

# teMPO

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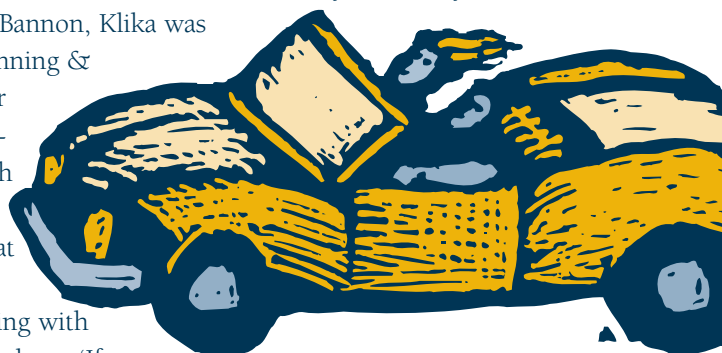
KEEPING PACE WITH OUR TRANSPORTATION NEEDS

## AUTUMN AGENDA

To coin an old expression, "Ride goeth before the Fall." That's certainly true this time of year at your Metropolitan Planning Organization (MPO). As summer comes to a close, most of us climb out of our cars and back into our work routines, class rooms and pre-holiday preparations. But, as Autumn days grow cooler, there's no shortage of transportation-related projects and issues to keep us busy and interested. Just witness the list of still hot topics heating up this issue of *teMPO*. Here you'll find out what federal funding means to our local Job Access Program, why a recent air quality analysis green lights future transportation system plans, where Census 2000 data will impact our regional planning process, how INDOT's new Commissioner has selected her top priorities, and more! Seeking the cold facts on Fall planning projects? Relax, you're getting warmer with *teMPO*!

## NEW INDOT COMMISSIONER SETS FOCUS, CITES PRIORITIES

She is an eleven year veteran of the Indiana Department of Transportation (INDOT). She is also a big proponent of performance-based budgeting, and one of the few woman ever to hold her current office. She is Cristine Klika, the newly appointed Commissioner of INDOT who took office on July 2 of this year. Prior to her appointment by Governor O'Bannon, Klika was Deputy Commissioner of Planning & Intermodal Transportation for INDOT, the most recent position in which she proved both her effectiveness and philosophy -- two strong factors that lead to her current post.



"When I was interviewing with Governor O'Bannon, he asked me, 'If you get this job, what are you going to do with it?'"

*cont on page 10, see Priorities*

## INDYGO ROLLS OUT ACCESS-TO-JOBS TRANSIT

On September 12, IndyGo initiated a new transit program transporting passengers between the city's Enterprise Community and employers in and around the Indianapolis International Airport (IAA) and the Park 100 area. "Access to Jobs Transit is totally new for us," says Shannon Joseph, IndyGo Marketing Manager. "We don't know how big a constituency we can ultimately serve, but it's great to know we're making a difference in people's lives from day one."

The Access to Jobs program was authorized under the Transportation Enhancement Act (TEA-21) and funded on a national basis for \$75 million during the current fiscal year. The City of Indianapolis submitted its proposal to the Federal Transit Administration (FTA) on December 31, 1998 to fund a local Access To Jobs program with the Indianapolis Public Transportation Corporation (IPTC) in partnership with the Office of Mobility Management, now officially called IndyGo, as applicant. The City



