**Springing Over Winter?**

Has the crew at teMPO embraced Daylight Savings Time a little too enthusiastically, springing ahead an entire season instead of an hour? Hardly. To those of you who wondered, via e-mail, voice mail and library inquiry, where your Winter issue is, here's your answer at long last. It made budgetary and journalistic sense to combine teMPO's Winter and Spring issues while the MPO's Public Involvement/Communications contract was being finalized and as elements of the current transportation planning process were preparing to blossom. The result is an issue bursting with info sure

*cont on page 3, see Project Harvest*

**Major Moves and the MPO**

Any Hoosier with even a passing interest in transportation has heard about Major Moves – Governor Mitch Daniels' planning initiative to prioritize and fund transportation enhancement and preservation projects throughout the state. But recent news coverage has focused exclusively on only one aspect of the program — the leasing of the Indiana Toll Road to foreign investors as a way to help fund the improvements.

As a service to teMPO readers, we present here a brief overview of the program, detailing its purpose, its projects and its impact on the Central Indiana region.

On September, 26, 2005, Governor Daniels outlined a $10.6 billion transportation

*cont on page 20, see Major Moves and the MPO*

**CIRTA Draft Strategic Plan Excerpts**

“CIRTA is currently in start up mode,” says MPO Assistant Manager Philip Roth, AICP, of the Central Indiana Regional Transportation Authority (CIRTA) for which he serves as one of several MPO liaisons. “Yet, should anticipated timeframes and roles of implementation come to pass, CIRTA must be financially, legally and organizationally capable of managing the construction of a multi-million dollar (perhaps, multi-billion dollar) rapid transit system within three years, and prepared to operate it within six years,” he notes. “For this reason, our current strategic planning efforts are focusing mainly on the organization's structure, policies and responsibilities.”

As previously reported in teMPO (Volume Nine, Issue Three), CIRTA embarked on its strategic planning process during its October 26, 2005 meeting with the help of Cambridge

*cont on page 12, CIRTA Strategic Plan*
**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 an insider’s perspective on the region’s rapid transit study, currently underway.

**My question is a simple one: What’s happened to rapid transit in Indianapolis? I attended a couple of public meetings in late 2004 and early 2005, but I haven’t heard anything about it since last summer. Are we still actively planning to enter the 21st century by developing a rapid transit system? If not, why not? And, how can we hope to get rush hour congestion and ozone pollution under control without it?**

- Asked in-person and via e-mail throughout the winter and spring

A simple question, deserves a simple answer: Yes, we’re making progress on *DIRECTIONS*, The Rapid Transit Study To Improve Regional Mobility. That study, begun in late 2002, is evaluating the feasibility of bringing region-wide rapid transit to the MPO planning area (see map, page 3). Some time ago, the northeast corridor, our region's busiest, was chosen by the Indianapolis Regional Transportation Council (IRTC) as the potential site of a rapid transit *starter* system – the first leg of a possible region-wide system. Specific routes and transit modes are still being evaluated using criteria like capital and operating costs, design flexibility and projected system ridership. If eventually built, a region-wide rapid transit system would be instrumental in taming traffic congestion and improving air quality.

MPO Senior Planner Amy Inman, M.S., who has served as project manager of *DIRECTIONS* for more than two years is focussing right now on preparing to conduct the land use aspects of the rapid transit study. Some people are surprised to learn that land use plays a role in transportation planning, but to us it's an important part of the equation. Destinations, such as residential communities or shopping/entertainment complexes, are trip generators. Transportation planning provides access for those trips and to/from those destinations.

The Federal Transit Administration (FTA) to whom the MPO will turn for federal funding of our eventual *DIRECTIONS* transit recommendation rates projects on, among other things, the land use policies in force throughout the proposed system route. What they’re looking for is dense, mixed-use developments along the rapid transit corridor. Such developments might combine housing with service, cont on page 4, see Q & A
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 then Governor Joseph Kernan in fourth quarter, 2003.

Springing Over Winter?
(from page 1)

to take root and flower throughout the coming year.

Look here to find out the latest on INDOT’s Major Moves program and its impacts on the MPO’s planning area. Find out how the Central Indiana Transportation Authority (CIRTA) is strategizing over its future. Read how IndyGo found federal backing for its proposed express bus service expansion and how the expansion of 146th Street will improve accessibility to Nobleville’s new Corporate Campus while also aiding connectivity throughout the region. It’s all here and it’s all spring-time fresh.

Plus, updates on the Regional Ped Plan, the Multi-Modal Task Force, the rapid transit study DIRECTIONS, 2006 Pedal & Park Sponsorship, the MPO’s Hispanic Outreach Programs, and so much more. It’s all here in teMPO! Worth the wait, yes?
Policies that promote such developments within transit corridors help assure the eventual system’s use, and maximize its potential benefits by reducing road congestion and its related air pollution. Developing these policies now helps us determine the likely ridership of each starter system option still under consideration. We consider the total number of stations or stops along a route, depending on mode, the distance between stations, and the types of development appropriate for each area.

A rapid transit rail station, for instance, could be built within easy walking distance of multi-family housing and incorporate a dry cleaner, a grocery store, a childcare facility and a coffee shop.

Ultimately, projecting the likely ridership of each system alternative will involve the MPO’s Travel Demand Model, or TDM – a planning tool used to accurately project future rider-ship numbers. As previously reported in teMPO, DIRECTIONS’ timeframe changed following its June 23, 2005 public meeting — the last one you attended — when the MPO adopted a newly endorsed ‘Best Practice’ from the FTA that required an update of the regional TDM. Making the TDM as accurate as possible, while satisfying FTA guidelines, has always been at the forefront of our thinking. The TDM update is currently underway with The Corradino Group serving as project consultant. It is scheduled for completion in August or September of this year, when the study’s public involvement activities will resume.

As Amy and I have discussed, there’s a lot of work going on behind the scenes right now, and most people, especially transit advocates, are eager to know about it. With all of our activity on land use, transit-oriented development and the TDM, we’ll have a lot to talk about come autumn.”

For more information on any aspect of DIRECTIONS, contact Mike Dearing (317/327-5139, mdearing@indygov.org) or Amy Inman (317/327-5646, ainman@indygov.org).
**IndyGo Secures Federal Funding For Regional Express Bus Service**

In September, 2005 IndyGo, Marion County’s public transportation provider, requested Congestion Mitigation & Air Quality (CMAQ) funding for the implementation of new services in the Greater Indianapolis area. Specifically, the federal funds are intended to cover most of the cost associated with the design and construction of park and ride facilities and the implementation of weekday express bus service.

“We’re talking about a new kind of bus service to new and existing IndyGo service areas,” says Mike Terry, IndyGo Director of Business Development. “The need exists and, now, so does most of the funding to provide it.”

In recent times, IndyGo provided temporary express bus service to/from Fishers, Fort Benjamin Harrison and Glendale Shopping Mall for downtown Indianapolis during the Hyperfix construction project of 2003. IndyGo’s Comprehensive Operational Analysis (COA), completed in 2005 as part of the DIRECTIONS rapid transit study, recommended the implementation of express bus service as an increasingly important enhancement of the regional transit system. Providing improved, automobile-competitive transit travel times would help attract new customers to the transit system. Attracting new customers, in turn, would increase system ridership as well as build community support for transit service throughout the region.

“Our Hyperfix service proved popular and we’re trying to capitalize on this demonstrated need,” says Terry. “Plus, we see an opportunity to serve potential clients who have never before had the option to ride transit.”

The express bus service proposed in the COA report attempts to provide traditional park & ride type express service, while also providing some lifeline service to communities currently not served by public transit. This type of service design is intended to serve those who do not own their own vehicles as well as those who choose to use public transit as an environmentally-conscious or economical alternative to driving. Different types of transit service have different operating characteristics. **Local bus service** operates primarily on local and arterial streets and typically features bus stops every quarter of a mile. **Limited-stop transit service** often operates on top of local bus service, but makes stops only at major intersections or transfer points, permitting greater operating speed. **Express service** picks up passengers in residential or commercial areas (often at gathering places like park & ride lots to enhance efficiency) and generally operates on limited-access roads to major destinations such as downtown or suburban service. cont on page 16, see IndyGo Secures Federal Funding
Ped Plan Update

As of this writing, the Regional Pedestrian Plan’s Phase 4 review, which began in September 2005, is 75% complete. The study team completed its assessment of Hamilton County in March and is now focusing on Hancock County.

“We’re making great progress,” says MPO Senior Planner Amy Inman, M.S., of the study for which she serves as Project Manager. “By June, we hope to have the Phase 4 field work completed, finishing in Shelby County. Then, we’ll concentrate on the development of a Draft Plan.”

As previously reported in i eMPO, the Regional Pedestrian Plan Study began five years ago with the intention of eventually developing a 20-year implementation strategy for making the nine-county region more pedestrian-friendly. The current phase is expanding the study beyond Marion County, starting last fall with the communities located in the area of Johnson County that falls within the MPO’s Metropolitan Planning Area, or MPA (see map, page 3). Study planners have since proceeded clockwise to look at portions of Morgan, Hendricks, Boone and Hamilton Counties. Hancock and Shelby Counties remain before development of the Draft Plan begins in earnest, prior to its public review and comment period in July.

“We anticipated that the process would take about one month per county and that’s proven true,” notes Inman. “When completed, Phase 4 will have lasted about a year — much of that time spent coordinating participation in the process among local planners and the public. Not bad when you consider the area we’re evaluating.”

By comparison Phase 1 of the project, which lasted from 2000 to 2003, focused on a relatively small area: downtown Indianapolis, where the feasibility of a proposed Cultural Trail was being considered. If implemented, such a trail could function as the hub of a system in the region’s most pedestrian-oriented environment. However, it was during this phase that the study’s methodology and modeling techniques 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, environmental justice priorities were established.

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. Attendees discussed 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.

Currently, the Phase 4 study process is being overseen by a Steering Committee and special focus groups from each of the study areas to insure due consideration is given of local perspectives. This process involves the 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 are 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.

The Phase 4 process is also identifying areas that require “context sensitivity,” such as historic neighborhoods and cultural districts. In addition, by using Federal Highway Administration’s (FHWA) environmental justice guidelines, plan priorities based on social need have been identified.

“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 people who take public transit to work need to be served by this plan,” says Inman.

Next Steps

Following the completion of Phase 4 fieldwork in June, Storrow Kinsella Associates and the MPO will develop the Draft Ped Plan. In all likelihood, significant portions of the plan, such as route maps, will be posted on the MPO web site well in advance of the planned July Pedestrian Plan Workshop. (See indympo.org for event details).

The Draft Plan will be reviewed by planners from all participating study areas, with prioritization of projects and estimation of costs a goal. Once finalized, the Draft Plan will be presented to the Indianapolis Regional Transportation Council (IRTC) for adoption during the 4th Quarter of 2006 or 1st Quarter of 2007. Application for approval from the Metropolitan Development Commission (MDC) would soon follow.

“Our goal is regional connectivity,” says Inman. “Counties and communities neighboring Marion County want to know that if they embrace pedestrian plan guidelines as part of their development policy that they’re not the only ones. The real success of this plan depends on a shared vision. That’s what Phase 4 has been all about.”

For more information on Phase 4 of the Regional Pedestrian Plan, visit the MPO web site at www.indympo.org and click on “Current Studies”, or contact Amy Inman at 317/327-5646 (ainman@indy.gov).
As previously reported in teMPO (Volume Nine, Issue two), the new federal transportation bill, called SAFETEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users) was passed by Congress and signed by the President in late July of 2005. At $286.5 billion, the new bill increases funding $76.5 billion over the previous transportation bill (TEA-21) and will help fund transportation improvements nationwide through 2009.

Some of that funding has been earmarked for projects within the MPO’s planning area. Because U.S. Representative Julia Carson sits on the House Transportation Committee, she was able to obtain funding for projects in Indiana’s 7th District which she represents, securing one of the largest earmark totals among Indiana’s congressional delegation. Included among these are,

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

(For more information on this project, see the Summer, 2005 issue of teMPO).

However, not all federal earmarks will fund projects in or near downtown Indianapolis. For instance, $1.67 million has been set aside 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 continues with the rapid transit study DIRECTIONS (2002 - ) with $1.25 million of that going directly to planning activities like those conducted by the MPO.

Also in the northeast and well beyond the 7th district boundary is the 146th St Extension Project. Earmarked federal funds were secured for this project by the efforts of Congressman Burton and were included in SAFETEA-LU and preceding transportation bills. This new roadway extending 146th St. will improve accessibility and connectivity in Hamilton County.

“146th Street is a primary arterial for Hamilton County and will also serve as a cross regional connector,” says Bradley Davis, Hamilton County Highway Director. “As such, it will serve not only traffic from the immediate vicinity, but will also serve traffic from I-69 and the surrounding counties.”

cont on page 8, see 146th St. Extension Project
**146th St. Extension Project**

(from page 7)

Improving its connectivity is crucial to meeting the travel demands of Hamilton County's growing population (see related story, page 9) and to recognizing transportation planning as a regional, cooperative process,” he says. “Another major reason for the project is to provide the roadway infrastructure to support the City of Noblesville’s economic development initiatives at their new Corporate Campus, which will be located along the new 146th corridor near the I-69/SR 238 interchange.”

The 146th St. Extension is a joint effort between Hamilton County and the City of Noblesville, where each are overseeing the development and construction of different sections. Currently, 146th St. stops at Cumberland Rd., just east of SR 37. This project will improve and extend the road from SR 37 to just west of the ramps at the I-69/SR 238 interchange. Hamilton County will construct approximately 3.5 miles of the 5 mile section with the City of Noblesville responsible for building the remaining 1.5 mile stretch near their Corporate Campus development. The new roadway will feature a four lane divided highway with curb and gutter. Six lanes of traffic are planned near the Corporate Campus development. Extensive landscaping with multi-use paths will eventually be included for the corridor. The project is also designed to allow for full expansion to six travel lanes when the need arises.

In addition to the extension of 146th St., the City of Noblesville will also be constructing new ancillary roads to further facilitate traffic as part of its Corporate Campus development project. The campus is an intelligent plan four years in the making that brings comfortable living together with corporate America in a well-orchestrated community. Here city planners envision a successful mix of office, industrial, commercial, and residential uses that embraces the existing character and heritage of Noblesville.

About 60% of the extension project's estimated cost of $30,000,000 will be paid with federal funding. Hamilton County and the City of Noblesville will be contributing the remaining 40% of costs for transportation improvements.

The Hamilton County Highway Department (HCHD) is responsible for all roads, bridges, and small structures (less than 20 foot span) within Hamilton County which are not state highways and which are not within the corporate limits of a city or town. HCHD is also responsible for bridges which have a span of 20 or more feet on all roads in Hamilton County which are not state highways. Hamilton County has nine townships with approximately 700 miles of roadway and rights of way, 260 bridges, and over 500 small structures to maintain.

“We continue to strive to meet the needs and improve the transportation infrastructure for the citizens of Hamilton County,” says Davis. “This project will offer great benefits both in traffic capacity and flow and from an economic development perspective for generations to come, not only for Hamilton County but for the whole region.”

MPO Assistant Manager/Master Planner Philip Roth, AICP, agrees.

“This project is of real strategic interest to the MPO,” he says. “The extension of 146th Street represents the first in a series of outlying infrastructure improvements that could eventually form a multi-lane route that connects I-69 with I-65,” he says. (EDITOR’S NOTE: In Boone County, 146th Street is identified as 300S). “So, this project offers immediate benefits to the Noblesville and Fishers area, and offers the possibility of long-range benefits to those traveling through the region after other contiguous improvements have been made,” Roth notes.

“Clearly, we’re doing what we must to anticipate and meet the present and future travel needs of Hamilton County residents,” says Davis. “But I’m glad the MPO values this project for how it strengthens the whole region’s transportation system.”

For more information on the 146th Street Extension Project, visit the Hamilton County Highway Department website at www.co.hamilton.in.us/departments.asp, call (317)773-7770 or e-mail countyhighway@co.hamilton.in.us.
Meet Christine Altman – a busy public servant whose dedication to her constituents has made her an integral part of our regional transportation planning process. Though the MPO recognizes Christine as one of its most active and vocal transit supporters, her actual ‘day job’ is as Hamilton County Commissioner – District One (Clay Township) where her responsibilities include everything from criminal justice issues, to working with Marion County to direct and expend Homeland Security funding, to the review of all county contracts, to being a member of the Drainage Board.

