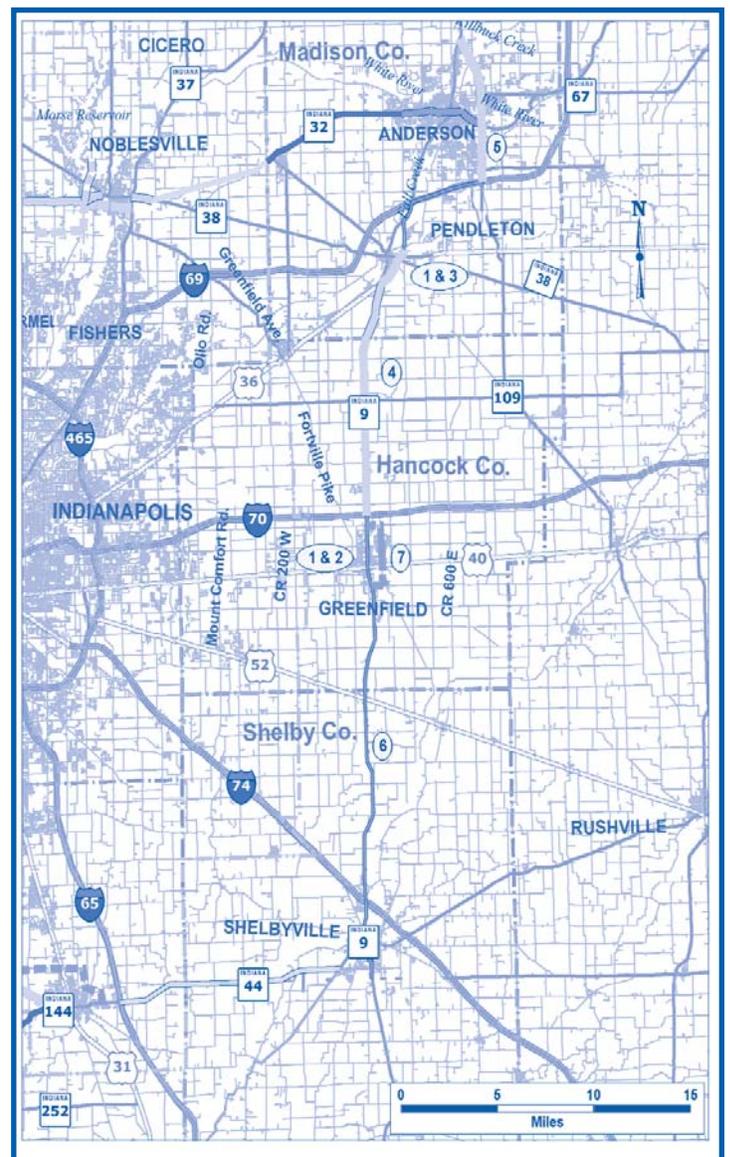
The capacity of other sections of SR 44 will be adequate, with traffic engineering improvements at selected locations when warranted.

Western Corridor

- The most significant problem is the lack of functional connectivity of SR 67 south of Plainfield.
- SR 67 should be realigned to the east of Mooresville to provide a direct link between I-70 and SR 67, consistent with long range plans of INDOT and the MPO.
- Added travel lanes should be provided on SR 39 between SR 37 and SR 67 through Martinsville, in accordance with current INDOT plans.
- SR 39 should be reconstructed or rehabilitated, with traffic engineering improvements at selected locations, between SR 67 and the Hendricks/Boone County line.
- SR 267 north of Plainfield and SR 39 south of Lebanon will be adequate to meet future needs, with traffic engineering improvements over time as warranted.



WESTERN CORRIDOR



EASTERN CORRIDOR

CISTMS' FINAL RECOMMENDATIONS

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6. The need for a Lebanon bypass for SR 39 is not indicated.

Eastern Corridor

1. The most significant problem is the level of service of SR 9 through Greenfield and Pendleton.
2. Local arterial routes should be improved parallel to SR 9 through Greenfield.
3. Traffic engineering improvements and transportation demand management actions should be implemented in Pendleton to optimize traffic flow conditions.
4. Added travel lanes should be planned to meet long term needs on SR 9 between Greenfield and Pendleton.
5. Added travel lanes should be provided on portions of SR 9 in Anderson and south of Pendleton, consistent with current plans.
6. SR 9 in Shelby County will be adequate to meet future needs, with traffic engineering improvements over time as warranted.
7. The need for a Greenfield bypass for SR 9 is not indicated. (This is consistent with a separate INDOT bypass study for SR 9.)