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## ACRO-NYMBLE

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

**CAC** - Citizens Advisory Committee

**CEC** - Corporation for Educational Communication

**CIESC** - Central Indiana Educational Service Center

**CO** - Carbon Monoxide

**DCAM** - Department of Capital Asset Management

**DOT** - Department of Transportation

**FHWA** - Federal Highway Administration

**FTA** - Federal Transit Administration

**IAA** - Indianapolis International Airport

**IDEM** - Indiana Department of Environmental Management

**INDOT** - Indiana Department of Transportation

**IPTC** - Indianapolis Public Transportation Corporation

**IRTC** - Indianapolis Regional Transportation Council

**IRTIP** - Indianapolis Regional Transportation Improvement Program

**ISCIP** - Indiana School Curriculum Improvement Program

**ITS** - Intelligent Transportation Systems

**IUPUI** - Indiana University/Purdue University in Indianapolis

**MPA** - Metropolitan Planning Area

**MPO** - Metropolitan Planning Organization

**NO<sub>x</sub>** - Oxides of Nitrogen

**O<sub>3</sub>** - Ozone

**SIP** - State Improvement Plan

**TAZ** - Travel Analysis Zones

**TEA-21** - Transportation Enhancement Act (for the 21st Century)

**VMS** - Variable Message Signs

**VOC** - Volatile Organic Compounds

## AIR QUALITY CONFORMITY ANALYSIS CLEARS PLAN PATH

There's more to transportation planning than laying out roads, timing lights or, even, counting traffic. One of the hardest, yet most crucial, transportation planning activities is attempting to assess the environmental impacts of projected transportation system use and the proposed improvements meant to accommodate it.

"Transportation plans and programs impact air quality," explains Sweson Yang, AICP, and Chief Transportation Planner with your MPO. "Federal laws mandate that projects funded with Federal funds should not contribute to violations of the Clear Air Standards. So, we perform air quality conformity analysis to insure that our plans and programs don't."

Required under section 176(c) of the Clean Air Act, as amended in 1990, the transportation conformity rule established the criteria and procedures by which the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and metropolitan planning organizations (MPOs) determine the conformity of federally funded or approved highway and transit plans, programs and projects to State Improvement Plans (SIPs). Conformity ensures that transportation planning does not produce new air quality violations, worsen existing violations or delay timely attainment of national ambient air quality standards. According to the Clean Air Act, federally supported activities must conform to the implementation plan's purpose of attaining and maintaining these standards.

Though governing all urban areas of similar size, these procedural guidelines have particular resonance for Indianapolis and the surrounding area. In (year), Marion County was classified as a maintenance area for ground-level Ozone (O<sub>3</sub>), which is formed by the reaction of Oxides of Nitrogen (NO<sub>x</sub>) and Volatile Organic Compounds (VOC) in the presence of sunlight (For more information on the impact of ozone on our area and what you can do about it, see Knozone Enters 4th Year in the Spring issue of teMPO, Volume Three, Issue One). As a result, the traffic capacity expansion projects proposed in the Transportation Plan must be analyzed using an approved methodology and computer-model developed by the U. S. Environmental Protection Agency (EPA).

This model measures the amount of transportation-related pollutants, including ground-level ozone and Carbon Monoxide (CO), that will be emitted as a result of implementing the projects proposed by the Plan. The emissions cannot exceed the emissions "budget" specified by the State Implementation Plan (SIP) and the Indianapolis/Marion County Re-designation Maintenance Plan developed by the Indiana Department of Environmental Management (IDEM) in conjunction with the Indianapolis Environmental Management Division and the Metropolitan Planning Organization staff.

### ANALYSIS REQUIRED

Since the approval of the Regional Transportation Plan in 1995, the 2000-2002 Indianapolis Regional Transportation Improvement Program (IRTIP) has been developed and minor changes to the Cost Feasible Regional



cont on page 12, see Path

# TRANSIT *(from page 1)*

received notice in May of this year that its application had been approved subject to the filing of supporting documentation normally associated with federal funding.

The city's proposal requested and received \$500,000 in federal funding, the average for areas with population over 200,000, which will be matched dollar for dollar with local funds. Matching local funds will be provided by the City of Indianapolis (\$125,000), IPTC (\$100,000), The Indianapolis Private Industry Council (\$200,000), The Indianapolis Housing Agency (\$25,000) and the Marion County Office of Family and Social Services (\$50,000).