“Commissioners are the Executive and Legislative Branch of Hamilton County, which is fairly unusual,” Altman explains. “The only matters we don’t deal with on a regular basis are fiscal in nature. They go before the Hamilton County Council.”

From 1996 – 2002, Christine Altman served as an At-Large member of that council prior to being elected Commissioner. Her other past and present public service roles include Point of Contact for Homeland Security on the Urban Area Security Initiative; legal counsel for Adams and Wayne Township and the Hamilton County Visitors & Convention Commission, and pro bono legal counsel for the Carmel High School Vocational Building Trades Corporation. In the latter two roles, she makes good use of her I.U. accounting and law degrees and past experience with the firm of Campbell Kyle Proffitt.

Now, as one of three Hamilton County Commissioners, Christine Altman also represents the interests of her jurisdiction on the Indianapolis Regional Transportation Council (IRTC) — the decision-making body of the regional transportation planning process to which the MPO makes its recommendations. The IRTC is comprised of both a Technical and a Policy Committee. The Technical Committee is made up of planners and engineers from the various member jurisdictions. The Policy Committee, on which Altman serves, is made up of elected officials from throughout the MPO’s nine county planning area (see map, page 3). In this role, she has taken a hands-on approach to overseeing regional transportation initiatives, including DIRECTIONS – the rapid transit study to increase regional mobility, serving on the executive finance committee that is investigating funding options that could enable faster regional implementation.

“Efficient mass transit is a priority for me and for the people and businesses I represent,” says Altman. “Hamilton County is the 18th fastest growing county in the nation, experiencing 38% growth annually. There’s no way we can build ourselves out of congestion,” she notes. “We need to pursue alternative transportation solutions that relieve peak hour roadway congestion.”

Prominent among the benefits Altman believes DIRECTIONS could deliver is the two-way commuter service that would bring a reliable workforce to Hamilton County businesses . . . and employment possibilities to currently immobile Marion County residents. “If we can make it work, it’s a win-win situation,” she says. “Of the four starter system options being considered for the Northeast Corridor, I really have no bias for a certain route or transit mode,” Altman explains. “My only goal is to get a system that operates at a sustainable cost and interrupts at-grade traffic as little as possible. With the right plan, that’s do-able with rail, bus or AGT (Automated Guideway Transit).”

To insure that transit remains a ‘front burner’ planning issue, and that it continues to have the support of strong advocates, Altman became a founding member of the Central Indiana Regional Transportation Authority (CIRTA) as soon as its enabling legislation was passed in June of 2004. This past January, she was also elected CIRTA’s first President. As the 16-member group (15 seats currently filled) works with Cambridge Systematics to develop its Strategic Plan, Altman strives to keep the meetings focussed and the progress measurable. “We’re behind the curve on this,” she says. “As we refine our mission statement, and define the nature of our role versus that of the MPO and the IRTC, we have to face the fact that transit is a regional issue that’s needed to be addressed for years. Because we haven’t done it until now, our economy and environment have suffered,” she notes. “There’s no better time than now to turn that around.”

Christine Altman lives in Carmel with her husband and two children Nathan, age 18 and Elizabeth, age 16, both students at Carmel High School. When not busy as Hamilton County Commissioner, IRTC member, CIRTA President, legal counsel or wife and mother, Christine enjoys reading, landscaping and design. She can be reached at cca@co.hamilton.in.us.
Earth Day Indiana 2006

It is serious business with the lightest of touches. It features music, food and fun, yet is dedicated to the critical issue of environmental conservation and awareness. Local, state and federal agencies, corporations and environmental product manufacturers pay to be exhibitors at it, yet attendees are drawn to its special events, arts & crafts activities and family-oriented atmosphere. “It” is Earth Day Indiana — the largest one-day environmental event in the state and the year’s first, free outdoor festival in the Indianapolis area. And, this year, your MPO and its transportation planning partners took part in the festival on Saturday, April 22, 2006.

Organized and hosted by the not-for-profit, grassroots Earth Day Indiana, Inc (EDII), the event is held each year on the fourth Saturday in April. “Our festival is not a stand-alone event. It caps-off a month-long environmental awareness effort and kicks-off our on-going annual program for the new year,” explains Steve Sellers, EDII’s new Executive Director. “This year, it also happens to fall on the same date that Earth Day is observed nationwide— a fairly rare occurrence,” he notes.

The festival, which was sponsored by environmental groups, private corporations, government agencies and the media, was held between 11 AM and 5 PM at the American Legion Mall and Veterans’ Memorial Plaza in downtown Indianapolis (N. Meridian Street and North Street). Its purpose was to serve as a forum for the exchange of environmental information, as reflected in this year’s theme “Earth – It’s Worth Your Energy.” As in past years, more than 15,000 visitors attended with an estimated two-thirds coming from the nine-county Indianapolis metropolitan area. In addition, environmental information reached more than a million Central Indiana residents through the festival’s promotional efforts and media coverage.

“That’s a big reason we invest in the event’s newspaper insert,” says Mike Dearing, MPO Manager/Master Planner. “As always, the MPO is currently involved in a number of projects and programs that feature strong “green” components. We wanted an efficient, cost-effective way to get this story out, to encourage public participation in our on-going transportation planning process, and to endorse environmental awareness and conservation throughout the region.”

The MPO’s four-color, full-page ad (seen here in one color on page 11) describes a variety of ways in which the region’s primary transportation planner increases the area’s mobility options, reduces traffic congestion (and resulting pollution) and protects the local environment and quality-of-life. These include the development of the Regional Pedestrian Route System Plan (see related story, page 6), development and distribution of the Marion County and Surrounding Area Bike Route Map, sponsorship of the Pedal & Park Program, coordination of the Multi-Modal Taskforce (see related story, page 15), and partnering with IndyGo to assess current public transportation operations and to recommend service improvements. In addition, the ad invites readers to participate in the regional transportation planning process through the public involvement opportunities of the rapid transit study DIRECTIONS (see related story, page 2), and/or by visiting the MPO web site (www.indympo.org), reading free MPO publications, or calling the MPO’s bi-lingual 24-hour Comment Line at (317/327-8601).

The ad was distributed to The Indianapolis Star’s 520,000+ readers in the Earth Day Indiana Program Guide on Friday, April 21, a day before the event. As in past years, the publication will also be distributed at public events throughout the spring and summer, such as the Indiana State Fair, WFYI’s Sesame Street Festival, Indy Jazz Fest, IUPUI Volunteer Fair and the IN Recycling Coalition Conference.

In addition, the MPO was represented at Earth Day Indiana by several of its planning partners. EDII volunteers, who supervised the MPO-sponsored free bike parking corral at the Pennsylvania & North Streets entrance, were sheltered in MPO tents which also housed transportation-related literature and give-aways. Nearby was IndyGo promoting current route information as well as proposed service enhancements (see related story, page 5), and Indy Greenways with whom the MPO collaborated to develop the region’s bike route system and user map.

For more information on the MPO’s Earth Day Indiana participation, or on the transportation planning programs featured in MPO advertising, contact Mike Dearing at 317/327-5139 (mdearing@indygov.org) or visit www.indympo.org.
Why Things Are Looking Up For Area Commuters

When you’re responsible for enhancing the safety and efficiency of the regional transportation system, it’s not enough to plan for today. You need to look down the road, think outside the box, and ‘blue sky’ transportation solutions that address both travel and environmental priorities. That’s why the Metropolitan Planning Organization (MPO) supports alternative transportation initiatives that improve area mobility and air quality.

Current examples include the Regional Pedestrian Route System Plan, the Marion County and Surrounding Area Bike Route Map available at bike shops or by calling 317/327-5142, long-term sponsorship of the Greenways Foundation’s Pedal & Park Program, the Multi-Modal Task Force, and partnering with IndyGo on operational assessments intended to improve bus service throughout the county. And, this year, with the public’s help the MPO will complete DIRECTIONS – the study to improve regional mobility, which is evaluating the feasibility of a rapid transit starter system that could eventually help reduce peak hour traffic congestion.

Want to know more? Then visit www.indympo.org and learn all the ways your MPO is working to clear the air and the intersection. Find out, too, how you can participate in the planning process that has things looking up for area commuters.

This year’s Earth Day Indiana ad focuses on several of the MPO’s environmentally-conscious planning initiatives. A 4-color version of the ad ran in the April 20th Indianapolis Star Festival Program and was reprinted as a flyer with a public involvement survey on the back.
CIRTA Draft Strategic Plan
(from page 1)

Systematics – the same group chosen to facilitate the MPO’s strategic planning process.

“The reasons for forming CIRTA have been evident for years,” asserts Hamilton County Commissioner Christine Altman, CIRTA’s newly elected President. “So have the benefits of planning transportation, especially transit, on a region-wide basis. Group travel via public transportation promises the greatest benefits to the region in the form of decreased traffic congestion and improved air quality and area mobility,” she says. “So, I’ve been eager to develop a strategic plan for CIRTA as quickly as possible to get on with the business at hand.”

(EDITOR’S NOTE: For more information on Altman’s approach to her responsibilities as Hamilton County Commissioner, CIRTA President and regional transit advocate, see the MPO Profile on page 9).

Excerpts from CIRTA’s Draft Strategic Plan

Introduction

The transportation challenges that lie ahead for the region and CIRTA are common to many communities, nationwide. To a large extent, they are rooted in our ability to respond to the many and complex changes that influence, and often threaten, a community’s quality-of-life.

• Growth in the region is expected to vary widely among the nine counties, introducing continuous changes in development, travel and commuting patterns in Hamilton and Hendricks Counties where population is expected to double through 2030 (2030 Regional Transportation Plan Update, April 2005).

• As a function of projected growth, vehicle miles of travel (VMT) – the principal measure of travel demand – is expected to grow 27% in the region by 2030. More importantly, total annual vehicle travel hours (time spent on the roadway system) will increase 38% during the same period. (2030 Regional Transportation Plan Update, April 2005).

The Role and Function of CIRTA: Managing Mobility

Establishment of CIRTA was authorized by the Indiana Legislature and the Governor through enactment of the Indiana Code 36-9-3, Title 36, Article 9, Regional Transportation Authorities.

The general authority granted to CIRTA under Chapter 3 is provided for the purpose of “…acquiring, improving, operating, maintaining, financing and generally supporting public transportation systems…”

The CIRTA Board also was provided bonding authority. However, it was further agreed by the participating jurisdictions to withhold from CIRTA the power to levy any kind of taxes without the further express consent of the participating jurisdictions.

Purpose of the CIRTA Strategic Plan

1. The Strategic Plan provides long-term direction for planning and development of the region’s public transportation services;
2. The Strategic Plan provides a framework for decision-making on regional public transportation issues; and
3. The Strategic Plan provides the basis for discussion and development of the resources and funding base needed to support a comprehensive system of transportation options in the region.

CIRTA Vision

…has two components: (The) external vision is for an integrated, multi-modal transportation system throughout the nine-county region including, but not limited to, bus, rail, and small vehicle services with supportive non-motorized systems and facilities. The second component is “internal,” providing a clear sense of the values that underlie the CIRTA decision-making process. CIRTA will operate in an open, collaborative way; respond in a timely fashion; pursue excellence, innovation and flexibility; maintain technical competence; and, make decisions that are fiscally and environmentally responsible.

CIRTA Mission

It is the mission of CIRTA to establish and provide continuous improvement in regional mobility by planning, coordinating and implementing safe, clean, reliable, convenient, affordable and cost-effective public transportation services and facilities that are reasonably available to all residents of the region.

Strategic Focus Areas, Goals & Objectives

CIRTA has endorsed goals in seven key focus areas-- Service Quality, Ridership Growth, Safety and Security, Business and Resource Management, Role in the Region’s Transportation System, Role In the Region’s Quality of Life and Organizational Development.

Goal 1: Service Quality

Continuous improvement in the performance of the system and the quality of the customer’s experience in accessing and using public transportation services throughout the region.

Goal 2: Ridership Growth

Growth in regional public transportation choices and ridership will meet or exceed growth in the region’s population and growth in regional travel.

The relevance of public transportation in the daily lives of residents must increase. Key objectives for CIRTA include:

• Increase public transportation availability…

• Overall ridership should grow at rates equal to or greater than population growth…

• The share of travel on public transportation in key markets should grow cont on page 18, see CIRTA Draft Strategic Plan
On Wednesday, March 15th, the Metropolitan Planning Organization (MPO) and two of its closest planning partners joined in a special presentation to some of the region’s newest citizens. Mike Terry, IndyGo Director of Business Development, and Ruth Reiman, Manager of the Central Indiana Commuter Services (CICS), accepted the MPO’s invitation to discuss mobility issues with several “English As a Second Language” classes at the Walker Career Center. About 75 adult students gathered in the H-12 Lecture Hall to learn how to get around their adopted home faster, cheaper and more easily.

“Inviting IndyGo and CICS to join us for this evening presentation just made good sense,” says MPO Communications Consultant Joe Whitman. “Both organizations have their own Hispanic Outreach efforts in place but have expressed an interest in stepping up their efforts. And for the audience, it was a great match,” he explains. “As the region’s primary transportation planner, the MPO has a great story to tell, but it’s a long range story. IndyGo and CICS offer mobility options that can be accessed today and those are the kind of solutions some of these people need.”

As previously reported in teMPO (Volume Nine, Issue Three), the MPO expanded its Public Involvement Program last year to encourage increased Latino interest and participation in the regional transportation planning process. In addition to the Spanish language advertising it regularly runs in La Voz de Indiana and La Ola Latino-Americana, and the media advisories it issues to all regional Latino news sources including UniVision (WIIH-TV, Channel 17), the MPO developed a meeting program coordinated through The Spanish Connection, began using a Spanish-speaking meeting facilitator to act as the MPO’s ‘voz’ at special events, produced literature and display materials aimed at addressing transportation-related issues unique to the Hispanic market, and installed a bilingual Comment Line (317/327-8601). By year end, MPO staff had appeared on the meeting agendas of several established Hispanic groups, including the Indiana Hispanic Chamber of Commerce. “We have a brief presentation aimed at letting people know that the MPO is here to help them solve their travel-related problems,” notes MPO Assistant Manager Philip Roth, AICP, who addressed the Chamber. “With Jim Seiber of The Spanish Connection presenting available and proposed transit routes and services.

Adult students from several ‘English-As-A-Second-Language’ classes gathered at the Walker Career Center to learn more about mobility options and transportation planning procedures.
Spanish Connection serving as translator, we tell them what the MPO does, describe our service area, and encourage them to get comfortable with talking directly to us. A bi-lingual Question and Answer session usually follows.”

In addition, the MPO supplies contact information to presentation attendees showing the various ways they can connect with the MPO to ask a transportation-related questions, leave a comment, or suggest an improvement. On the evening of March 15, the MPO supplied the contacts as well.

Mike Terry kicked off the one and a half hour presentation by discussing IndyGo’s current service routes and proposed service extensions (see related story, page 5). In addition, he supplied route maps and Spanish-language materials, before addressing comments and questions from the audience.

“For the most part, these people came from areas where public transportation is a way of life,” says Terry. “They can’t believe that this basic necessity of urban travel isn’t as fully developed and funded here as it is where they came from,” he says. “I tried to make sure they were aware of the service we’re currently providing. Then, I encouraged them to make their opinions known to their employees, their clergy and their elected officials.”

Ruth Reiman followed with details on the services and benefits offered by CICS – an IndyGo program that offers car-and-van-pool matching to program participants listed in its data base, plus emergency ride home service to members whether they normally walk, bike or bus to their job as long as they work at a participating employer. The crowd responded enthusiastically to the program details, asking about the status of specific employers throughout the region.

“Up to now, most of our outreach has been done through the employer, but that is going to change,” says Reiman. “Many people in the Hispanic community work for large distribution centers in Hendricks, Boone and eastern Marion County. Some of these employers have been slow to participate in the CICS program. So, we need to find other ways to present our services in meetings like this one. Clearly, there is a need and real interest among potential users.”

In addition, Reiman plans to get the new CICS commuter brochure translated into Spanish and posted on the program web site (www.centralincommuter.net).

“As our Latino population continues to grow, so must efforts like these to reach out to these people and assimilate them into our community,” says MPO Manager/Master Planner Mike Dearing. “How easily and safely we all can get around the region is a key indicator of quality-of-life,” he notes. “The extent to which we can encourage Hispanic participation in transportation planning will help determine our region’s quality of life in the future.”