Northern Corridor

1. The most significant problem is the poor level of service on SR 32 through Noblesville.
2. Roadways parallel to SR 32 should be improved to and through Noblesville, including 161st Street and a new White River bridge at Pleasant Street, as shown in local plans.
3. Added travel lanes will be needed on SR 32 through Westfield and between Westfield and Noblesville.
4. SR 32 reconstruction plans are warranted in all three counties, including added travel lanes at selected locations.
5. The need for a Lebanon bypass for SR 32 is not indicated.

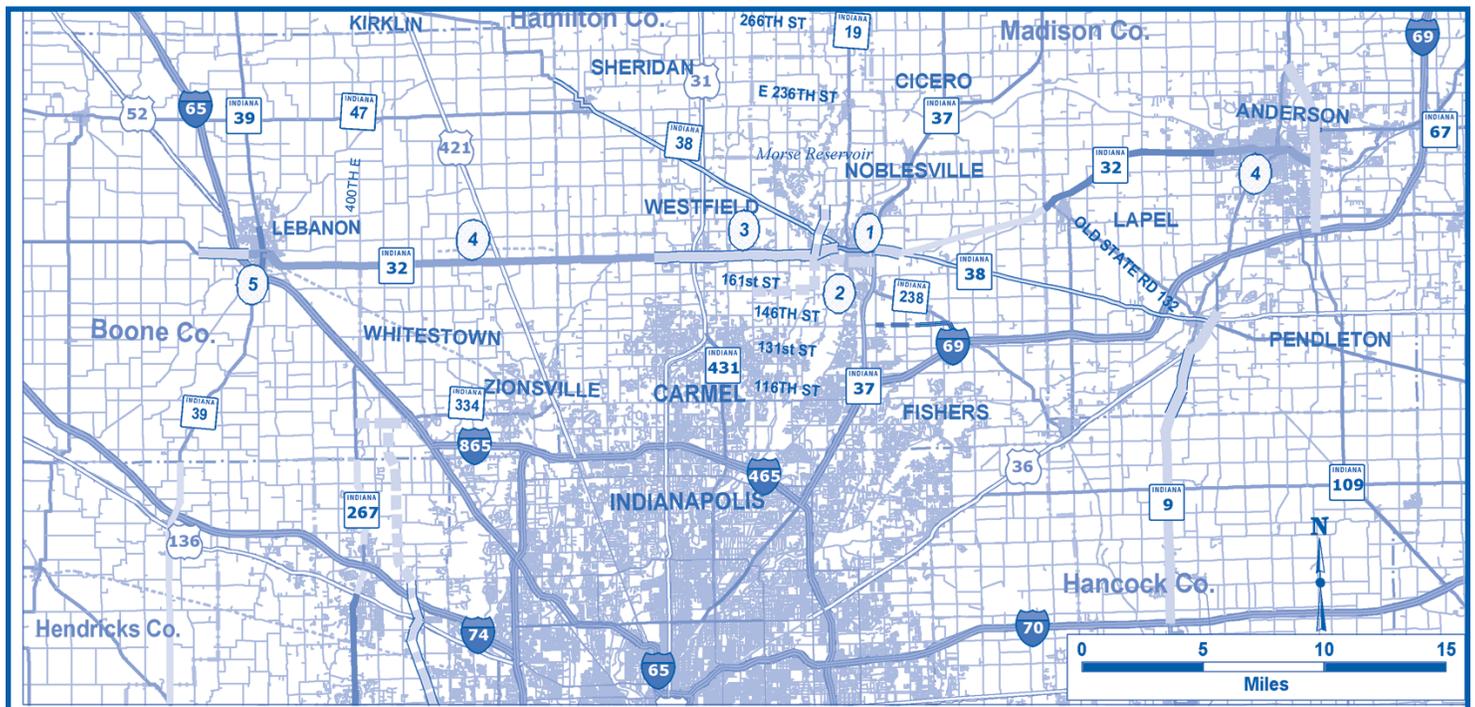
ADDITIONAL CISTMS FINDINGS

Outer Beltway

As previously reported in *teMPO* (Volume Eight, Issue Four), CISTMS modeling, utilizing travel and land use models from INDOT, the Indianapolis MPO and the IUPUI Center for Urban Policy and the Environment, indicate that a full outer freeway belt would not divert significant volumes of traffic from other congested facilities. It also would not stimulate significant land use changes in the corridors served.