"This is very much a collaborative effort," says Joseph. The Access to Jobs proposal was developed in collaboration with state and local agencies and organizations who focus is welfare-to-work initiatives. "Job training and placement agencies, neighborhood organizations, employers, public, private and human service transportation providers, economic development agencies and housing alliances all participated in the program development," Joseph explains. "May of these same organizations now direct potential passengers to us for transit service."

The Access to Jobs Program is intended to serve welfare recipients as well as low income and under-employed persons. The target area for drawing these constituents is the city's Enterprise Community, roughly aligned with Center Township. The Route 9 Airport Zone Service Route, which started September 12, operates from 5:30 AM to 11 PM seven days a week, arriving at 30 minute intervals during peak travel times, 60 minute intervals off-peak. Additional late

night service, available on-call, is scheduled to start later this year.

"We're very proud to be offering this much needed service for the benefit of passengers and area businesses alike," says Joseph. "Prior to Access to Jobs, many Airport Zone employers, including hotels, warehouse facilities and manufacturers, had trouble find-

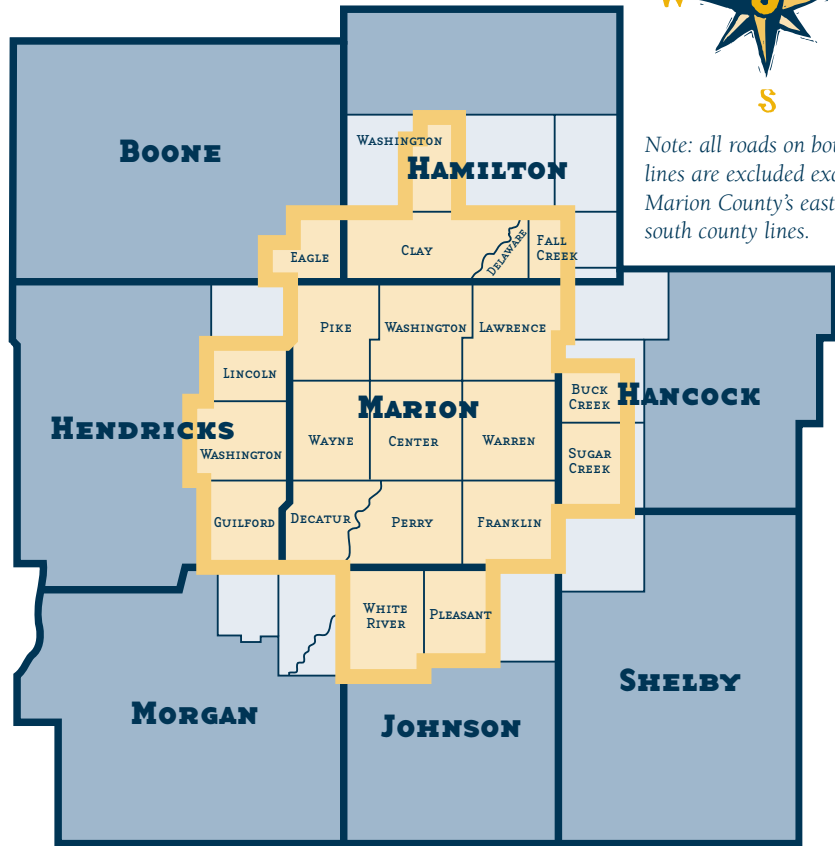
ing suitable applicants because of lack of transportation. Now, that problem has been minimized." Federal funding for the Indianapolis Access To Jobs Program has a five year appropriation, subject to annual review. For more information on the

Access To Jobs Program, call Shannon Joseph, IndyGo Marketing Manager at 635-2100.



## INDIANAPOLIS METROPOLITAN PLANNING AREA

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



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

# WHY CENSUS 2000 REALLY COUNTS

**A**rriving just after the new millennium is the U.S. Census -- the Federal government's best effort to count its population and gather other significant demographic information for use in planning. It happens once every decade and, each time, public opinion splits over its need, its accuracy and the real motive behind it. "Why do they need to know that anyway?," some wonder. Well, here's why.