Ruth Reiman of Central Indiana Commuter Services waits for translator Jim Seiber to catch up before describing additional CICS participation benefits.

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.indympo.org.
Because of it.

A long time and our region is better off

Many have actively supported MMTF

mission very seriously,” says Inman.

since 2002. “Our core members take our

MPO coordinator/ liaison for the group

whom she works. Inman has served as

Multi-Modal Task Force (MMTF) with

Inman, M.S., of the members of the

organizations they represent, are

some of our closest allies in helping to
diversify our regional transportation sys-

tem,” says MPO Senior Planner Amy

diversify our regional transportation sys-

Transportation Planning and

Creation and successful promotion of

Greater Indianapolis Region. Such a con-

connection can be achieved only through the

creation and successful promotion of multiple modes of transportation and

their supporting infrastructure

For example, Inman cites the on-

going support for, and participation in,

the Multi-Modal Task Force of Citizens

Gas, currently represented by Taskforce

member Barbara L. Pesut-Hanley, CIGC.

“Citizens Gas sets the bar when it
comes to serving our community as a
good corporate citizen,” says Inman. “Not
only do they regularly open their head-
quarters to the Task Force for our month-
ly meetings, they use, and promote the
use of, Natural Gas Vehicles (NGV) on
our streets and their web site. “These
vehicles burn cleanly and efficiently,
which helps with our regional air quality
problems,” she notes. “So, in applications
where an alternative travel mode is not an
option, such as with fleet cars and service
trucks, Citizens Gas is showing other corpo-

rations the way.”

“We are proud to be a member of the
Multi-Modal Task Force Task and appreci-
ate this special opportunity to serve our
customers and community in this way,”
says Pesut-Hanley. “Our on-going partici-
pation reflects the long-standing commit-
ment of Citizens Gas to find collaborative
solutions to the challenges that face our
community.”

The Multi-Modal Task Force enjoys
the support of more than 30 official
members. Those who attend the month-
ly meetings on a regular basis, listed
here, have made participation a special
priority and have shown an active and
on-going commitment to improving our
region’s mobility options and quality-of-
life.

Likely 2006 Activities

In achieving its over all mission, the
Multi-Modal Task Force initiates or sup-
ports activities likely to result in the fol-
donaha and accessible interconnected bicycle,
pedestrian and public transportation

systems

• Continue to set aside green space, green-

ways and natural areas, producing a

green ribbon throughout central Indiana

• Develop and support economic growth

and development throughout the cen-

tral Indiana area

Regular MMTF Members:

Barbara Pesut-Hanley Citizens Gas
Steve Morris Citizens Gas
Michael O’Loughlin Indiana Department of Natural Resources (IDNR)
Aviva Tavel Indiana Department of Transportation (INDOT)
Diana Virgil Private Citizen
Adrienne Keeling City of Carmel
Karyn Ryg City of Carmel
Eric Essley Marion County Health Department (MCHD)
Sandra Cummings MCHD
Ray Irvin INDOT
Laurence Brown Indiana Department of Environmental Management (IDEM)
Joyce Newland Federal Highway Administration (FHWA)
Chuck Fearnow Indiana Bicycle Coalition (IBC)
Jim Gange Central Indiana Bicycling Association (CIBA)
Mike Terry IndyGo
Ruth Reiman Central Indiana Commuter Services (CICS)
Gary Huddleston Indianapolis Department of Public Works (DPW)
Fred Laughlin Indianapolis Downtown, Incorporated (IDI)

Ped Plan Design guidelines

“This is a natural fit for us,” says Amy
Inman. “As the field work for the
Regional Pedestrian Route System Plan
winds down this spring, and the develop-
ment of the draft plan document gears up
this summer, I’d really like to get the Task
Force involved with project consultant
Storrow Kinsella Associates. I think mem-
ber input on infrastructure design guide-
lines would be invaluable. And,” she
adds, “since MMTF members come from
throughout the region, their varied per-
spectives can help reflect the localized
concerns and interests of the many outly-
ing communities we’ve assessed.”

The Pedestrian Route Plan study has
incorporated on-going public participa-
tion opportunities since its beginning. A

cont on page 24, Multi-Modal Task Force
employment centers, where it normally makes several stops to distribute riders.

In downtown Indianapolis, express bus service is proposed to operate around an express bus loop, intersecting with current local bus service. This bus loop would allow express bus riders, typically bound to the downtown area for work trips, closer access to employment sites. Reverse commute service would also be explored to provide access to employment opportunities within Hamilton County (see related story, page 9).

IndyGo is proposing the development and operation of weekday express bus service from three locations within the Greater Indianapolis region, including Westfield/Carmel, Lawrence and Fishers. Using the COA recommendations for the near-term (1-3 years), the projected annual cost to plan, operate and market Express Bus Service is $1,517,120. The three year projected costs of the program is $4,551,360, 80% of which would be covered by the already secured CMAQ funding ($3,641,088). The remaining $910,272 would need to be made up of locally provided funds.

“We already have the CMAQ funding scheduled in the Transportation Improvement Program (TIP), but we’re not sure where the local match would come from,” says Terry.

Proposed Express Bus Routes

In addition to Express Bus Service from downtown Indianapolis to the Indianapolis International Airport (IAA), IndyGo’s Comprehensive Operational Analysis recommended regional Express Bus Service in the near-term along the following three routes. Additional planning with local jurisdictions will be necessary to finalize the appropriate routes and park and ride locations.

**Route 210 – Fishers Express**

The proposed new express route would operate between Fishers and downtown Indianapolis, with intermediate park & ride stop on 96th Street near the Indianapolis Metropolitan Airport.

Beginning at a park & ride lot located at the Fishers Station, this route would operate express service via 116th Street, I-69 to 96th Street where the route would exit I-69 and serve another park & ride lot, then re-enter I-69 and express to downtown Indianapolis via I-69, Binford Boulevard and Fall Creek Parkway. Connections would be made to local bus service at the Fishers park & ride and on 96th Street.

Route 210 service is proposed beginning in the near-term (1-3 years), with increasing service levels in the short-range (4-9 years) and long-range (10-15 years), as follows:

- **Near-Term:** Service would be operated every 30 minutes in peak periods only.
- **Short-Range:** Midday service at 60-minute headways would be added to the Near-Term service schedule as a convenience to customers and to improve access to jobs with non-traditional hours (e.g. retail and service jobs).
- **Long-Range:** Peak and midday service would be improved to 15-minute and 30-minute headways, respectively.

The proposed weekday spans of service for Route 210 in the three service plan time frames are as follows:

- **Near-Term:** Service would be provided during the AM and PM peak periods, from 6 – 9 AM and 4-7 PM.
- **Short-Range:** Midday service from 9 AM to 4 PM would be added.
- **Long-Range:** Span of service would remain the same as Short-Range.

**Route 200 – Westfield/Carmel Express**

This proposed new express route would operate between the cities of Westfield and Carmel and downtown Indianapolis, providing a mixture of limited stop and express service. Major stops would be at four new park & ride lots proposed at Village Park Plaza and Merchants Square Mall, as well as at Keystone Crossing and Glendale Mall.

Beginning in the vicinity of Main and Union Streets, this route would make several stops in Westfield, operating south along Union Street and west along David Brown Drive to US 31 (North Meridian Street). The route would continue with limited stops on US 31, US 431 (Keystone Avenue) and Fall Creek Parkway, stopping at park & ride lots at the Village Park Plaza at 151st Street and Merchant’s Square Mall at Carmel Drive, Keystone.
Hamilton County could provide the local match needed to fund service to that area, but funding for the service to Lawrence is unidentified at this time. One thing’s for sure,” he notes, “IndyGo currently does not have the required local funds. (NOTE: IndyGo recently cut 25 mainly administrative positions to address operating budget shortfalls.) “Still, we believe the proposed Express Bus Service can help meet the region’s present and future transportation needs,” notes Terry, “and, apparently, the federal government agrees.”

So does the Metropolitan Planning Organization.

“The near-term Express Bus Service recommended by IndyGo’s COA would be a great way to start building transit awareness and use in the northeast corridor,” says MPO Manager/Master Planner Mike Dearing. “This could have a direct benefit on the rapid transit study DIRECTIONS, which is currently evaluating starter system options in the same travel corridor. Once a locally preferred alternative has been selected, we’ll apply to the Federal Transit Administration (FTA) for New Starts construction funding,” he explains. “Being able to show growing reliance on transit in this corridor could make all the difference when it comes to this highly competitive application process.”

For more information on IndyGo’s proposed Express Bus Service, or its secured CMAQ funding, contact Mike Terry at MTerry@indygo.net or visit the IndyGo web site at www.indygo.net.
CIRTA Draft Strategic Plan
(from page 12)

at rates greater than the growth in total travel.

Goal 3: Safety and Security

Provide a safe and secure environment for the riding public and employees as well as for system assets and surrounding property.

Safety and security must be the focus of (these) independent objectives:
- Promote safety consciousness and practices to minimize the frequency and severity of incidents, accidents and personal injuries.
- Promote and maintain security plans and protocols to assess, respond and recover from potential threats.

Goal 4: Business and Resource Management

Meet or exceed industry standards on CIRTA targets in the use of capital assets and equipment, personnel and financial resources.

Effective management and resource use should revolve around these basic objectives:
- Set and meet or exceed targets for standard financial ratios for various types of services
- Adhere to operating budget requirements.
- Assure programmed projects and funding commitments are linked to regional goals.
- Adhere to capital program budget and schedule requirements.

Set and meet or exceed targets for workforce productivity.

Goal 5: Role in the Region's Transportation System

Play an active role in building partnerships for planning, coordinating and implementing improvements in the region’s multi-modal system.

CIRTA has the potential to (effectively) serve the “mobility manager” function by…

- Serving as an advocate, convener, and sounding board for dialogue on public transportation and other modes…
- Serving as the principle agent through which public transit and human service transportation can be coordinated.

Goal 6: Role in the Region’s Quality-of-Life

Help shape the dialogue and participate in partnerships for planning and policy development aimed at furthering the region’s economic growth as well as enhancing the environment, quality-of-life, and the livability of our communities.

Transportation policy, planning and service delivery affects, and is affected by, policies and investments aimed at expanding the region’s economy and enhancing our environment. CIRTA can play an effective role in defining and aligning these shared interests by:

- Serving as a convener of, and participant in, regional dialogues on growth management, regional economic development (and) environmental management…
- Serving as an advocate and convener for dialogues to encourage transit supportive development in major transit corridors.

Goal 7: Organizational Development

Build and maintain the political and professional leadership and technical capacity to effectively plan, coordinate and implement regional public transportation policies, programs and projects in concern with broader transportation and regional goals that define governance, functions and resources to relate to four key objectives:

- Establish and maintain an effective policy-making process and governance structure
- Define and periodically re-evaluate core functions, capacity and skill requirements.
- Expand the resource and funding base adequate to support CIRTA core functions and service delivery.
- Establish and maintain a program to evaluate required skills and hire, train, reward and retain staff capacity to carry out all requisite roles and functions.

“Specific strategies for achieving these goals and objectives have been discussed at CIRTA’s March and April meetings,” says MPO Manager/Master Planner Mike Dearing. “They are still a work in-progress, but are being considered by Focus Area and Time Frame (Year 1 and Year 2/3),” he notes. “When finalized, we’ll report on them in teMPO.”

For more information on CIRTA’s Strategic Planning Process, contact MPO Planner Heather Stouder, M.S. at 317/327-5136 or hstouder@indygov.org.
MPO Scores Unique Perspective

MPO Chief Transportation Planner Sweson Yang, AICP, gained some unique public insights into our regional transportation system while serving as a volunteer during the last three games of this year's NCAA Men's Basketball Tournament (April 1 & 3) — a role he's taken on regularly since the early 1980's.

"It's a great way to represent Indianapolis, to meet new people and to play a part in one of the biggest sporting events in the country," says Sweson. This year's Final Four and Championship games drew an estimated 80,000 visitors to our city, who dropped a reported $45,000,000 – $50,000,000 into the local economy.

"Best of all, the comments I heard from people about our city were consistently positive, complimenting everything from the beauty of our downtown, to the friendliness of our residents, to the quality of our attractions, hotels and restaurants," notes Yang. "The only real negative I heard, and it jumped out at me because of what I do, concerned transportation. People would have appreciated a more extensive public transportation system because they had some trouble getting around. With many of them being from areas where transit use is a daily part of life, (e.g. Washington D.C. for fans of George Mason University), some people just couldn't believe we were comparatively underdeveloped in this area," he says. "For instance, getting to the Speedway or the Indianapolis Museum of Art from downtown can be a little tricky when you're new to the area. Plus, timing is always an issue."

With the MPO primarily focussing its planning efforts on the transportation needs of present and future area residents, the reactions of temporary visitors, out for a good time, can seem less important. But it would be a mistake to discount them. "The reactions of these tourists were completely consistent with what we've heard before through our public involvement program," explains Yang. "People want better bus service and are more likely to use it if frequency and route distribution improves. What the Final Four comments point out is that a destination city jeopardizes its event and convention business by not having such a system in place."

New MP0 Web Address, Site

If you're among the thousands who regularly visit the MPO web site, you have noticed some changes recently. First off, the site has a new shorter, more direct URL. Now, you can get updated on MPO activities, download transportation planning documents, maps and publications, or leave questions or comments concerning current travel problems or future needs by visiting www.indygov.org. For the foreseeable future, those keying in the old address will be automatically linked to the new site.

And, what a site! Using a new format template, the MPO has re-structured its web pages, and re-organized their content, to be more user-friendly. “Our goal is to help browsers find the information they’re looking for more quickly and easily, whether they’re first time visitors to our site or one of our frequent planning partners,” says MPO Planner Catherine Kostyn, M. A., who updated the web site. “It's a new look and feel for us that happens to coincide with our strategic planning process (EDITOR’S NOTE: Look to the Summer, 2006 issue of teMPO for more on this.) “Although our mission of maintaining and enhancing the safety and efficiency of the region’s transportation system remains the same, we’re looking at new and better ways to accomplish it.”

Pedal & Park 2006

For the sixth consecutive year, the MPO will sponsor the Pedal & Park program which provides free, secured bike parking to area cyclists at greenways-adjacent events throughout the spring and summer. Organized by The Greenways Foundation, the program is a joint venture with The Central Indiana Bicycling Association (CIBA), Indy Parks Greenways and the Indiana Bicycle Coalition (IBC) whose volunteers continuously monitor its ‘bike corral’. As season sponsor, the MPO pays a $1 parking fee for each bike checked. Parking fee proceeds are shared among participating volunteer organizations. In addition, the MPO provides volunteer and literature display shelters and communications/public relations support as part of its sponsorship.

This year's Pedal & Park event calendar includes:

- Broad Ripple Art Fair: May 20 - 21
- Carmelfest: (Approximately) July 1 - 4
- Indiana State Fair: August 9 - 20
- Penrod Art Fair: September 9

To volunteer to help at a Pedal & Park corral, call 317/255-0559. For more information on the Pedal & Park program, including times and directions, visit www.indygreenways.org/pedalpark.
Major Moves and the MPO
(from page 1)

plan for the next 10 years (2006-2015) that will double new construction spending on Indiana Department of Transportation (INDOT) projects. The plan, called Major Moves: Creating Jobs identifies 200+ transportation-related projects important to the state’s economic growth and prosperity, including upgrading U.S. 31 in South Bend (estimated completion in 2014), Kokomo (estimated completion in 2016) and Hamilton County (estimated completion in 2017), and building I-69 from Indianapolis to Evansville (estimated completion date as early as 2018).

INDOT’s 10-year draft transportation plan continues to emphasize preserving existing infrastructure through highway resurfacing, road reconstruction and bridge rehabilitation. The preservation budget for the next 10 years averages $530 million annually. The plan also prioritizes new highways, roads and bridges to be built throughout Indiana. The current annual new construction budget is an average of $250 million.

The transportation package includes $5.3 billion for preservation (maintenance) projects and $5.3 in new construction over the next 10 years. The preservation funding and $2.5 of new construction funding are already part of INDOT’s budget. The remaining $2.8 billion in new construction funds would be used to complete the other projects that have been identified as state priorities.