These findings are not surprising given the high volume of local traffic on the existing interstate system and the location of the proposed outer belt in relation to the region's urban fringe. For the most part, existing trip patterns (and those

cont on page 20, CISTMS' Final Recommendations



CISTMS' FINAL RECOMMENDATIONS

(from page 1)

forecasted to 2025) would not be served by the outer belt. An exception is that part of an outer belt that might link I-69 to I-70 in the east corridor.

Travel simulation modeling results indicate that additional study may be warranted for the portion of the outer belt that would link I-69 with I-70 in the northeast. Traffic approaching Indianapolis on I-69 would split about evenly just west of Anderson to use this link.

This segment drew considerably more traffic than other portions of the outer belt (74,000 vehicles/day). It would direct traffic from several congested roadways in the region, including I-69, I-465 (east leg) and SR 9. The greatest traffic reduction would be on SR 9 through Pendleton (a decrease of 55%). If this link were constructed, 2025 daily traffic volumes on I-70 east of I-465 would increase by about 15%.

The key question is whether the cost and impact of constructing this new 12-mile roadway (and most likely widening I-70 to I-465 to accommodate increased traffic) would be offset by reductions in the currently planned projects on I-465 and I-69 in the northeast.

I-69 through Marion County

Although CISTMS was not intended to evaluate the extension of I-69 to Evansville, the CISTMS models provided the opportunity to review future travel patterns and service levels with the future I-69 included in the 2025 network. These travel simulations indicated that most I-69 traffic was either destined for the Indianapolis region or would use I-465 to travel through the study area. The need for a new freeway bypass of Indianapolis to serve I-69 traffic was not indicated.

North-South Mobility Corridor

CISTMS travel simulation models were used to determine whether a new highway facility in the eastern part of the state would draw significant traffic and benefit alternate routes (SR 3, SR 9 and I-465E). This route would link I-69 to I-74, and would be located about halfway between SR 9 and SR 3.

The new facility would attract 16,000 to 24,000 vehicles per day, and traffic levels on SR 9 and SR 3 would be reduced by about 18% and 35%, respectively. The impact on I-465 traffic would be negligible. Although these diversions are significant, they are not critical for addressing identified problems (except for a section of SR 9 in Pendleton). Overall, this new link does not appear to be warranted. It should be removed from consideration in the next INDOT Plan update.

Next Steps

So, what happens now with CISTMS' findings and recommendations? Probably a lot, considering the usefulness of the information.

"The study's final report was always intended to be a technical rather than a policy document," says Myers. "Though there has been extensive dialogue between local planners and officials, and though the process and recommendations have been reviewed by a project committee including the Federal Highway Administration (FHWA), INDOT and both the Indianapolis and Anderson MPOs, no one has explicitly or implicitly committed to implementing the recommendations," he notes. "That takes nothing away from the study's usefulness, though. It just means that actual implementation depends on how CISTMS' recommendations are incorporated into the plans of the participating agencies."

For more information on CISTMS, contact John Myers of HNTB Corporation at 317/636-4682 (jwmyers@hntb.com) or visit www.in.gov/dot/projects or www.indy.gov.org/indympo (click on "Documents").



IRONS IN THE FIRE

DIRECTIONS UPDATE

The MPO reports that work will likely resume in early 2006 on the regional rapid transit study *DIRECTIONS*. The study was put on-hold following its June 23 public meeting when the MPO decided to adopt a newly endorsed 'Best Practice' from the Federal Transit Administration (FTA) that required an update of the regional Travel Demand Model (TDM) – a planning tool used to accurately project future ridership numbers for the possible transit routes and modes still under consideration, among other things. Budget restraints prohibited beginning work on the TDM update in 2005. Work is now anticipated to begin in early 2006, with The Corradino Group serving as project consultant. *DIRECTIONS'* eventual ridership runs are scheduled to be completed by Fall, when the study's public involvement activity will resume. Also in 2006, land use policy discussions relating to the development of regional transit are likely to commence.