"The Census is about fair representation" says Andrew Swenson, the City's Liaison to the Census Bureau. "By getting as accurate a count as possible of our resident population, we can insure that we're receiving our fair share of consideration in Washington. Detailed data, requested on the Census long form questionnaire, can impact allocations our area receives from specific federal programs," he explains.

## How It Works

On or before March 31st, 2000, a Census form requesting a variety of information will be mailed to every household. Five-sixths of all households will receive the short form, consisting of seven basic questions. The remaining one-sixth of households, selected at random, will receive the 53-question long form, which deals with a greater variety of requested information, including transportation-related topics. Everyone is supposed to respond by April 17th. Those who don't, receive an in-person visit from a Census Enumerator whose job it is to fill in the blanks. "It's the best way we have of making our counts accurate," says Swenson. "And, it benefits our entire region to have 100% cooperation."

One specific area of benefit directly concerns your MPO. "We use a lot of Census-gathered data in transportation planning," explains Swenson Yang, AICP, MPO Chief Transportation Planner. "The Census Transportation Planning Package of

questions contained on the long form provides us with information we need to do forecasting and modeling, in addition to the basic population count we rely on," Yang says. "If people don't participate in the Census, the MPO can't do its job as well because we're not starting with accurate information. As a result, our regional transportation system would suffer."

For example, without accurate Census data that results only from full participation, your MPO can't:

- develop accurate travel forecasts
- correctly calibrate its transportation model, as is currently being used in the *conNECTions* Study of Northeast Corridor Transportation (see related item, *Irons in the Fire*, Page 11)
- wisely allocate transportation budget investments to where they're needed most, and

- secure the full federal appropriations to which our region is entitled.

Because of the fiscal importance of full census participation, Complete Count Committees have sprung up in jurisdictions throughout the Chicago Region in which Indianapolis is located. The two-fold purpose of these committees is to 1.) raise public awareness of, and participation in, Census 2000, and 2.) help create awareness of Census-related employment. The Complete Count Committee for

Marion County, IndyCounts, is comprised of 45 community and business leaders, government officials and media professionals dedicated to getting the word out. "When it comes to the Census, it's in everyone's best interest to participate anyway he or she can," says Swenson.

For more information on Census 2000, call Andrew Swenson, City Liaison to the Census Bureau at (317) 327-5132. For more information on a Complete Count Committee within the jurisdiction where you live, call Dr. George Juretic, Partnership Coordinator for Central Indiana, at (317) 226-0422.

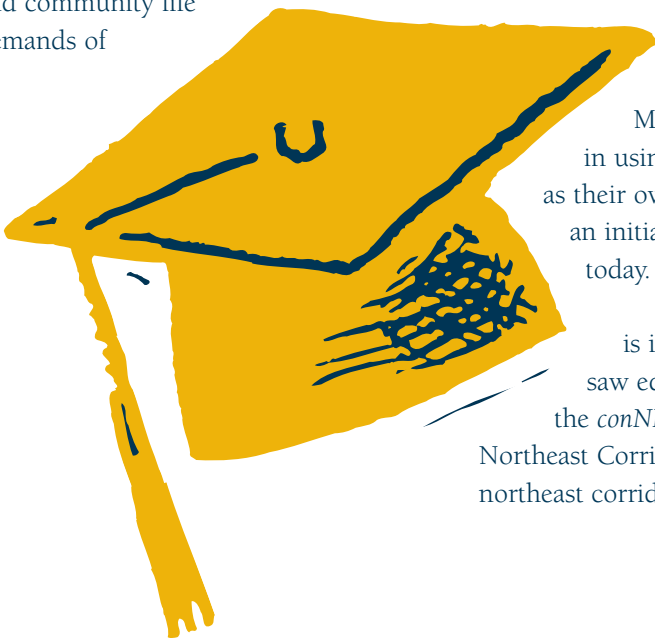


## MPO PROFILE

Meet John A. Harrold, an award-winning teacher and academic consultant who has taken his love for education on the road in more ways than one!