According to the project list, $2.8 billion in additional revenues are necessary to continue to complete and accelerate preservation or construction of the 200+ highways, roads and bridges on the list.

The governor also outlined new funding approaches to pay for the more than 200 projects identified in the plan. Specifically, he proposed implementing tolls on I-69 between Indianapolis and Evansville and consideration of a public-private partnership to build the expansion.

“Under the traditional approach and the plan we inherited, construction wouldn’t even begin until 2017, and that’s unacceptable,” the Governor said. “Tolling, and possibly a private partner, is the only way to build this essential part of Indiana’s future in our generation.”

With traditional “pay-as-you-go” financing, in force at the end of 2004, project construction was planned to begin in 2017 and to be completed in 2035. Its overall estimated cost as it now stands is approximately $2 billion. Of that, $700 million comes from the Major Moves fund and the remainder from a public-private partnership.

At the same time, Governor Daniels proposed testing the market to ascertain interest in, and the amount of revenue that could be generated by, a long-term lease of the Indiana Toll Road.

Just seven months later, the proposed leasing of the Indiana Toll Road is reality.

On March 14, the Indiana General Assembly passed the Major Moves legislation, including the lease of the Indiana Toll Road, by a narrow margin. All but two Democratic legislators voted against it (Sen. Earline Rogers of Gary and Sen. Glenn Howard of Indianapolis voted for it), while the Republican-controlled House passed it with the minimum of 51 “Yes” votes, enabling the leasing of both the Indiana Toll Road, the planned extension of I-69, and more than 200 new construction projects.

On April 12th, State Budget Director Charles Schalliol signed a 75-year lease agreement with Macquarie-Cintra, an Australian-Spanish consortium, for the Indiana Toll Road. Under the contract, Cintra-Macquarie would give the state an upfront payment of $3.8 billion and then operate and maintain the 157-mile road, collecting its toll revenue until 2081.

As of this writing two lawsuits, filed on April 13 in Brown and St. Joseph Counties, question the constitutionality of the lease. Both lawsuits argue that the Indiana Constitution says any proceeds from the Toll Road lease must be used to pay down state debt. The lawsuits were filed in time to take advantage of a 15-day window that allows challenges to the law that authorizes the Toll Road plan. Schalliol said the State Attorney General is likely to ask for the cases to be combined and heard in one court. The state continues to work to close the lease deal and transfer responsibility for the highway to the consortium by June 30 without any delays from the court action.

Did you Know? . . .

Proposed funding for Gov. Mitch Daniels’ “Major Moves” initiative will come from the largest highway privatization deal in U.S. history.

Did you Know? . . .

In the lease agreement signed by state officials on April 12, the Spanish-Australian consortium Cintra-Macquarie will pay $3.8 billion upfront to lease the 157 mile Indiana East-West Toll Road for 75 years.

“Our interest in Major Moves is clearly non-political,” says Mike Dearing, MPO Manage/Master Planner. “As the region’s primary transportation planner, the MPO sees a real need for the projects INDOT is hoping to fund with the lease proceeds. In fact, we had input on the projects slated for our planning area (see listing, page 21) as did the 12 other Indiana MPOs for their areas,” he notes. “The need for these improvements has cont on page 21, Major Moves and the MPO

PAGE TWENTY
been documented, so the need to fund them is real. Leasing would do that and, so far, 18 states have authorized transportation public/private partnerships, not including Indiana."

**Major Moves and the MPO**

(from page 20)

Major Moves throughout the region

In May 2005, INDOT announced an initiative to prioritize new highway construction projects and recommend strategies to pay for needed work. INDOT's rating system relied on 11 criteria, including Cost-Effectiveness, Corridor Completion, Road Classification, Congestion Relief, Agreements, Percentage Complete Score, Safety Score, Economic Development Impact, Earmarks % of total construction and Customer Input.

The customers in question included State Legislators (who sought MPO input), businesses and citizens who INDOT asked to rate proposed highway projects in their area during Summer, 2005. Selection criteria for these groups focused on economic development potential, ability to increase safety and enhance mobility. In August 2005, INDOT hosted 12 public meetings across the state to introduce the preliminary scores of approximately 200 new highway construction projects. These projects were identified in September when Governor Daniels introduced the Major Moves plan.

The plan identified the following projects located within the MPO's planning area:

**Construction Projects (2006-2015)**

**BOONE CO.**

I-65 from I-865 to US 52
- Added travel lanes from 0.5 mile north of SR 334 to US 52.
- Added travel lanes from I-865 (formerly I-465 NW collector) to 0.5 mile north of SR 334.

US 421 from SR 334 to SR 32
- Added travel lanes from 0.62 mile north of SR 334 to SR 32.

**HAMILTON CO.**

I-69 from I-465 (75th St.) to SR 238
- Interchange modifications at I-69 and SR 238 (Phase I).
- Added travel lanes from 0.5 miles south of the 96th St. interchange to 0.5 mile north of the SR 37/116th St. interchange.
- Interchange modifications at I-69/SR 37 at 116th St.

SR 32 from 0.75 miles east of SR 39 to SR 38
- Added travel lanes from 1.6 miles west of US 31 to US 31.
- Added travel lanes from Moontown Rd. to River Ave.
- Added travel lanes from SR 37 to SR 38 east juncture.
- Added travel lanes from US 31 to Moontown Rd.

SR 431 from 96th St. to US 31
- Added travel lanes from 0.5 mile north of SR 37/116th St. interchange to 0.5 mile north of SR 238 interchange.

HANCOCK CO.

I-70 at Mt. Comfort Rd.
- Interchange modifications from Mt. Comfort Rd west 7.7 miles to SR (Phase II).

I-70 from Post Rd. to SR 9
- Added travel lanes from 0.5 mile east of Mr. Comfort d. to 0.8 mile east of SR 9.

US 52 from 1.33 miles east of I-465 to 8.3 miles east of I-465
- Added travel lanes 0.4 mile west of CR 500W (Gem Rd.)
- Added travel lanes from the Marion/Hancock County lines to CR 500W.
- Added travel lanes from 1.33 miles east of I-465 to the Marion/Hancock County line.
- Median construction from Gem Rd. to Sugar Creek, 7.6 miles east of I-465 to 8.3 miles east of I-465.

HENDRICKS CO.

I-74 at the Ronald Reagan Pkwy (N/S Corridor in Hendricks Co.)
- New interchanges west of Hendricks CR 1000E at North-South Corridor (place holder).

SR 267 from 0.1 mile north of I-74 to 0.5 miles north of I-74 (Brownsburg)
- Added travel lanes 0.1 north of I-74 to 0.5 miles north of I-74.

US 36 from SR 267 to I-465 west leg
- Added travel lanes on US 36 from SR 267 to I-465 West Leg.

MADISON CO.

SR 9 from 0.2 mile north of SR 128 to SR 28
- Added travel lanes from 0.2 mile north of SR 128 to SR 28

US 36 from SR 9 to SR 13
- Added travel lanes from the south junction of SR 9 to all Creek, 2.1 miles north of the south junction with SR 9.
MARION CO.
I-465 West Leg in Indianapolis from SR 67 to 56th St.
• Added travel lanes at Airport Expwy and I-465 West Leg interchange.
• Added travel lanes at SR 67 and I-465 West Leg interchange.
• Added travel lanes at US 36 and I-465 West Leg interchange.
• Added travel lanes at West 38th St.
• Added travel lanes on Mooresville Rd. bridge over I-465.
• Added travel lanes from 0.8 mile east of SR 87/Kentucky Ave. to 0.5 mile north of 46th St. West Leg.

I-465 from US 31 interchange to I-69.
• Added travel lanes from 0.35 mile east of US 31 interchange to 0.5 miles west of Keystone/SR 431 interchange.
• Added travel lanes from 0.5 miles west of Allisonville Rd. interchange to 0.5 mile west of Allisonville Rd. interchange.
• Added travel lanes from 0.5 mile west of I-69 interchange to south end of bridge over Fall Creek.

I-465 at West 71st St.
• Interchange modifications on west 71st St., 1.02 miles north of I-65.

I-465 at SR 37, south juncture
• Interchange modifications at SR 37, south junction.

I-65 from Whiteland Rd. to I-465
• Added travel lanes from 0.5 mile south of County Line Rd. to 0.5 mile south of Southport Rd.
• Added travel lanes from 0.5 mile south of Southport Rd. to 0.25 mile south of I-465.

I-65 at Raymond St. in Indianapolis
• Added travel lanes from Raymond St, north ramp, to where southbound collector/distributor joins mainline.

I-69 from I-465 (75th St.) to SR 238
• Added travel lanes from 0.5 mile south of I-465 interchange (75th St.) to 0.5 mile south of 96th St. interchange.

I-70 from Post Rd. to SR 9
• Added travel lanes from 0.6 mile east of Post Rd. to 0.5 mile east of Mount Comfort Rd.

SR 67 from Thompson Rd. at I-465
• Added travel lanes from Thompson Rd. to I-465.

US 36 from SR 9 to SR 13
• Added travel lanes from 0.18 mile west of I-465 to 0.22 mile east of Post rd. (Phase II – Pendleton Pike)

US 40 from Franklin Rd. to Buck Creek, 1.6 miles west of the Hancock/Marion County line.
• Added travel lanes from 1.57 miles west of the Marion/Hancock County line at Grassy Creek to Buck Creek, 0.26 miles east.
• Added travel lanes from Franklin Rd. to Grassy Creek, 1.57 miles west of Marion/Hancock County line.

SR 37 from Epler Ave. to Thompson Rd.
• Added travel lanes from Epler Ave. to Thompson Rd.

MORGAN CO.
I-69 from Evansville to Indianapolis
• New Road construction from 8.5 miles north of SR 39 via SR 37 to 9 miles south of I-465.
• New Road construction from SR 39 via SR 37 to 8.5 miles N of SR 39.

SR 144 from SR 67 to Johnson Rd. (CR 400E)
• Added travel lanes from 0.35 KM east of SR 67 to Johnson Rd. (CR 400E).

SHELBY CO.
SR 44 from I-65 to I-74
• Added travel lanes from 1.96 miles west of I-74 to 1.1 miles west of I-74.

Did you Know? . . .
As part of its lease, Cintra-Macquarie is responsible for operating and maintaining the Indiana Toll Road.

Did you Know? . . .
The Indiana Toll Road, which runs the length of Indiana’s northern border from Ohio to Illinois is 157-miles long.

In addition, the following list of projects, all located within the MPO’s MPA, are included in the Draft Major Pavement Program which is aimed at maintaining and preserving existing infrastructure.

Major Pavement Preservation Projects (2006-2011)

BOONE CO.
• SR 32 from 1.0 mile east of SR 39 to Boone/Hamilton County line.

HAMILTON CO.
• SR 238 from junction SR 13 to I-69.
• SR 38 from 0.59 mile southeast of US 31 to 0.14 mile west of SR 32.
• SR 32 from 2.41 miles west of SR 37 (approximate location of new Hague Rd. extension) to SR 37.
• SR 32 from 5.64 miles west of US 31 to 1.6 miles west of US 31.
• SR 37 from SR 213 to SR 28.

cont on page 23, Major Moves and the MPO
Major Moves and the MPO (from page 22)

HANCOCK CO.
- SR 13 (Madison St.) from US 36/SR 67 to NCL of Fortville.
- US 52 from 7.59 miles east of I-465 to 8.29 miles east of I-465
- US 36 from 0.49 mile east of SR 13 (ECL Fortville) to SR 9 (Stage A).
- US 36 from 0.37 mile west of SR 13 to 0.49 mile east SR 13 in Fortville.

HENDRICKS CO.

Did you Know? . . . .
Cintra-Macquarie is the same consortium that leased the 7.8 mile Chicago Skyway for 99 years and $1.83 billion.

- SR 267 from 1.06 miles south of I-70 to US 40.
- SR 267 from 0.1 north of I-74 to 0.5 mile north of I-74.
- SR 39 from north junction with SR 42 to US 40.
- SR 267 from 1.49 miles south of US 136 to 0.52 mile north of US 136.
- SR 39 from 1.85 miles north of US 40 to 2.63 miles north of US 40 through Clayton.

JOHNSON CO.
- SR 44 from I-65 to the WCL of Shelbyville.

MADISON CO.
- SR 9 from 0.2 mile north of SR 128 to SR 28.
- SR 9 from 2.10 miles north of south junction (Fall Creek) to I-69.
- SR 32 from 3.33 miles to 0.39 mile west of SR9, south junction.

Did you Know? . . . .
Currently, a typical car traveling the length of the Indiana Toll Road would pay $4.65. The lessee plans to install electronic tolling within two years. Cars with transponders will keep this 1985 rate through 2016.

- SR 9 from 0.45 mile south of I-69 to SR 236 (53rd St.)
- SR 32 from 4.01 to 3.33 miles west of SR 9 (South junction – Euclid Dr. to Fountain St.)
- SR 9 from SR 236 (53rd St.) to south junction of SR 32 and SR 232.

MARION CO.
- I-70 from Sherman Sr. Overpass to 0.25 mile east of Emerson Ave. (Part B2- Stage 1)
- I-70 from the north split of inner loop to Sherman Dr. Overpass (Part A – Stage 1).
- I-70 from 0.25 mile east of Keystone/Rural to Sherman Dr. Overpass (Part B1 – Stage 1).
- I-70 from Sherman Dr. Overpass to 0.17 miles east of I-465 (Part C – Stage 1).
- SR 135 from Meridian St. to US 31 (Thompson Rd.)
- US 31 from 1.55 miles south of I-465 (Beechwood Lane) to 0.39 miles north of I-465 (Mills Ave.)

MORGAN CO.
- SR 42 from 0.15 mile east of SR39 to 0.44 mile west of SR 267.

SHELBY CO.
- SR 44 from 1.7 miles west of SR 9 to SR 9.
- SR 252 from I-65 to Flatrock.

The Metropolitan Planning Organization (MPO) wishes to thank the following individuals and organizations for their input and/or cooperation in developing this issue of teMPO:

Gary Abell ...............Indiana Department of Transportation
Christine Altman .........Hamilton County Commissioner (District 1)
Carl Bruhn ...............Indiana Department of Transportation
Dan Considine ........Citizens Gas & Coke Utility
Tim Crobons ............Connetics Transportation Group, Inc.
Bradley Davis ...........Hamilton Co. Highway Dept.
Jane Jankowski ........Office of Governor Mitch Daniels

Jeffry Miller ............Earth Day Indiana, Inc.
Andy O’Donell ........Pedal & Park Program
Ruth Reiman ............Central Indiana Commuter Services
Jim Seiber .............The Spanish Connection
Steven Sellers ...........Earth Day Indiana, Inc.
Meg Storrow ............Storrow Kinsella Associates, Inc.
Mike Terry .............IndyGo
region-wide Public Open House is planned in July to facilitate review and comment on the draft plan. For more information on the Pedestrian Plan, see the related article in this issue of teMPO (page 6), or visit the MPO web site at www.indympo.org.

**INBikePort Initiative**

This statewide public-private partnership is dedicated to providing bicycle facility solutions to encourage bicycling as a transportation choice. It is supported by the MMTF and the National Institute For Fitness and Sport, and is being headed up locally by Carl Bruhn, Deputy Commissioner Business Process and Information Officer for Indiana Department of Transportation (INDOT). Other supporters include public-private volunteers from Indy Bike Garage, the Indy MPO, City of Carmel, City of Fort Wayne, INDOT, IDNR and White River Parks. It’s focused on the construction of ‘bike ports’ that offer permanent, secure parking facilities for multiple bikes at high-traffic commuter destinations, such as downtown Indianapolis. As envisioned, INBikePort will one day be a statewide system of bicycle commuter facilities including bike storage and other amenities such as showers, changing rooms, lockers, repair services, laundry services, and refreshments.

“This is an idea whose time as come,” says Inman. “Several years ago, the Task Force was instrumental in having permanent bike racks installed at key downtown locations. This is the next logical step.”

The MPO, in conjunction with the Multi-Modal Task Force, has promoted the use of bicycle travel for both transportation and recreation in a variety of ways, including the development and free distribution of the Marion County and Surrounding Area Bike Route Map. In addition, the MPO is a long time sponsor of the Greenways Foundation’s Pedal & Park program which offers free, secured bike parking at greenways-adjacent events throughout the spring and summer.