NEW FEDERAL PLANNING TOOL

Thanksgiving week, President Bush approved the Census Bureau's Fiscal Year 2006 appropriations request and signed a bill that will provide the Bureau with \$169.95 million for the American Community Survey. This survey is a new tool that will be used by the Census as a way to show communities how they are changing over time. It will replace the Census long form and data from the survey will be released *every* year. This more accurate and timely information will benefit the transportation planning processes of MPOs across the country as well as the travelers who use the transportation systems they maintain. For more information about the American Community Survey, visit www.census.gov.

UPWP 2006

The MPO's 2006 Unified Planning Work Program, or UPWP, is still in the works as of press time. The document, which is normally developed throughout the previous year, serves as a 'to do list' for the MPO, aiding in the budgeting and scheduling of planning activity. Normally, the UPWP is finalized by year's end following approval by the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA), and adoption by the Metropolitan Development Commission (MDC). (EDITOR'S NOTE: The 2005 UPWP was adopted by

the MDC on December 15, 2004). The 2006 UPWP was submitted to the MDC for adoption on Wednesday, December 7. Subsequent amendments are anticipated in early 2006. Expect the 2006 UPWP to be posted on the MPO's web site in the Spring and covered in *teMPO* soon thereafter.

INVESTMENT REVIEW

Speaking of 2006 activity, year end is usually the time when the MPO reviews discretionary investments in areas like its Public

Involvement Program. Two such examples might be sponsorship of the Pedal & Park program, which provides free parking to area cyclists at greenway-adjacent events, and sponsorship of programming on public radio station, WFYI.

"Both investments have served us well in the past," says MPO Manager Mike Dearing. "Pedal & Park, which we've sponsored with cash and public relations support since 2001, reflects part of our on-going mission to increase regional mobility and maintain transportation system efficiency through the use of alternative transportation," he explains. "Our spots on WFYI always mention one of our on-going projects and direct listeners to visit our web site for more information. We run them to coincide with public involvement opportunities, such as public meetings, and they've proven to be effective tools in creating awareness and encouraging participation."

If you have an investment in public involvement to recommend, call the MPO's 24-hr Comment line at 317/327-8601.

Did you Know? . . .

Unlike ozone, which can dissipate quickly, fine particles remain suspended in the air. They can penetrate indoors and travel long distances. Fine particulate matter also has been linked to premature death, including fatal heart arrhythmias.

CICS THIRD QUARTER RANKS FIRST

(from page 8)

ing was purchased. In return, participating radio stations coordinated many of the program prizes. For example, Marsh Supermarkets donated gift cards and offered CICS a discount on the purchase of additional cards. The Pacers Organization also donated prizes through the radio stations. All told, CICS gave away 41 prizes to registered commuters working at 17 different companies.

Of course, the real prize for program participation is a more convenient, economical commute, plus helping to solve the region's air quality crisis. To become a part of the solution yourself, call CICS. You will be provided with a

list of people who live and work near you to consider as possible car- or vanpooling partners. You can then contact these people at your discretion to plan your joint commute. It's easy, and totally FREE.

"Commuting options are now available for most of Central Indiana," says Reiman. "And, as our data base continues to grow, more options are becoming available every day."

If you are already part of the solution, get credit for it! If you currently carpool, vanpool, ride transit, bike or walk to work at a participating employer, register with CICS. That way you

Did you Know? . . .

According to state officials, Central Indiana's levels of fine particulate matter tend to be higher within Marion County, with the monitor at Washington Park on 30th Street consistently recording the highest levels.

qualify for the Emergency Ride Home Program.

For more information on the benefits of Central Indiana Commuter Services, or on the tax benefits available to bus riders and vanpools, call 888/737-RIDE or visit www.centralincommuter.net. It could be the first step to improving your commute, our roads, and air we share.

CICS SERVICES

To make the program work for everyone, CICS provides coordination and support for these basic commuter services:

CARPPOOLING

A carpool is made up of two or more people riding together in the same vehicle. People who team up with another person for the drive cut their commuting costs in half. The more people who carpool together, the bigger the savings. And not only do car-poolers save money by sharing the ride, all but the designated driver also save time by being able to do other tasks on the ride in, like reading the newspaper, or reviewing paperwork for the day ahead.