For nearly 40 years, John has dedicated himself to the benefit of Indiana's young people in junior high, high school and university classrooms; IUPUI lecture halls; Indiana State Board of Education and Department of Education conference rooms; and private corporate offices. Along the way, he has helped guide the development of performance-based accreditation programs, served as Chief Administrative Officer for the Indiana School Curriculum Improvement Program (ISCIP), chaired the Indiana Advisory Committee on Textbook Adoption, taught Social Studies at the junior high and high school level, and even served as an instructor at the United States Army Quartermaster School in Fort Lee, Virginia, during his military service.

Today, John is Senior Associate and Chief Administrative Officer of 21st Century Learning Communities, a consulting group that helps public agencies, special interest groups, cultural institutions and private sector business design and market learning systems geared toward the employment and community life demands of



the 21st Century. "It's only natural to take education beyond the class room," says Harrold. "I've always believed real life issues involve students in a way books alone just can't." As proof, he points to a working relationship he



John Harrold  
*Corridor-to-Classroom Advocate*

established with the Indianapolis Department of Metropolitan Development back in the late '60s while a Social Studies teacher for the Lawrence Township MSD to assist his students in using all of Marion County as their own real-life classroom--an initiative still in practice today.

Given this background, is it any wonder Harrold saw educational potential in the *conNECTIONS* study of Northeast Corridor transportation? "The northeast corridor is a microcosm of

growth, land use, urban and transportation planning, government and social study issues," he says. "It's a perfect laboratory for students to exercise diverse interests, investigate different hypotheses and share complementary and, sometimes, conflicting findings. In short, the corridor is a classroom."

In the fall of 1998, shortly after he started attending the MPO's Citizens Advisory Committee (CAC) meetings, John Harrold suggested an educational tie-in for *conNECTIONS* public involvement program. At that time, regular CAC attendees had just volunteered to meet on a monthly, rather than quarterly, basis to focus more time and attention on *conNECTIONS*-related issues. Harrold's suggestion struck a cord with transportation planners eager to find new ways to build study awareness and encourage public participation in the transportation planning process.

Though initially at the meetings to represent the transportation-related interests of Cumberland for which he serves as Town Council President, Harrold accepted the Chairmanship of the CAC Educational Sub-committee. He now helps the MPO, Corporation for Educational Communication (CEC) and Central Indiana Educational Service Center oversee the distance learning project he inspired (see related story, page 8). "I know the MPO is going to benefit from a lot of fresh ideas and student enthusiasm while the kids get to learn from the experts," Harrold laughs. "Take a from a life-long learner, education is a two-way street."



## CORRIDOR, COMMITMENT AND THE CAC

The August 24 meeting of the Citizens Advisory Committee (CAC) was both routine and unique. Like all of the CAC's monthly meetings, it was held on the fourth Tuesday of the month, started at 6:30 PM, exceeded its intended hour and-a-half duration (by general acclaim), and embraced input from city planners, paid consultants and private citizens alike. However, unlike most CAC meetings, this one was a little more contentious than usual and ultimately raised a question that's never been asked before by attendees: How do you get on the Citizens Advisory Committee?

"I wish I got asked that more often," says Mike Peoni, AICP, MPO Principal Planner/Acting Manager, "because we're always trying to encourage public input and participation in our transportation planning process." Peoni has been the MPO Chairman of the CAC since 1994 when the committee was formed to advise the Indianapolis Regional Transportation Council (IRTC) on a variety of transportation-related issues of public interest.