“Bike Ports are an attempt to make the benefits of Pedal & Park permanent, year-around and wide-spread,” explains Inman. “Unlike Pedal & Park, Bike Ports also encourage regular use of bikes for work travel by commuters, which will have the greatest positive impact on our regional traffic congestion and related air pollution – two items directly referenced by the MMTF’s objectives and outcomes.”

For more information on the Indiana Bike Port Initiative, visit www.inbikeport.org. For more information on the Multi-Modal Task Force, please contact MPO Senior Planner Amy Inman at 317/327-5646 or ainman@indygov.org.
Our 40th Issue!

Hard to believe that the official newsletter of the Indianapolis region’s transportation planning process could have 40 issues in print, but it’s true. teMPO began in the Spring of 1997 as a way to keep identified stakeholders informed of and involved with the MPO planning activity. That first issue was sent to about 600 people – the size of the MPO’s mailing list at the time. Response from the MPO’s planning partners, including both the public and professional planners, was positive and the newsletter grew. In scope. In pages. In reach.

Today, every issue of teMPO has more than 4,000 readers, including...

cont on page 3, see Our 40th Issue

Coordinated Public Transit-Human Services Plan

On Thursday, June 22, the Metropolitan Planning Organization held a special meeting of its Citizens Advisory Committee (CAC). The meeting was unique in several ways. First, it focused on a single topic — Coordinated Public Transit-Human Services Plan. Although many past CAC meetings have focused on only one topic, notably the monthly meetings held during the conNECTIONS study of Northeast Corridor Transportation, most recent quarterly CAC meeting agendas have included multiple topics. The MPO, in response to CAC survey responses, is resuming its single-topic agendas and the June 22 meeting was the first example of this format.

Secondly, many of the meeting’s attendees were invited guests of the MPO,

cont on page 20, see Coordinated Public Transit-Human Service Plan

Federal Certification Review

It happens every four years and, as of this writing, it’s about to happen again.

On August 28th, 29th and 30th, the regional transportation planning process conducted by Indianapolis MPO, the Indiana Department of Transportation (INDOT) and IPTC/IndyGo is undergoing its quadrennial certification review by a seven-member panel representing both federal and state agencies. The review is required by SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users), the federal legislation signed into law in July, 2005 which oversees all transportation-related planning and implementation activity.

Like its predecessor, the Transportation Equity Act for the 21st Century, SAFETEA-LU requires the review and certification of the transportation planning process in all urbanized areas.

cont on page 12, Federal Certification Review
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 Principal Planner Sweson Yang describes the various requirements influencing the new development process of the Unified Planning Work Program, one of the MPO’s core planning responsibilities.

I’ve heard that the MPO is working on its “to do” list for next year—the 2007 Unified Planning Work Program (UPWP)—and that it’s going to be different from past years. I remember when the UPWP used to be called the Overall Work Program and just listed the coming year’s projects, but I have no idea what process was used to put it together. How is the UPWP developed now, and what will be different about next year’s?

- Asked via telephone call, August 2006

Your basic questions are all timely and really emphasize what’s going to be familiar and what’s going to be different about the 2007 UPWP currently in development. Work on the document began late last winter.

First, it must be noted that the UPWP never just listed projects. The program has always attempted to address the region’s transportation needs. The development of the program, however, has always been guided by, and responded to, a complex collection of state and federal requirements. That was an invisible part of the process to all but the planners working on the UPWP before, but not now. The requirements are just as complex as ever, maybe even more so, but now others know about them.

In general, we’re re-formatting the Unified Planning Work Program in an attempt to simplify the document. As part of this effort, we’ve also added steps to its development process that assure better representation of a truly regional perspective. That, in turn, should assure greater “buy-in” and consensus-building for the program.

In the past, the MPO would put the program together based on established priorities and consultation with planning partners throughout the region. The Indianapolis Regional Transportation Council (IRTC) would review the finished document. However, it was the Metropolitan Development Commission (MDC) who approved it locally.

This year, starting in March, we did things differently. As the region’s primary transportation planner, the MPO solicited input from IRTC members on the pro-
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 then Governor Joseph Kernan in fourth quarter, 2003.

Our 40th Issue!
(from page 1)
elected officials, local media, neighborhood association officers, government agency personnel and the general public. Most, more than 2,400, still receive teMPO via mail, but a growing number -- about 1,600 -- receive it via the internet. Several hundred more copies of the newsletter are distributed through the public library system and at public planning meetings.

To commemorate this milestone, we’ve asked a few of our readers to send us their thoughts on teMPO’s 40th issue. You’ll find them scattered among our pages and included on the MPO website (www.indympo.org), where you’ll also find teMPO’s previous issues archived with a complete Article Directory – a real information resource for those interested in regional transportation planning.

Also in this issue, you’ll find details on the regional Coordinated Public Transit-Human Services Plan now in development, the Federal Certification Review of the regional transportation planning process now under way, upcoming changes to the MPO’s Unified Planning Work Program, the latest on Transportation Enhancement and Congestion, Mitigation & Air Quality Applications and Grants, information on the Regional Pedestrian Plan’s final formal public review, a draft Public Participation Plan that soon will be offered for public review and comment, and more! So, read on, because teMPO is just getting started!
In May, we reviewed their suggestions and compared them with already recognized issues and recommended projects. In July, we then reviewed priorities in light of realistic revenue assumptions about the coming year. Throughout the process, we’ve worked closely with an IRTC Sub Committee made up of representatives from diverse agencies and jurisdictions throughout the MPO’s planning area (see sidebar, this page).

One of the benefits of this process has been our ability to share the complex requirements that the UPWP must address with regional transportation planning process decision-makers to whom the MPO regularly makes its recommendations. I think this has been an eye-opener for many.

For instance, Federal regulations (23 CFR 450.314 (a) requires an MPO, in co-operation with the State and transit operators, to develop UPWPs that meet the requirements of 23 CFR Part 420, subpart A. UPWPs are also required to discuss the planning priorities facing the metropolitan planning area, and document planning activities to be performed.

But that’s only the beginning.

Federal law also requires MPO transportation planning activity to consider 1) Economic Vitality, 2) Transportation System Safety, 3) Transportation System Security, 4) Accessibility and Mobility, 5) Environment and Energy Conservation, 6) Management and Operations, and 7) Preservation of Existing Transportation System 8) Across All Modes.

A February 28, 2006 letter from the Federal Highway Administration (FHWA) noted that Fiscal Constraint, Highway Performance Monitoring System (HPMS), and Air Quality Conformity all warranted greater attention. The latter is of real concern in a region like ours that has been designated as a non-attainment area for ozone and small particulate matter.

The current Federal transportation bill SAFETEA-LU requires:
- Metropolitan and Statewide Plans - Environmental Mitigation.
- New Consultations
- Consistency of Transportation Plan
- 1) Economic Vitality
- 2) Transportation System Safety
- 3) Transportation System Security
- 4) Accessibility and Mobility
- 5) Environment and Energy Conservation
- 6) Management and Operations
- 7) Preservation of Existing Transportation System
- 8) Across All Modes.

Whew! That’s a lot to keep in mind when working up a ‘to do’ list and we’ve appreciated having help from our IRTC sub committee. With all of these disparate requirements and regulations, it’s hard to believe that we started out hoping to simplify the UPWP but we are. Fortunately, some things remain the same.

**Familiar Ground**

Some 2007 Unified Planning Work Program elements will be familiar to past readers of the document. The major areas of focus include:
- UPWP Administration
- Cont on page 6, see Q & A

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**Did You Know?…**

Indianapolis ranks 29th among America’s most walkable cities

Source: *Prevention* Magazine and the American Podiatric Medicine Association

To these, the Indianapolis MPO solicitations added 1) Motorists Congestion Public Education Program, 2) Data Development and Shared GIS/Data Bases, and 3) Expanded IRTIP Amendment.

---

**IRTC UPWP Subcommittee Membership**

Bill Peoples, Johnson County
Gary Huff, Town of Fishers
Joyce Newland, Federal Highway Administration
Larry Buckel, Indiana Department of Transportation - Transit (Alt: Stephanie Belch)
Laurence Brown, Indiana Department of Environmental Management
Lori Miser, Indianapolis Department of Public Works
Michael Dearing, Indianapolis Metropolitan Planning Organization
Mike Terry, IRTC/IndyGo
Mayor Nannette Tunget, City of Southport (Alt: Dave Kieser)
Randy Walter, Indiana Department of Transportation
Tom Klein, City of Avon

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**Questions & Answers**

(from page 2)

Projects they’d like to see included in the UPWP. In May, we reviewed their suggestions and compared them with already recognized issues and recommended projects. In July, we then reviewed priorities in light of realistic revenue assumptions about the coming year. Throughout the process, we’ve worked closely with an IRTC Sub Committee made up of representatives from diverse agencies and jurisdictions throughout the MPO’s planning area (see side bar, this page).

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- UPWP Administration
- Cont on page 6, see Q & A
MPO Named Learn-Serve Partner ‘Star’

This past spring, the Metropolitan Planning Organization (MPO) was recognized as being in a class by itself. The region’s primary transportation planner and its long-time planning partner, the Center for Interactive Learning and Collaboration (CILC), received kudos from the Indiana Department of Education for giving high school students real world opportunities to address community issues and recommend improvement measures to public officials.

“Public involvement and input has always been crucial to the success of our regional transportation planning process,” say MPO Manager Mike Dearing who initiated the School Involvement Program in 2000 at the suggestion of John Harrold, Citizens Advisory Committee member at that time. “This program partners with the public in an innovative way – educating students on transportation-related issues and seeking their ideas as possible solutions,” he explains. “Their blue-sky thinking offers a wake-up call to seasoned planners. In exchange, program participants receive training as citizen-advocates, learning how to get involved in their communities and to make their voices heard.”

On May 15, 2006, the MPO was named Outstanding Service-Learning Community Partner for the Livable Community Project it conducts in association with CILC at Perry Meridian High School. Both organizations were recognized as this year’s Community Partner “Stars” during an award presentation held under the Capitol Dome. The presentation was made by State Superintendent of Public Instruction Dr. Suellen Reed and Michele L. Sullivan, Indiana Service-Learning Consultant for the Indiana Department of Education.

For the past six years, Perry Meridian High School students in the Government classes of Rosemarie Kuntz have partnered with the MPO and CILC on the Livable Community Project. Ms. Kuntz nominated the program for award consideration because “it provides a model of civic engagement for students to creatively address community issues and to present action plans for consideration by government agencies and public officials.” Ms. Kuntz also was recognized as this year’s Service-Learning Outstanding Education “Star.”

Through the program, students practice the elements of service-learning in an effort to create a more livable community. The MPO provides resource materials, access to participating community and transportation planners, and financial support that sustains the program. CILC provides program facilitation, video-conferencing, and presentation forums with student, teacher, administrator, and community partner recognition. To date, participants in the Livable Community Project have addressed the mapping of southside trails, public transit and biking public service announcements, and recommendations for greater outreach to the Hispanic community on the topics of mass transit and park usage.

“We appreciate Learn and Serve Indiana’s recognition of a program we consider an important part of our public involvement effort,” Mike Dearing. “Plus, it’s a pleasure to tap into the ingenuity of these young minds for the benefit of our regional transportation planning process.”

In 2002, the MPO’s Livable Community Project was selected as a “Best Practice” by the Federal Highway Administration.

The Indiana Department of Education/Learn and Serve Indiana program provides funding to K-12 school corporations for the integration of service-learning into the classroom curriculum. Service-learning offers a unique opportunity for

cont on page 6, see MPO Named Learn-Serve Partner ‘Star’
Questions & Answers
(from page 4)
• Data Development and GIS
• Transportation Monitoring and Management Systems
• Multi-Modal Planning
• Regional Transportation Plan
• Public Participation Program
• Freight Planning
• Air Quality Planning
• Corridor and Non-Metro Planning Studies
• Transportation Improvement Program (TIP)

Proposed funding for the 2007 UPWP is $3,023,016 with FHWA contributing $2,942,398, FTA Sec 5303 contributing $376,105 and local match contributions totaling $604,603. In addition, funding for the Ozone Public Awareness Program will come from a CMAQ grant to the Indianapolis Department of Public Works, and the final phase of the rapid transit study DIRECTIONS will be funded with FA Sec 5309 transit dollars.

It really wouldn’t be prudent to talk about specific projects included in the 2007 UPWP until a draft document is ready for review. Our tentative schedule for the remainder of development has such a draft going to the IRTC subcommittee on September 12th with review by the IRTC’s full Policy Committee on October 25th. IRTC approval of the document is anticipated in the first half of November; MDC approval is anticipated on December 6. The FHWA needs to approve the finalized program later that month for the MPO to have its Notice to Proceed, and continuous planning funding, by January 1, 2007.

To stay apprised of the Draft UPWP’s progress, visit the MPO web site at www.indympo.org or contact me at 317/327-5137 (syang@indygov.org).

MP0 Named Learn-Serve Partner ‘Star’
(from page 5)

Indiana’s young people — from kindergarten to Twelfth Grade — to get involved with their communities in a tangible way by integrating service projects with classroom learning. Service-learning engages students in both the educational and democratic processes, using what they learn in the classroom to address real-life community issues. Students not only learn about democracy and citizenship, they actively contribute as citizens and community members through the services they perform.

This past year (2005-2006), the Learn and Serve Indiana Program funded 40 school-based programs that engaged more than 30,000 young Hoosiers who partnered with over 1,900 adult volunteers to impact some 79,800 community members. Programs addressed authentic community needs in the areas of education, environment, public and school safety, intergenerational outreach and other human concerns.

For more information on the Livable Community Project, including the topic planned for the 2006-2007 school year, visit www.indympo.org or contact Mike Dearing at 317/327-5137 (mdearing@indygov.org).

On May 15th, teachers, school administrators and community partners gathered in the Capitol Rotunda at the invitation of the Indiana Department of Education to recognize special Service-Learning achievements.
CIRTA Seeks Executive Director

The Central Indiana Regional Transportation Authority (CIRTA) continues to make rapid progress toward its goal of becoming a fully-functioning leader in the regional transportation planning process as well as primary advocate of the mobility, traffic flow and air quality benefits associated with efficient, area-wide mass transit. Now enjoying nearly a full contingent of members (see side bar, page 8), and having the findings of its 9-month Strategic Plan in-hand, CIRTA President Christine Altman is wasting no time in addressing the group’s identified priorities.

“It’s no secret that I think we’re late in effectively planning for regional mass transit,” says Altman, a Hamilton County Commissioner, “and area residents and businesses alike have paid the price in rush hour congestion, decreased productivity, lost hours and a lack of workforce mobility options. So, I’m eager to get us (CIRTA) in a position to actively contribute solutions to these problems as soon as reasonably possible.”

Previously identified priorities, which have been addressed in CIRTA’s recently completed Strategic Plan, include an external and internal vision for the group, clearly defined Mission and Core Responsibilities, widely embraced Goals and Objectives, and identifying CIRTA’s best Organizational Structure and System of Governance. The latter involves, in part, recognizing and reconciling the functions performed by CIRTA’s many planning partners, including the MPO, the Indiana Regional Transportation Council (IRTC), IndyGo and 15 other service providers.

The agenda of CIRTA’s monthly meeting, held July 19th at IndyGo headquarters, reflected the group’s focus in these areas. Old Business included 2006 Planned Expenditures, 2007 Budget Needs and Potential Funding, including the funds needed to implement the Year 1 Business Plan and the formation of three CIRTA committees, including Administration and Finance, Planning and Programming and Legal and Governmental Affairs.

New Business topics included discussions on of a proposed City-County Advisory Committee — its role, membership and procedures; and, a discussion on the need for developing a CIRTA Communications Plan. The agenda of CIRTA’s monthly meeting, held July 19th at IndyGo headquarters, reflected the group’s focus in these areas. Old Business included 2006 Planned Expenditures, 2007 Budget Needs and Potential Funding, including the funds needed to implement the Year 1 Business Plan and the formation of three CIRTA committees, including Administration and Finance, Planning and Programming and Legal and Governmental Affairs.

New Business topics included discussions on of a proposed City-County Advisory Committee — its role, membership and procedures; and, a discussion on the need for developing a CIRTA Communications Plan.

“Probably the biggest ‘take-way’ from July’s meeting is the group’s decision to move ahead with its search for an Executive Director,” says MPO Assistant Manager Philip Roth, AICP, one of several MPO liaisons working with CIRTA. “The job’s scope, desired skill set and candidate experience have been clearly defined,” he notes, indicating where CIRTA is headed and the importance the group is placing on this position.