VANPOOLING

A vanpool is made up of seven to 15 people who commute together in a passenger van. CICS can help coordinate use of the van. One member of the group volunteers to drive (and rides at a discounted rate), while the cost of operation is divided among the passengers.

Vanpooling is ideal for people who commute farther to work, at least 15 miles one way. The longer a commute, the more economical a vanpool becomes. Also, the more passengers in a van, the less each rider pays.

PUBLIC TRANSIT

Another commuting option that often goes unconsidered in Central Indiana is public transportation. With regular ridership at only about 1-2% of total population throughout Marion County, IndyGo may be the most under utilized option available.

Could public transportation get you where you need to go? At a \$1.25 a day, it is the least expensive way to get around, by far. So, why not consider the transit option by visiting www.indygo.net? There, you may find a route and schedule to meet your commuting needs.

EMERGENCY RIDE HOME PROGRAM (ERH)

What happens if you carpool to work, but suddenly get an emergency call about a sick child at school or an emergency at home? With ERH, no problem!

As long as you're a CICS-registered commuter working for a participating employer who carpools, vanpools, rides transit, bikes or walks to work, ERH will provide taxi service to your destination *free of charge!* That's real peace-of-mind for most commuters and a great low-cost employee benefit. No wonder more and more area businesses are encouraging employee participation in CICS, and manage their parking infrastructure capacity with this great employee incentive.

MPO HISPANIC OUTREACH

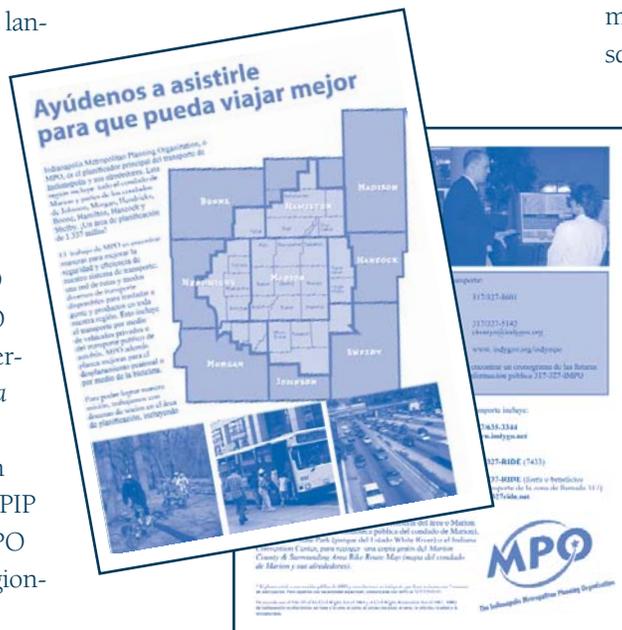
“There are a few simple reasons why the MPO needs to implement an expanded Hispanic outreach program,” says MPO Manager/Master Planner Mike Dearing. “First and foremost is the fact that our Latino population is rapidly expanding and many of the people who live within our planning area speak English only as a second language. . . if at all,” he explains. “If we don’t make a special effort to involve them in our transportation planning process, this language barrier would effectively discourage their participation,” he notes. “How many of us would attend a public meeting if we weren’t sure we’d understand what was being discussed?”

As previously reported in *teMPO* (Volume Eight, Issue Four), the MPO regularly runs Spanish language advertising in *La Voz de Indiana* and *La Ola Latino-Americana* as part of its Public Involvement Program (PIP). Through Whitman Communications, Inc., its PIP Communications Consultant, the MPO also issues media advisories to all regional Latino news sources including UniVision (WIIH-TV, Channel 17), and produces and distributes Spanish language literature at Latino community venues. In addition, the MPO has involved neighborhood representatives in past Community Inclusion meetings (EDITOR’S NOTE: This program is currently on-hold.), and even had paid translators at several of its public meetings for *DIRECTIONS*, the Rapid Transit Study To Improve Regional Mobility.