"I think the question came up this time because we were meeting at Epworth United Methodist Church on Allisonville Road and many of the 75+ attendees were there specifically to hear about, and be heard on, the issue of possible usage of the nearby rail corridor," Peoni explains. Commuter or light rail service is now being considered as part of the *conNECTIONS*

Study of Northeast Corridor. The plan, along with improved transit, expanded and expanded and expanded highway expansion/improvement traffic light synchronization systems (ITS), including levels of up to 100 mph. An... on... for quality... options... want assurance... study will be... throughout the... required... in addition, committee mem- bers will be given the opportunity to vol- unteer or add on responsibilities as the need arises. They also serve as... to the constituents, facilitating communication and coordination between all interested parties.

...one has an interest... come their applica-... below.

assumed it would give them greater voice in *conNECTIONS* eventual recommendations. That's not the case."

Most people who attend CAC meetings on a regular basis have a big picture view of the regional transportation planning process rather than simply focusing on one issue or geographic area. "We encourage representation from all neighborhood associations and special interest groups throughout our nine-county region," says Peoni, "but it takes a real commitment to volunteer a couple of evening hours a month. It's actually a form of public service." No distinction is made between CAC regulars and first-time attendees during meetings. Everyone is welcome to ask questions and voice their opinions. "In this way, really diverse perspectives become a part of our public record, both in the meeting minutes and in re-broadcast of CAC meetings on the government access channel," Peoni explains.

"So, everyone is welcome to participate in our regional planning process to whatever level they're comfortable," says Peoni. People primarily interested right now in *conNECTIONS* may visit our toll-free hot-line (1-877-NEC-LINK) or web site ([www.indygov.org/connections](http://www.indygov.org/connections)) to voice their opinion, or attend as many CAC meetings as possible, where *conNECTIONS* and other transportation-related issues are covered. Most meetings are held in Room 1000 of the City-County Administration Center School building.

...one has an interest... come their applica-... below.



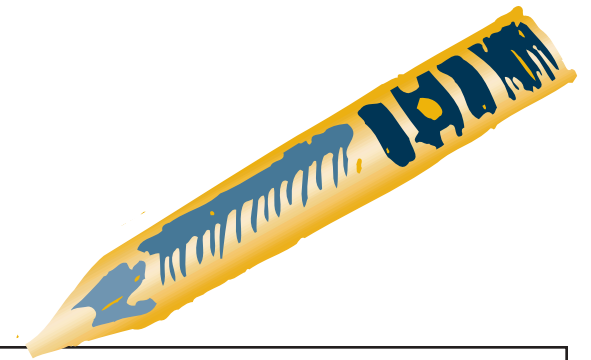
cont on page 7, see Corridor

## CORRIDOR *(from page 6)*

Remember, you don't need to serve on the CAC to attend its monthly meetings. For details on the next meeting of the Citizens Advisory Committee, call Mike Peoni at 327-5133.

Or, to submit this application, mail it to:

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



NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ ST \_\_\_\_\_ ZIP \_\_\_\_\_

HOME PHONE \_\_\_\_\_ WORK PHONE \_\_\_\_\_

OCCUPATION \_\_\_\_\_

TRANSPORTATION AREAS OF SPECIAL INTEREST \_\_\_\_\_

\_\_\_\_\_

OTHER COMMUNITY ORGANIZATIONS ON WHICH YOU SERVE: \_\_\_\_\_

\_\_\_\_\_

COUNTY IN WHICH YOU LIVE \_\_\_\_\_



## CEC PROJECTS GO THE DISTANCE

**A**s previously reported (“MPO’s *Class Act*”, *teMPO* - Spring 1999), the public involvement program of the *conNECTIONS* study of Northeast corridor transportation is enriching the curricula of area high schools this fall. Ten high schools and 25 educators worked with the MPO, sponsor of the study, to develop projects that involve transportation planning with diverse academic disciplines, including Science, Biology, Fine Arts, Work Force Development and Technology. “For the MPO, it’s a new way to increase public involvement in our regional transportation planning process and to interface with area schools,” said Mike Dearing, MPO Senior Planner and coordinator of the Distance Learning Project, as the initiative is known. The project is a joint venture of the MPO, the Corporation for Educational Communications (CEC) and the Central Indiana Educational Service Center (CIESC) who cooperatively oversee its administration.