The candidate search officially began on August 7 with ads running in more than a dozen general and industry publications, including Governing Magazine, and the Indianapolis Regional Chamber of Commerce e-newsletter. Other contacted organizations include the American Planning Association, the American Public Transportation Association, the Association of Metropolitan Planning Associations (AMPO), the Indiana Transit Network, and the Indiana Association of Cities and Towns. In addition, hard copies and electronic postings of the CIRTA Executive Director position were sent to the State Government Center, the Indianapolis Regional Chamber of Commerce, the Indianapolis City-County Building, Purdue University, IU-Bloomington, IUPUI, IndyGo and the Anderson PTC. Mailings were also sent to transit and legal firms as well as management companies.

“Candidate applications are due by October 6,” notes MPO Manager Mike Dearing, who is fielding inquiries and responses for CIRTA as a member of its Search Committee. “We hope to have our initial review of applicants completed within two weeks, by October 17,” he notes. “The qualifications of remaining candidates will be discussed at CIRTA’s scheduled October 18th meeting.”

For more information on CIRTA, visit the MPO web site at www.indympo.org.

Happy 40th teMPO!

“The thing I like about teMPO is that there is substance in every issue. It’s a great way to keep up with all the things going on.”

John W. Myers, P.E., AICP, HNTB Corporation

cont on page 8, see CIRTA Seeks Executive Director
## CIRTA MEMBERSHIP

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<th>Title</th>
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<th>Appointed By</th>
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<td>President and CEO</td>
<td>IndyGo</td>
<td>Mayor Peterson</td>
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<td>Council Vice President</td>
<td>Indianapolis-Marion Co. Council</td>
<td>Mayor Peterson</td>
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<td>(New) Commissioner</td>
<td>Indiana Family &amp; Social Services Administration.</td>
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<td>County Commissioner</td>
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<td>President</td>
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<td>Milestone Contractors</td>
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<td>Madison Co.</td>
<td>Jerry Bridges</td>
<td>Anderson MPO Director</td>
<td></td>
<td>Board of County Commissioners</td>
</tr>
<tr>
<td>Morgan Co.</td>
<td>Jeff Quyle</td>
<td>County Commissioner</td>
<td>Morgan County Board Of Commissioners</td>
<td>Board of County Commissioners</td>
</tr>
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<td>Shelby Co.</td>
<td>Linda Sanders</td>
<td>Private Citizen</td>
<td></td>
<td>Board of County Commissioners</td>
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<tr>
<td>4 largest participating municipalities in RTA (not in Marion County)</td>
<td>Unfilled</td>
<td></td>
<td></td>
<td>Municipal Executives acting jointly</td>
</tr>
<tr>
<td>Excluded Cities/Towns in Marion County</td>
<td>Nannette Tunget</td>
<td>Mayor</td>
<td>City of Southport</td>
<td>4 Municipal Executives acting jointly</td>
</tr>
</tbody>
</table>

*cont on page 9, see CIRTA Seeks Executive Director*
Central Indiana Regional Transportation Authority
Executive Director

Job Summary
A Central Indiana Regional Transportation Authority (CIRTA) has been created to coordinate and to define the delivery of public transit services throughout the region. An Executive Director is being sought to lead the development of the CIRTA and to administer its on-going activities. The person or firm selected for this job is expected to prepare and execute a management plan for the CIRTA that will include staffing, funding, regional policy direction and participation by regional counties and municipalities.

Desired Skills
Preferred candidates will have demonstrated skills in transportation planning/policy, public finance, public budgeting process, community relations, staff management, communications and proven leadership abilities.

Specific Responsibilities
Acting under the direction of the CIRTA Board, the person selected for this position will be responsible for these specific activities, in keeping with the newly-developed CIRTA Strategic Plan.

- Prepare a 5-year management plan for the CIRTA that addresses the following:
  1) An incremental staffing and human resources plan consistent with the projected growth of the CIRTA.
  2) Secure funding for the operation of the CIRTA
  3) A long-term funding mechanism for the implementation of regional transit
  4) Collaboration with regional transit planning and implementation entities for the successful operation of regional transit, including the region’s three metropolitan planning organizations (Anderson, Columbus, and Indianapolis)

- Carry out the goals and objectives established by the CIRTA Board.
- Provide information and other support as requested for CIRTA Board meetings.
- Assist with the refinement and/or amendment of bylaws for the CIRTA.
- Communicate with and advocate to the public, other stakeholders and elected officials on the values of regional transit.
- Assume a leadership role in the study and potential implementation of regional rapid (i.e., fixed-guideway) transit.

Prior Work Experience
The preferred candidate should have a bachelor’s degree or a minimum of five (5) years of managerial experience with an advanced degree(s) preferred. It is desirable to have a proven experience in the management of public transit, managing and organizing growing staffs and working with public finance issues. Experience with and knowledge of the workings of a regional urban transit organization is a plus.

Please e-mail and mail resume and letter of interest by Friday, October 6, 2006 to:
  Christine Altman, President
  Central Indiana Regional Transportation Authority
c/o Mike Dearing, Manager
  Indianapolis Metropolitan Planning Organization
  Suite 1821, City-County Building
  200 E. Washington Street
  Indianapolis, IN 46204
  Mdearing@indygov.org

For all inquiries, please contact:
  Mike Dearing, Manager
  Indianapolis Metropolitan Planning Organization
  (317) 327-5139
  mdearing@indygov.org
PO Planner Catherine Kostyn, M.A. has passed along the announced list of Transportation Enhancement (TE) Awards for 2006, noting the three projects within the MPO’s planning area to be funded.

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.’

Of the more than $22 million awarded across the state this year, $2,132,600 will go to three Central Indiana projects located within the MPO’s transportation planning area (see map, page 3). These include the Cool Creek North Trail and Randolph County Bridge in Carmel ($469,000), the Bike Lanes & Bike Port Project submitted by the Indianapolis Department of Public Works ($583,000), and the 39th Street Bridge Project in Indianapolis ($1,080,000).

The TE program has been helping improve the quality-of-life for Hoosiers since 1991. Kostyn notes that those interested in applying for project funding this year should be aware that INDOT is considering changing some applications deadlines. She anticipates that application guidelines and due dates should be finalized soon and will be posted on the MPO web site (www.indympo.org) when available. She also notes that the City of Indianapolis TE coordination procedures must be followed for all application located in Indianapolis or on city ROW in excluded jurisdictions. These procedures are on the MPO web site under “2007 TE Application Process for Projects Located in Marion County.”

CMAQ Applications
Speaking of funding applications, in early June MPO Senior Planner Kevin Mayfield sent the Congestion Mitigation and Air Quality (CMAQ) fall application schedule to members of the IRTC’s Technical Committee which is comprised of planners and engineers from the various jurisdictions located within the MPO planning area (Editor’s Note: CMAQ applications are also accepted in the spring.)

The schedule, developed by Jerry Halprin, a Transportation Development Specialist with the Program Development Division of INDOT, is meant to guide the submission of applications for projects qualifying for CMAQ funding this fall.

“INDOT’s review period for fall applications is September 18th through October 30th,” notes Mayfield, “but other dates in the schedule are significant.”

2006 CMAQ Fall Review Schedule:
9/18/06 - Project proposals due at INDOT no later than the close of the business. (applications should be first submitted to the MPO office, care of Kevin Mayfield, in early September to permit careful review and correction, as needed. The MPO will submit proposals to INDOT.)
9/22/06 - Compact Disk (CD) with project proposal distributed.
10/12/06  - Comments from CMAQ Committee distributed to project applicants.
10/13/06  - Applicant responses to comments due and re-distributed to committee members as appropriate.
10/26/06  - CMAQ Committee meets to review project for eligibility determination.

Anyone with questions concerning the current or next spring’s CMAQ application process, contact Kevin Mayfield at 317/327-5135 kmayfiel@indygov.org. Anyone with questions concerning Transportation Enhancement Awards or its application process, should contact Catherine Kostyn at 317/327-5142 (ckostyn@indygov.org).

CICS News
Ruth Reiman, Manager of Central Indiana Commuter Services (CICS) reports a lot of late summer activity for the growing alternative transportation program.

“We’re kicking off a new promotion the first week of September, called “Leave your car at home. Do it MULTI-MODAL!” It’ll run through the end of the month and offers loads of prizes to invite trial,” she says. “As of September 1st, CICS will also have four operational vanpools – three using 12-passenger vans and one using a minivan.”

They include:
• A new vanpool that started in early August and travels from Anderson to Bean Center in Lawrence. Its 12 passengers are all federal employees, receiving the maximum subsidy offered by law.
• A Bloomington vanpool that is expanding to a 12-passenger vehicle. Three new passengers are joining the pool on September 1st, and recruiting continues to fill up two empty seats.
• A new Bloomington vanpool will be starting on September 1st that will travel to the IUPUI campus and Clarian Hospitals.

In addition, CICS is currently organizing vanpools from Greenfield and Columbus to downtown Indianapolis.

Interested in getting into a vanpool of your own? Contact Central Indiana Commuter Services by visiting www.327ride.net, calling 317/327-RIDE, or e-mailing info@centralcommuter.net.
On a humid July evening, with skies threatening stormy weather, scores of pedestrian advocates accepted the Metropolitan Planning Organization’s invitation to journey downtown to share their insights and ideas just one more time on the Regional Pedestrian Plan. After more than three years in development, and 38 public meetings held in Marion, Johnson, Morgan, Hendricks, Boone, Hamilton, Hancock and Shelby Counties, the draft plan was ready for its last formal public review and comment before being submitted to the Indianapolis Regional Transportation Council for consideration and, hopefully, approval.

“The public has been our partner on this project from day one,” says MPO Senior Planner Amy Inman, MS, who serves as Project Manager for the Pedestrian Plan. “And, even though, Meg Storrow and I had been in meetings with project stakeholders throughout the day, I was still happy to see familiar faces at our evening meeting. They’ve been the backbone of this initiative.”

Meg Storrow is a principal of Storrow Kinsella Associates, an Indianapolis-based urban design and planning firm, serving as primary consultant on the Pedestrian Plan project.

Area residents interested in making our region more walkable were encouraged to attend the Open House via Media Advisories, news coverage, e-mail invitation, web site, WFYI radio message and display advertising in The Indianapolis Star, Ola Latino Americana and The Indianapolis Recorder. In addition, ads appeared in the dominant newspaper in each of the surrounding counties, owing to the plan’s regional nature.

The purpose of the Open House was:
1) to promote the regional importance of the Pedestrian Plan
2) to assist in finalizing plan recommendations
3) to allow participants to share their ideas, and
4) to inform IRTC members of the Regional Pedestrian Plan and encourage local approval in each county and municipality in the Indianapolis metropolitan planning area, where 1.6 million people live in 700,000 residents. (Editor’s Note: The Indianapolis Metropolitan Statistical Area is the 29th largest in the US.)

The meeting was held on Wednesday, July 26, between 6 and 8 PM at the Indiana Historical Society - Canal Level, 450 W. Ohio St., downtown Indianapolis. There, a proposed Regional Pedestrian Plan was presented for public comment that is intended to serve as a guide for fully integrating pedestrian travel into the regional transportation system. This plan now includes recommended pedestrian routes and amenities. It is intended to increase mobility options throughout Marion and surrounding counties, making the region more pedestrian-friendly while also improving traffic flow and air quality.

“Our goal has always been to make walking an integral part of our transportation system,” says Inman. “With high gas prices, and escalating concerns about health and the environment, a lot of people would prefer to leave their cars at home when they can. So, I’m not surprised that people turned out.”

Also in attendance were representatives of local media who featured the event on their newscasts that evening and the following day, including the CBS and FOX affiliates, and WIBC radio. In addition, government access channel WCTY (Channels 16 and 28 on Comcast and Bright House networks) taped the event for rebroadcast throughout the month of August for interested parties unable to attend.

The event began as an open house with attendees reviewing exhibits and chatting with planners. At 6:30, Inman and Storrow led attendees through a 45-minute presentation detailing plan specifics. Following a question and answer session, all assembled moved to an adjacent conference room where area maps were laid out for review . . . and revision. Participants were encouraged to mark any pedestrian routes that they felt had been overlooked.

“That’s where things get interesting,” says Storrow. “People get energized when you hand them a marker.”

Inman agrees. “When people feel strongly about something, they want to be heard,” she says. “When they can visually show
Federal Certification Review
(from page 1)

with populations greater than 200,000. Certification, or documenting compliance with all appropriate federal regulations, is a prerequisite to receiving federal funds for airport, transit and highway transportation improvements. In the Indianapolis region, this certification process is conducted by representatives of:

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

“It’s a thorough examination of how we conduct our business as the region’s primary transportation planner,” explains MPO Manager Mike Dearing. “I’ve been through a number of these both as Principal Planner and Manager of the MPO, but each is a little different,” he says. “Since our last review in 2003, our planning area has increased by 555 square miles (1,330 square miles total) bringing more jurisdictions into the process, the region has been designated a non-attainment area for ozone and fine particles, and the scarcity of local match money has cut planning budgets – all of which impacts our process,” he notes. “Despite all of this, I’m proud of the job our 7-member agency has done with the help of our planning partners, and I’m very eager to talk about it.”

During the first two days of the review process, the Certification Review Panel will meet privately with the MPO and some of its planning partners to discuss in great detail topics integral to the regional transportation planning process including, but not limited to, Air Quality, CMA and ITS Regional Architecture, MPO Planning Boundaries and Organizational Representation, the Highway Performance Monitoring System (HPMS) and Title VI, the Civil Rights Act of 1964. On the third day, the panel will meet with the Indianapolis Regional Transportation Council (IRTC) – the decision-making body of the regional transportation planning process to whom the MPO makes its recommendations.

As part of the review process, a public meeting is scheduled for Tuesday, August 29, 2006 in Room 107 of the City-County Building, 200 East Washington St., downtown Indianapolis. Government access channel WCTY is broadcasting the event live and taping it for later broadcast. The meeting is being hosted by the FHWA and FTA who are asking for public input on how well the MPO and its planning partners do their jobs of conducting a cooperative, comprehensive and coordinated regional transportation planning process. Key to these comments is whether or not area residents feel informed by, interested in, and involved with the process – the focus of the MPO’s continu-

PAGE TWELVE
Proposed Public Participation Plan

Long time readers of teMPO, attendees of Citizens Advisory Committee meetings, and general participants in the regional transportation planning process conducted by the Indianapolis Metropolitan Planning Organization, recognize the importance the MPO places on informed public involvement and input. And, there’s a long running program of coordinated public outreach initiatives to prove it.

What there has not been until now, however, is a formal plan guiding these efforts. As of this writing, the MPO is working with its communications and public involvement consultant to develop a draft Public Participation Plan (PPP) that will detail not only the outreach techniques currently in use, but the program goal, objectives and policies that inspired them.

“This has been on our ‘to do’ list for years,” says MPO Manager Mike Dearing. “I don’t know another MPO around the country with a more comprehensive or long running public involvement program than ours. But,” he notes, “we’ve been so busy implementing it that we never took the time or money to formalize our plan. Now that developing a PPP is a federal requirement, it’s become a priority for us,” Dearing explains. “Fortunately, we have a lot of talk about.”

Background

The Indianapolis Metropolitan Planning Organization has long been an active supporter and innovator in the area of public involvement as it relates to its regional transportation planning process. Indications of the importance placed on public input include the formation of the Citizens Advisory Committee in 1994 to solicit and facilitate public comment about on-going transportation planning initiatives. The MPO’s current, multi-faceted Public Participation Plan, which began as a single communications strategy in 1997 with the publication of teMPO, is further proof. This program now includes a variety of outreach strategies that work together to support the MPO’s mission and to create their own promotional synergy in attracting and maintaining public interest and involvement.

The Indianapolis MPO was formally established in 1973 for the purpose of conducting a continuing, cooperative and comprehensive transportation planning process. This planning process is a prerequisite to the urbanized area receiving federal funds for transportation planning and improvement projects. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) strengthened the role of metropolitan planning organizations in urban transportation planning processes. The Transportation Equity Act for the 21st Century (TEA-21) also required the planning process to include proactive public involvement and input, as well as providing complete information and timely public notice for the community. The current SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users) also requires the development of a formal Public Participation Plan.