“It was a good start,” concedes Dearing, “but we need to do more. After all, Hispanic residents are the region’s fastest growing segment of Central Indiana’s population. Because of their sheer numbers, we need to overcome their language barrier first,” he says. “Plus, as a group, these people often have a personal stake in the various issues we deal with on a regular basis through our

transportation planning process, such as transit dependency, the need for increased mobility, and alternative modes of transportation like pedestrian and bicycle travel.”

In the fall of 2005, the MPO augmented its previous outreach efforts to encourage increased Latino interest and participation in regional transportation planning. At Dearing’s request, PIP Communications Consultant Joe Whitman updated the overview of proposed activity from late 2004. It included a more frequent schedule of Spanish lan-



guage ads and media advisories, a meeting program coordinated through The Spanish Connection, use of a Spanish-speaking meeting facilitator to act as the MPO’s ‘voice’ at special events, literature and display materials aimed at addressing transportation-related issues unique to the Hispanic market, and a bilingual Comment Line (317/327-6801). In addition, a Spanish text page is in the works for the MPO web site (www.indygov.org/indympo).

“We began by creating a 5-minute presentation that gives background on the MPO and how it can help people improve their travel around the region,” says Whitman. “Our goal is to let people know that the MPO is here to help them with their travel-related problems and to make them comfortable with voicing

their comments and questions directly to us.”

The brief presentation fits easily into the meeting agendas of established Hispanic groups. An MPO planner delivers it in short bites – two or three sentences at a time. Jim Seiber of The Spanish Connection serves as translator, delivering the same portion of the speech in Spanish. A bi-lingual Question and Answer session follows.

The presentation identifies the MPO’s nine county planning area and the MPO’s federal mandate to operate as primary transportation planner for 1,337 square mile region. It then describes the cooperative relationship the MPO has with its various planning partners, including the Indianapolis Department of Transportation, IndyGo and, most importantly, the public. As members of the public, presentation attendees are encouraged to contact the MPO with transportation-related questions, comments or improvement suggestions through a variety of means.

So far, the MPO has appeared in front of an English As a Second Language (ESL) Class at the CYO Center on December 6, the Indiana Hispanic Chamber of Commerce on December 13, and the Walker Career Center on 12/14. A display board and an informative hand-out featuring transportation-related contact information and images supports the presentation. An on-camera interview with UniVision is also in the planning stages, as are presentation opportunities and festival appearances for the coming year.

If you know of a Hispanic group interested in learning more about, and being heard on, regional transportation-related issues, notify the MPO. Presentations are now being scheduled for 2006. For more information, contact Catherine Kostyn at 317/327-5142 (ckostyn@indygov.org) or visit the MPO web site at www.indygov.org/indympo.

RTP-PHASE 2 GOES PUBLIC

(from page 9)

with the public and other stakeholders. Key issues to be addressed include the region's limited opportunities for highway expansion, the need for increased mobility through alternative transportation and the relationship between transportation planning and land-use planning.

"We've already developed three alternative mode scenarios that were shared with attendees at the Open House. These involved transit, private roadway travel, and the bike and pedestrian plans," says Roth. "These scenarios were purely hypothetical and intended to serve as discussion starters by highlighting the benefit potential of each mode," he says. "In reality, our eventual Transportation Plan will likely include a combination of mode projects."

Following Phase 2 of the RTP, which is scheduled to conclude in the summer of 2006, the review's third and final phase will begin. Phase 3 will identify findings, recommendations and a fiscally restrained final plan for IRTC review. Fiscal restraint requires consideration of likely financ-

ing availability – about \$20 million federal and another \$4 million in local match dollars per year – and appropriate prioritization of recommended plan projects. Public input is one of the criteria considered when determining local preferred improvements and a project's desirability within the plan.

For more information on the Major Review of the Regional Transportation Plan or on future RTP public outreach



efforts, contact Philip Roth (317/327-5149, proth@indygov.org) or Heather Stouder (317/327-5136, hstouder@indygov.org), or visit the MPO web site at indygov.org/indympo.

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Want to participate in the region-wide transportation planning process? Here are three ways:

- Visit the MPO web site at indygov.org/indympo and attend the public meetings listed there
- Call the 24-hour MPO Comment Line at 317/327-8601
- E-mail or call any of your MPO staff using the contact information contained in *teMPO*