Project goals were developed by the MPO, CEC and Indiana Citizens represented by the education committee of the Citizens Advisory Committee (CAC) (see related story, page 6). The three

main goals identified were:

- Promote citizen awareness and participation in the *conNECTIONS* transportation Study
- Design, implement and evaluate curriculum applications utilizing actual data sources shared among a cadre of schools via state-of-the-art distance learning technologies
- Demonstrate learning communities which connect home, school, community leaders, neighborhood organizations, students and teachers in a study relevant to all

The project then developed into three phases for participating teachers from Arlington High School, Arsenal Tech High School, Broad Ripple High School, Carmel High School, Cathedral High School, Hamilton Southeastern High School, Indiana School for the Deaf, Lawrence Central High School, Noblesville High School and North Central High School: Socialization, Training and Curriculum Development/Implementation.

The Socialization Phase took place last Spring and included orientation, a train ride along the corridor, MPO presentations to the teachers and CAC meetings held at participating high school locations and utilizing video-conferencing technology to link participants.

The Training and Curriculum Phase ran from June through August and included a number of curriculum planning opportunities for teachers to collaborate on their project development. These opportunities included developing curriculum planning framework, lessons plans and distance learning opportunities for students; the definition of support needs and resources for teachers; and, the presentation of final project ideas. The CEC gave final approval to the plan and budget on August 30 when school grants were due.

The Implementation Phase began with the school year when teachers started to introduce their students to the transportation problems of congestion and lack of mobility faced by the Indianapolis region. As the school year progresses, students and teachers will evaluate the projects in which they participate and prepare to disseminate their findings via recommendations for city transportation planners to consider. A web site developed and managed by the CEC will aid in this effort.

### PRIORITIES AND PROJECTS

Distance Learning educators developed their *conNECTIONS*-related projects with the following curriculum goals in mind:

- Mastery of Basic Skills and Fundamental Processes - Students should pursue the abilities to sense, listen, observe, speak, read, write, apply mathematical operations, utilize mathematical concepts and communicate ideas.
- Development of Intellect - Students should pursue the abilities to think rationally, as well as make judgments based on appropriate information.
- Citizenship Participation - Students should pursue perspectives and skills in exercising democratic privileges and responsibilities of social, political, economic and environmental memberships.

*cont on page 9, see Distance*

## DISTANCE *(from page 8)*

- Career/Vocational Preparation - Students should pursue attitudes and abilities to produce socially and personally needed products and services.

The following distance learning projects meet the above goals and are currently being implemented in the curricula of participating corridor high schools.

### Fine Arts

Students are studying the lost art of glass casting which brought many early artisans to the area. Working with the Indianapolis Art Center, participating students will cast three dimensional



glass tiles designed to illustrate *conNECTions'* focus on mobility. Students will also produce clay tiles, using clay soil native to Indiana.

Both types of tile will be incorporated into student designs for transit-related structures, such as bus stops and train stations, overseen by Broad Ripple Alumnus and world-renown architect, Michael Graves. Landscape architects will also consult with students to identify appropriate, native plantings to surround these structures.

### Mathematics

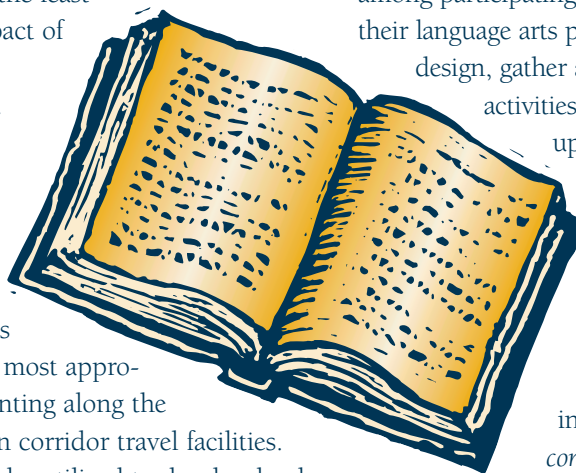
Students at two schools will participate in a variety of projects involving design and applied mathematical concepts. Their *conNECTions* orientation will include the use of charts, graphs and tables which illustrate transportation-related issues and topics covered in ISTEP testing. These projects include traffic counts from several northside intersections in which students will gather data of interest to transportation planners, such as the number of single passenger vehicles, cars turning left and