The primary goal of the Indianapolis MPO’s plan is to solicit and facilitate informed public participation in the regional transportation planning process. Its benefits include increased awareness of both the MPO and its various planning initiatives, greater community interaction in all aspects of the planning process, a better understanding of the transportation problems facing the region, effective consensus-building for process recommendations that truly represent locally preferred alternatives (LPA), a greater exchange of ideas among various population segments, and more comfort in dealing with the MPO and its planning partners.

It is the goal of the MPO to successfully engage representatives of all segments of the resident population in the transportation planning process, offering regular PPP opportunities for information, interest and involvement. Such opportunities, and the public input gathered from them, help ensure that subsequent planning process recommendations, funding and resulting benefits (and inconveniences) are fairly distributed. They also assure that the resulting recommendations are locally preferred and have the ‘buy in’ of interested citizens.

These are the goals of the Indianapolis MPO’s Public Participation Program. Through its PPP, the Indianapolis MPO continually searches for new and more effective ways to ‘partner’ with the community for regional transportation planning, assuring that federal regulations are met, that the regional transportation plan reflects local concerns and priorities, and that the regional community in general receives fair and equal access to federal transportation funding.

The Indianapolis MPO’s public participation plan cont on page 14, see Proposed Public Participation Plan
involvement program evolved over the last nine years to incorporate outreach strategies that proved effective at soliciting/facilitating public participation during specific studies, most notably the conNECTions study of Northeast Corridor Transportation (1999-2001). In response to SAFETEA-LU’s requirement, the Draft PPP now in development formally recognizes these strategies as participation elements, while also detailing the program’s underlying goal, objectives and formal evaluation procedures.

**PPP Purpose & Guidelines**

The overriding goal of the Indianapolis MPO’s public involvement program is two-way communications – a dialogue between itself and members of the public its serves. For this reason, it is not enough to inform the public of current or upcoming transportation planning activities via web site, Media Advisory, direct mail, display advertising, etc. That is a necessary, but insufficient aspect of public involvement and only a preliminary prerequisite for achieving the PPP’s overriding goal, even when expertly done.

The act of informing the public of a milestone in an on-going study, or of an upcoming meeting, is only the first step in the Indianapolis MPO's PPP formula. If effectively done, informing the public leads to their interest in learning more either from the MPO web site, sponsored publications or meetings, or even direct contact (Every PPP communications vehicle includes direct access information to facilitate public interest, including web address, phone number or planner e-mail). The Information step also defines the subject, insuring common understanding of the terms used and the study/project parameters, thereby facilitating two-way communication. When sufficiently informed and interested, members of the public have the tools to become involved, making their concerns, opinions or suggestions known via various PPP avenues of communication.

The purpose of the PPP is to provide guidelines for public involvement activity conducted by members of the Indianapolis MPO or their representatives. This plan contains the Indianapolis MPO’s objectives and policies for public involvement.

The Indianapolis MPO conducts public involvement in six areas:

1. Regular and special meetings of the MPO and its advisory committees are conducted in an open public forum with prior notification (to promote attendance) and provisions for receiving/documenting/addressing public comment.

2. Development of the IRTIP (Indianapolis Regional Transportation Improvement Program), the Unified Planning Work Program (UPWP) and Regional Transportation Plan (RTP) provides multiple opportunities for public comment prior to recommendations being made by the MPO to the Indianapolis Regional Transportation Council — the decision-making body of the regional transportation planning process.

3. Individual projects, such as corridor specific studies, have individual public involvement components, including project-specific Involvement Plans (conNECTions and DIRECTIONS, Glendale Neighborhood Study, etc)

4. On-going updates of MPO activities are provided to the public in multiple ways, including a well-received newsletter, frequent Media Advisories (and the resulting news coverage), and the MPO web site. In addition, the MPO consistently provides the public with program response mechanisms enabling them to comment on the activities reviewed. These include the 24-hour, bi-lingual MPO comment Line (317/327-8601), web site comments, various discussion boards (e.g. DIRECTIONS), direct access to planner phone numbers and e-mail addresses found in MPO-developed publications and literature and meeting Q & A sessions.

5. An on-going public awareness campaign to encourage citizen awareness, familiarity and recall of the MPO as the region’s primary transportation planner. This campaign includes promotion of PPP outreach tools, such as the comment line, meetings and web site, via print advertising and radio sponsorship on National Public Radio, which independent research has proven to be the most economical way to connect with community advocates.

6. The formation of short- and long-term partnerships between the MPO and private or public entities for the purpose of 1) building public participation in the regional transportation

*cont on page 16, see Proposed Public Participation Plan*
The number of area cyclists participating in the Greenways Foundation’s Pedal & Park program is holding strong despite a hotter than usual summer with some badly timed cloud bursts. 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.

The MPO has sponsored the program since 2001 as part of its mission to make the region more bicycle-friendly while improving the area’s mobility options, air quality and traffic flow.

Pedal & Park concluded its 2006 season on September 9th with the Penrod Arts Fair, which is held annually on the grounds of the Indianapolis Art Museum. Previous 2006 Pedal & Park events include Earth Day Indiana, Bike-To-Work Day, the Broad Ripple Art Fair, Carmelfest, and the recently concluded Indiana State Fair, where a near record 1,302 cyclists were served. Total for the season stands at 2,432 bikes parked, meaning more than twenty-four hundred drivers avoided traffic congestion and the air pollution associated with stop-start driving by using healthy heart, hassle-free pedal power.

“Thanks to volunteers like Catherine Dusing, we had great numbers despite three days of rain and some pretty high temperatures,” says Tom McCain, the new Pedal & Park Program Coordinator. “Had the weather cooperated a little more, we would have easily beaten our 2004 State Fair record of 1,500 bikes parked,” he says. “Despite the heat and rain, though, we came awfully close. And I think that proves the region’s growing interest in alternative transportation.”

( Editor’s Note: Catherine Dusing coordinates volunteers from the Central Indiana Bicycling Association (CIBA) who supervise the Pedal & Park bike corral during the fair. Read her MPO Profile on page 17).

A season standout for the second year in a row was Carmelfest on July 3rd and 4th – only the second time a Pedal & Park event has been held in Hamilton County north of the I-465 loop. With the Monon Trailblazers serving as corral monitors, Pedal & Park served 489 cyclists in two days. The Monon Trailblazers are a volunteer group that assists the Carmel/Clay Parks & Recreation Department with the Monon Trail in Carmel and Clay Township.

As part of its program sponsorship, the MPO pays the Greenways Foundation $1 for each bike parked in its bike corral. Proceeds are divided among the not-for-profit organizations whose volunteers monitor the corral. In 2006, these groups have included Earth Day Indiana, the cont on page 24, Pedal & Park Eyes Records, Expansion
Proposed Public Participation Plan
(from page 14)

planning process, 2) promoting awareness of project/study-specific activity, or 3) supporting activities/groups that complement the MPO’s mission of maintaining and enhancing the safety and efficiency of the regional transportation system. Examples include the MPO’s partnership with WTHR (NBC, Channel 13) for a “13 Listens” televised regional forum (conNECTIONS - 2000), seeking sponsorships to cover the re-printing costs of the Marion County and Surrounding Area Bike Route Map (2004), on-going sponsorship of the Greenway Foundation’s Pedal & Park program (2001-2006) which provides free, secured bike parking to area cyclists at greenways adjacent events throughout the spring and summer (See related story, page 15), and initiating joint appearances with IndyGo and the Central Indiana Commuter Services (CICS) as part of the MPO’s Environmental Justice and Hispanic Outreach efforts.

PPP Goal

To effectively interest, inform and involve the public in the regional transportation planning process, encouraging and accommodating their meaningful participation and input.

Objective 1

The MPO shall actively seek to expand the representation of stakeholders throughout the Metropolitan Planning Area (MPA) according to the directives contained in this Public Participation Plan and as required by state and federal law.

Objective 2

The MPO shall keep the public informed of on-going transportation-related activities on a regular basis.

Objective 3

The MPO shall encourage the involvement of area residents, including those identified as “traditionally underserved,” in the transportation planning process and strive to ensure the full and fair participation in the transportation decision-making process by all potentially affected communities and segments of the population.

Objective 4

The MPO shall strive to continuously improve its public participation efforts.

Objective 5

The MPO shall participate in public participation activities for individual regional transportation improvement projects through the study and planning phases and shall actively participate in the public involvement efforts of other transportation-related agencies and organizations to the extent feasible.

Objective 6

The MPO shall provide a means to document public input as well as its response to consideration of that input and its influence on the regional transportation planning process.

“Our primary goal and main objectives set the direction for our PPP,” says MPO Planner Catherine Kostyn, M.A., the project’s manager. “The policies supporting these objectives detail how we intend to achieve them and are probably the ‘nuts and bolts’ area of our plan the public will be most interested in reviewing.”

Next Steps

The draft Public Participation Plan will be shared with representatives of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) during the Indianapolis MPO’s triennial Certification Review (see related story, page 1). Their comments will be incorporated into the draft offered for public comment and review later this year. A substantial public review period is anticipated with display advertising, MPO publications, public meetings, web announcements and Media Advisories encouraging participation. Significant public comment will be considered for incorporation into the plan and shared with the Indianapolis Regional Transportation Council (IRTC). It is anticipated that the PPP will be presented to the IRTC for adoption by Spring, 2007.

For more information on the development of the Draft Public Participation Process, contact Mike Dearing (317/327-5139, mdearing@indygov.org) or Catherine Kostyn (317/327-5142, ckostyn@indygov.org).

Happy 40th teMPO!

“teMPO’s clear and authoritative presentation of transportation issues is crucial to the public dialogue.”

David Dawson, Executive Media
Meet Catherine Dusing, a hands-on cycling advocate who actively promotes the benefits of pedal power and is recognized by at least two generations of cycling enthusiasts as “CIBA MOM.”

As one of Central Indiana’s Grand Dames of Cycling, Catherine can claim more than 40 years of dedicated volunteerism to the sport/recreation. She is also among the very few who helped found both the Central Indiana Bicycling Association (CIBA) and the Indiana Bicycle Coalition (IBC).

“It all started with my late husband, Edward,” she says. “He loved to race bicycles and got me into it. In 1964, about 20 friends got together for a group ride and that was the start of CIBA” Catherine notes. “We formally organized in 1970 and I was elected CIBA’s first President.”

She has been an active member of the group ever since and still serves as CIBA Board Member and Historian.

“I’m the only one who’s been around long enough,” she laughs.

In the early 1990’s, Dusing also helped organize the Indiana Bicycle Coalition, eventually serving as Treasurer and member of the Board.

“IBC was originally founded as the advocacy arm of CIBA,” she explains. “Its purpose was to promote the interests of cycling throughout the state. CIBA was always intended as more of a bicycle-riding group.”

With all of the offices she’s held, though, don’t get the idea that Dusing is a figurehead. She is best known within the cycling community for her years of unpaid labor, especially coordinating volunteers for various cycling events. For instance, she coordinates 147 volunteers for CIBA’s annual ‘N.I.T.E. (Navigate Indy This Evening) Ride.’

“It has to be done,” she explains. “We start at 11 PM at night and the only reliable way to mark the 20-mile route is with people. We have about 2,500 night riders depending on them, or they’d never make it back to the Major Taylor Velodrome where the party’s waiting.”

Dusing has also coordinated bike corral volunteers for Pedal & Park (see related story, page 15) for the last eight or nine years, starting at the request of then Greenways Foundation President Tom Olsen.

“Well, the IBC had started the bike corral. So, when Tom wanted to expand the program to promote both cycling and the greenways network, it sounded like a good idea,” she says.

In addition, on the day of her MPO Profile interview, Dusing was busy planning for the Hilly 100 in Bloomington – an annual cycling event that requires 400 dedicated volunteers!

Because of her busy schedule, and her willingness to pitch in, many long-time associates are shocked to learn that Dusing is 77 years old.

“It’s the cycling that’s kept me young,” she says. “When you pedal real fast, they can’t see the wrinkles.”

Catherine Dusing, a native of Indianapolis, has resided in Rocky Ripple for the last 55 years and still lives in the house she and Edward built in 1960. She has two daughters (both in town), five grown grandchildren, and four great grandchildren. And, she says that anyone who loves cycling should visit www.cibaride.org.
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(from page 12)

American in both English and Spanish, promotion on the MPO’s home page and listing on the Indygov.org events calendar, WFYI sponsorship messages referring listeners to the MPO web site for more information, and a promotional ‘crawl’ of meeting information appearing two weeks prior to the meeting on government access channel WCTY (Channels 16 and 28, Comcast and Bright House Network). Those unable to attend the meeting are encouraged to send their comments to Joyce Newland, Federal Highway Administration, 575 N. Pennsylvania St., Indianapolis IN 46204 (joyce.newland@fhwa.dot.gov) or Victor Austin, Federal Transit Administration, Region V, 200 West Adams St., Suite 320, Chicago, IL 60606-5253 (victor.austin@fta.dot.gov) on or before (September 22, 2006).

“I hope people take this opportunity seriously and let us hear from them,” Dearing says. “It’s a great opportunity to speak directly to the FHWA and FTA and to continue partnering with us on regional transportation planning effort.”

For more information on the federal certification process, or on public participation opportunities in the MPO’s regional transportation planning process, contact Mike Dearing at 317/327-5139 (mdearing@indygov.org) or visit the MPO web site at www.indympo.org.

SIP Update

There is very good news to report concerning the Central Indiana State Implementation Plan – the document intended to address this region’s non-attainment issues for the pollutant ozone. The plan is due to the United State Environmental Protection Agency (USEPA) in 2007 and is intended to bring the region into compliance with federal ozone standards by 2009 using the mandatory and voluntary measures it details.

As previously reported in teMPO (Volume 9, Issue 3), the Indiana Department of Environmental Management (IDEM) has been working on the development of the SIP since 2003. As a preliminary part of that effort, IDEM established the Central Indiana Air Quality Advisory Group (CIAQAG) three years ago as an advisory group to study alternatives for possible inclusion in the plan. Following approval by the USEPA, the SIP would guide air pollution control efforts throughout our region.

“It doesn’t look like it’s an issue anymore,” says Laurence Brown of IDEM. “We’re two-thirds of the way through the ozone season (as of this writing), and we’re below the national standard. In fact, our three-year average is also below the national standard and our computer-modeling data confirms it.”

So how can our ozone problem just disappear?

Brown says it didn’t. Instead, some major factors contributing to the formation of ground level ozone have changed to the extent that the cumulative benefit of those changes is now registering. For instance, in 2004, federal law cut the acceptable level of nitrogen oxide or NOX emissions from power plants. (Editor’s Note: The presence of NOX is a precursor to the formation of both ground-level ozone and fine particulate matter, or PM 2.5.) Over the last three years, there have been improvements in new car and truck emission levels, too, while older, more polluting vehicles have been retired.

“Even the weather has played a part,” says Mark Derf, IDEM, who worked on modeling with the SIP team. “Really high temperatures over the last two summers could have created conditions that might favor the formation of ozone. But,” he explains, “we’ve seen higher than normal wind activity that moves out the volatile organic compounds (VOCs) that might otherwise cook into ozone.”

So, what’s it all mean?

“It means that instead of approaching the EPA as a non-attainment area with a SIP, we’ll request that Central Indiana be re-designated as a maintenance area. Our supporting data will show how we got here, and our proposed Maintenance Plan will show how we plan to stay here.”

Between now and then, IDEM will submit its data for quality control to assure its accuracy (around November, 2006). Following data certification, IDEM will write the Maintenance Plan, which must be submitted to the USEPA by Spring, 2007. It is anticipated that regional re-designation and Maintenance Plan approval will be complete by the end of next year.

“It’s good news, but we can’t kick back,” says Derf. “We’re still a non-attainment area for PM 2.5, and that’s a different kind of animal,” he says. (Editor’s Note: PM 2.5 consists of particles of 2.5 microns in diameter or less like soot and contains ammonia, benzene and other chemicals.) “Unlike ozone, PM2.5 isn’t dispersed by wind or rain. In fact, rain seems to concentrate it. So, we still have our hands full.”

Plans for reducing fine particle emissions are due to the USEPA 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.
Irons In The Fire

Stouder Departs

Since the last issue of teMPO, MPO Planner Heather Stouder, M.S., left the agency just short of her two year anniversary. “We are sorry to see her go,” says Mike Dearing. “Heather is a complete professional and I’m sure she’ll succeed wherever her career leads her.”

Stouder joined the MPO on Monday, August 23, 2004. Included among her responsibilities was the coordination of CIRTA meetings and computer-modeling and data base maintenance on behalf of the agency. She is a 1998 graduate of Butler University with a B.S. in Biology and worked for three years as a AmeriCorps volunteer in Portland, OR.

In 2003, Stouder earned a Joint Masters of Science in Urban & Regional Planning and Land Resources, while working half time as a Graduate Assistant at the University of Wisconsin – Madison. She leaves the MPO to return to Madison, an area routinely selected as one of America’s most livable cities, with her domestic partner.

The MPO anticipates filling the position in the near future.

Smart Growth RFP

In July of this year, the MPO issued a Request For Proposal (RFP) on the Regional Land Use “Smart Growth” Study – Phase I. The study is envisioned as a joint cooperative initiative that acknowledges the interdependence and mutual impact of land use and transportation planning. Its timing coincides with the continuation and anticipated conclusion of the rapid transit study DIRECTIONS in 2007.

The basic scope of the project will likely include a region-wide assessment of opportunities for denser commercial and/or residential development that complements the economic feasibility of mass transit systems. Phase I is anticipated to last nine months, cover the entire Metropolitan Planning Area (MPA) and have a budget of roughly $100,000.

As of this writing, the MPO has not yet announced its selection of an engineering firm as primary project consultant.

For more information of the Regional Land Use “Smart Growth” Study- Phase I, contact MPO Senior Planner Amy Inman, M.S. at 317/327-5646 (ainman@indygov.org) or visit the MO web site at www.indympo.org.

IndyGo To Launch Red Line

As of this writing, IndyGo is finalizing details on the launch of its Red Line bus service serving downtown and the IUPUI campus. Service is scheduled to begin in mid-September. For further details, visit www.indygo.net.

IAA Announces Business Seminar Series

The Indianapolis Airport Authority (IAA) is sponsoring a series of seminars designed to provide business development information to Indiana minority and women-owned business enterprises, as well as to local small and mid-sized companies. Beginning in September, Contractors Assistance Program Seminars (CAPS), a series of free lunchtime seminars, will provide business growth and networking opportunities to local minority-owned, women-owned, and disadvantaged businesses interested in pursuing work on the New Indianapolis Airport project and on future business opportunities.

“The Indianapolis Airport Authority’s goal is to build an economical, efficient, 21st Century airport – and by doing so will help grow local businesses through a variety of contracting opportunities,” said Indianapolis Airport Authority Project Director John J. Kish. “Through the CAPS program, the IAA will help provide local small businesses with the information they need to succeed, now and in the future.”

MPO Survey Finds Respondents

The MPO’s 2006 public involvement survey has found an audience at meetings and MPO-sponsored events, including the Pedal & Park bike corral, since its development in April. As in past years, the survey seeks public input on both the regional transportation planning process and the MPO’s public involvement activity. Respondents are asked to rank their top five preferred transportation system improvements and to list all of the various outreach tools the MPO employs to encourage and accommodate their informed involvement, including publications, advisory, public meetings, news coverage and web site posting.

“We’ve had between 100-200 responses in just five months – many more than ever before,” notes MPO communications/public involvement consultant Joe Whitman. “I think we’ve done a better job of getting it to people and of coaxing their participation,” he says. “For the first time, we’ve offered an MPO tee-shirt to those who fill out a survey, but only about half of the respondents have taken us up on the offer. I guess the real draw is just being heard.”

Survey responses are being documented and analyzed to note trends in locally preferred transportation system improvements and most effective outreach techniques. If you would like to respond to the MPO’s 2006 Public Survey, and get a tee-shirt for your trouble, visit www.indympo.org or e-mail Joe Whitman at whitman@netdirect.net.
Coordinated Public Transit-Human Services Plan

because they are providers of specialized transit within their service areas. While the attendance of the general public was promoted, as always, via display advertising, WFYI radio message and Media Advisory, it was the input of these invited guests that took center stage during the meeting’s presentation and follow-up discussion. Transit providers in attendance included Access Johnson County, Hendricks County Senior Services, CICOA, and Need-A-Lift.

Finally, the time of the meeting was unique. Most CAC meetings are held in the evening between 6:30 and 8 PM. The June 22nd meeting, however, required a change in schedule and started at 3PM.

“Because of the subject matter, we started this meeting earlier than usual so that more rural transit providers and others from outside Marion County could attend,” says MPO Manager/Master Planner Mike Dearing. “Public input, gathered at meetings like this one, is critical to our regional transportation planning process,” he explains. “Because of the specialized insights needed to develop the Coordinated Public Transit-Human Services Plan, we arranged this event around the schedules of our invited guests.”

Developing a Coordinated Public Transit – Human Services Transportation Plan is a new requirement of the federal transportation bill that was signed into law in July, 2005 and will guide transportation funding through 2009. The bill, called SAFETEA-LU for Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users, consolidates the planning requirements of three Federal Transit Administration (FTA) programs: Special Needs of Elderly Individuals and Individuals with Disabilities, Job Access and Reverse Commute, and New Freedom (See sidebar, page 21, for program details.) Now, the ability to provide more and better unified transit services for the region’s elderly, disabled and low-income populations.

Developmental Steps

“The Coordinated Public Transit-Human Services Plan for this region will be developed through consultation with public, private, and non-profit transportation and human service providers, as well as the public,” notes Assistant MPO Manager Philip Roth, AICP, who addressed attendees with a PowerPoint presentation at the June 22nd meeting. “Basically, we need to define the transit needs of target populations, catalog existing services, identify any gaps between needs and services and develop strategies and priorities,” he says. “To do all of that accurately, we need to hear from a lot of people.”

To define the regional transit needs of the elderly, low-income, unemployed and disabled, the MPO will rely on the 2000 U.S. Census, the 2005 Consolidated Plan, United Way’s 2004 Community Assessment, INDOT’s 2004 Transit Needs Assessment and the Social Assets Vulnerability Indicators (SAVI) used by United Way and the Polis Center. In addition, the MPO will conduct its own survey and telephone interviews.

Regional ‘snaps shots’ of the targeted populations include:

Elderly

In the year 2000, Boone and Shelby Counties had the highest rate of elderly...
Coordinated Public Transit-Human Services Plan
(from page 20)

(11.8 % and 12.2 %, respectively) of all eight counties in the MPO planning area (see map, Page 3). Hamilton County had the lowest elderly rate (7.5%). During the 1990s, the percentage of elderly dropped in Boone, Hamilton and Marion Counties and rose in Hancock, Johnson and Morgan Counties. In Hendricks and Shelby Counties, the elderly rate remained virtually unchanged. Nationally, the elderly rate in the year 2000 was 12.4%, meaning that the percentage of elderly in all the counties within the MPO Metropolitan Planning Area (MPA) were below the national average.

Low Income
In the year 2000, Marion County had the highest percentage of its population living in poverty (11.8%). Hamilton and Hancock Counties had the lowest poverty rates (2.9% and 3 %, respectively). During the 1990s, the percentage of those living in poverty dropped in Boone, Hamilton, Hancock, Johnson and Marion Counties and rose in Hendricks and Shelby Counties. In Morgan County, it remained unchanged. Again, all counties within the planning area are below the national average for those living in poverty of 12.4%.

Unemployed
Between 1990 and 2000, the rate of unemployment declined in all MPO planning area counties except for Boone County. Between 2000 and 2005, however, the rate increased sharply in all counties. As of 2005, Marion County had the highest rate of unemployment at 5.6 %. Hamilton County had the lowest rate at 3.1 %. All counties within the MPA, except for Marion County, were below the national average for unemployment of 5.1%.

Parting Shot
Merri Anderson, a long time participant in the MPO’s regional transportation planning process, sent this photo to temPO earlier this summer. It shows two people with disabilities doing their best to travel safely along the shoulder of west Washington Street, a stretch of high traffic volume. “This picture illustrates how desperately we need sidewalks and access for all of our citizens,” notes Merri.

AFFECTED FTA PROGRAMS

Section 5310: Elderly Transportation Assistance Program
• Eligibility
  – Identified in Plan
  – Private not-for PROFITS, public agencies
• Purpose
  – Transportation for elderly and disabled
  – Capital funding only
• Funding
  – 80% federal
  – 20% local match
  – $2 million available statewide
• Administration
  – INDOT Public Transit Section

Section 5316: Job Access Reverse Commute
• Eligibility
  – Identified in Plan
  – Public or non-profit agencies, private firms
• Purpose
  – Provide transit service to/from jobs and training for low income individuals
• Funding
  – Federal: 80% capital, 50% operating
  – Available: $460K (FY2006) for metro area
  – Capital and/or operating.
• Administration
  – IPTC (IndyGo)

Section 5317: New Freedoms
• Eligibility
  – Identified in Plan
  – Public or non-profit agencies, private firms
• Purpose
  – Provide transit service to/from jobs, other activities for persons with disabilities
  – Beyond Americans with Disabilities Act (ADA) requirements
• Funding
  – Federal: 80% capital, 50% operating
  – Available: $320K (FY2006) for metro area
• Administration
  – IPTC (IndyGo)

cont on page 22, Coordinated Public Transit-Human Services Plan
Disabled

In the year 2000, Shelby County had the highest percentage of its population living with physical, sensory or cognitive disability (21.4%). Hamilton County had the lowest (11.7%). Boone County had the highest percentage of the disabled in the workforce (81.5% of the disabled work) and Marion County had the lowest rate in the workforce (61.5% of the disabled work) and Marion County had the lowest rate in the workforce (61.5%). Boone (20.6%), Marion (20.1), Morgan (20%) and Shelby (21.4) Counties are above the national level of those living with disabilities of 19.3%.

The MPO has already cataloged the existing transit service providers in all eight counties (see complete list under Coordinated Public Transit-Human Services Plan at www. IndyMPO.org), and is currently attempting to identify gaps between need and available service.

“We’ve already recognized insufficiencies in para-transit service, service hours, cross-county connections and reliability and frequency for job access,” says Roth. “Our steering committee is helping us identify other gaps, but we’d welcome input from anyone who is aware of a service gap that we may have overlooked,” he says. “People can contact me directly.”

The MPO and its planning partners are still encouraging input on these questions basic to the plan’s development:
- How do we want to define “public transit”?
- What is our regional vision for public transit for these populations?
- What role do human services want in transportation?
- How are we defining the different populations?
- Do we see a role for the Central Indiana Regional Transportation Authority (CIRTA) in developing or implementing the plan?

“These questions may seem very basic, but that doesn’t mean they’re not important,” says Dearing. “In fact, because they are so basic and integral to the development of our regional plan, they’re a great place for the public at large to weigh in. And, the sooner the better.”

Next Steps

The MPO hopes to complete a draft Coordinated Public Transit-Human Services Plan this month, after completing the assessment of regional need and existing services, formulating priorities and developing service strategies. At that point, the completed draft will be distributed for review and comment. The finalized and adopted plan needs to be in place by October 1, 2006 to meet SAFETEA-LU requirements.

For more information on the development or progress of the draft Coordinated Public Transit-Human Services Plan, contact Philip Roth at 317/327-5149 (proth@indygov.org). For more information on the MPO’s Citizens Advisory Committee, founded in 1994, or on upcoming CAC public meetings, visit the MPO web site (www.indympo.org) or contact Mike Dearing at 317/327-5139 (mdearing@indygov.org).

The Metropolitan Planning Organization (MPO) wishes to thank the following individuals and organizations for their input and/or cooperation in developing this issue of teMPO:

<table>
<thead>
<tr>
<th>Merri Anderson</th>
<th>Marion County Alliance of Neighborhood Associations</th>
<th>Judy Hagan</th>
<th>Clay Township Trustee, Hamilton County</th>
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<tr>
<td>Christine Altman</td>
<td>Hamilton County Commissioner (District 1)</td>
<td>Jerry Halprin</td>
<td>Indiana Department of Transportation</td>
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<td>Laurence Brown</td>
<td>Indiana Department of Environmental Management</td>
<td>James Grass</td>
<td>Executive Media</td>
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<td>David Dawson</td>
<td>Executive Media</td>
<td>Tom McCain</td>
<td>Pedal &amp; Park Program</td>
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<td>Mark Derf</td>
<td>Indiana Department of Environmental Management</td>
<td>John Myers</td>
<td>HNTB Corporation</td>
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<tr>
<td>Catherine Dusing</td>
<td>Central Indiana Bicycling Association</td>
<td>Ruth Reiman</td>
<td>Central Indiana Commuter Services</td>
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<td>Mike Terry</td>
<td>IndyGo</td>
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you what they mean, with thick lines on a map, everyone has a little more confidence in the process.”

Excerpts from the Draft Regional Pedestrian Plan

The Regional Pedestrian Plan study began in 2003 in Marion County’s Center Township. Subsequent phases linked surrounding townships via a proposed network of pedestrian routes. The final phase of the study, which began last September, extended the plan beyond Marion County to look at portions of Johnson, Morgan, Hendricks, Boone, Hamilton, Hancock and Shelby Counties. As part of the July 26th Open House and the last formal public review, a PowerPoint presentation detailed the following:

MPO Pedestrian Plan Vision Statement

The Indianapolis Metropolitan Planning Area will be a regional network of diverse, walkable, bike-able, and transit-friendly communities linked by a comprehensive multi-modal system that provides access to home, work, education, commerce, transit and recreation.

This vision recognizes the importance of balance among all transportation modes, connects transportation and land use, and understands that economic and community development is sustained by the region’s quality-of-life and environmental health.

Pedestrian Plan Overall Purpose

To meet regional transportation goals by:
• Reducing reliance on the automobile
• Developing a balanced & intermodal transportation system
• Emphasizing accessible multi-modal opportunities in the Indianapolis MPA, and . . .
• Improving the quality-of-life for citizens of the Indianapolis region.

Pedestrian Plan Goals

• Create walkable communities
• Promote healthy lifestyles
• Encourage sustainable places to live
• Link and expand greenways
• Improve mobility
• Meet or exceed ADA standards
• Provide safe routes to school
• Foster partnership and coordination
• Connect pedestrians with transit
• Encourage commerce and economic development opportunities
• Improve environmental conditions

The Plan Will:
• Include a county stand-alone section, as part of a larger document
• Provide a framework reference for consideration in future development projects
• Be a tool for each jurisdiction to adopt, prioritize & implement
• Need to be approved by the IRTC

The Plan Will Not:
• Prioritize pedestrian projects for each jurisdiction
• Identify specific funding sources or each jurisdiction, or
• Review and recommend specific ordinances for each jurisdiction.

“It’s important to remember that the MPO is a federally mandated planning agency, not an implementing agency,” notes MPO Manager Mike Dearing. “So, we’re really not in the position to enforce the plan on others,” he explains. “That’s disappointing to the pedestrian advocates who have partnered with us on the plan’s development. But the plan was always intended, not as a mandate, but as a tool to be used by those who share our vision,” he explains. “That’s why we’ve worked so hard to make our process inclusive and why we’ll continue to identify the plan’s short and long range benefits for our many planning partners throughout the eight county region.”

For more information on the Regional Pedestrian Plan, including its detailed facility descriptions, visit the project web site at http://www.indympo.org/Plans/bike-ped.htm. or contact Amy Inman at 317/327-5646 (ainman@indygov.org).
Indiana Bicycle Coalition (IBC), CIBA, Monon Trailblazers and the Greenways Foundation. 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 has collected $2,905 this year over 19 event days. These proceeds are dispersed to partner organizations in proportion to volunteer hours worked and people served.

“We’re very interested in helping the Greenways Foundation expand this program,” notes MPO Senior Planner Amy Inman, M.S., the agency’s Pedal & Park liaison. “Right now, we’re talking about covering all of the program’s out-of-pocket costs, for things like wrist bands and sign-in sheets, and repairing or replacing the shelters for next year,” she says. “Clearly, Pedal & Park meets a need and the MPO wants to help the program serve even more people.”

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. Organizers interested in having a Pedal & Park bike corral at their 2007 events are encouraged to request further information at www.greenwaysfoundation.org/pedalpark or to contact Amy Inman at 317/327-5646 (ainman@indygov.org).

Happy 40th teMPO!

“teMPO keeps all of our regional partners informed and up-to-date.”

Christine Altman, Hamilton County Commissioner

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

- Visit the MPO web site at www.indympo.org 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