rush hour volume counts. Once gathered, the students will illustrate this data by applying mathematical skills. An educational link with a school in Muncie may also allow students to compare the difference in area growth impacts.

### Science

Investigative use of scientific principles will be used to evaluate the environmental impact of the various transportation alternatives currently being evaluated by *conNECTions*. Students at three corridor schools will analyze air, soil and water samples to determine which alternatives have the least intrusive impact of the corridor's environment. One school will also be investigating what types of flowers, plants, shrubs and trees are most appropriate for planting along the transportation corridor travel facilities. Findings will be utilized to develop landscape design recommendations.



### Social Studies

Six schools are involved in a variety of social study projects investigating issues

that include the causes and effects of urban sprawl, transportation's impact on neighborhoods, the social and political implications of *conNECTions* transportation alternatives, and possible urban transit designs. Expert opinions will be shared in interactive discussions with city planners, legislators, city/neighborhood designers, research analysts and others via distance learning technology.

### Language Arts

Two participating teachers and their students are publishing a distance learning newspaper to facilitate communications among participating schools. As part of their language arts program, students will design, gather and report current activities, a calendar of

upcoming events, transportation-related career opportunities, and progress on short and long-term school projects.

For more information on the *conNECTions* Distance Learning Project, or on

any of the transportation-related curricula currently being taught, call Mike Dearing, MPO Senior Planner at 327-5139.

## PRIORITIES *(from page 1)*

What came out of my mouth was a combination of what I personally believe and what I'd learned in more than a decade with INDOT," Klika explains. What she told the Governor was that her focus would be internal, an untraditional answer for the potential head of transportation department, but one that made absolute sense given the INDOT's recent growth and the public's increasing involvement in the transportation planning process.

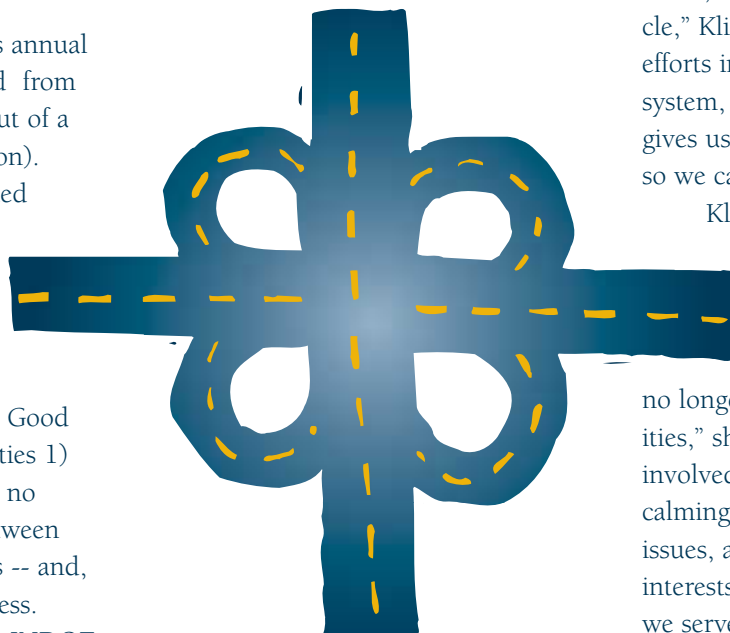
### PERSONNEL, PROCESS

Over the last few years, INDOT's annual construction budget has doubled from \$350 million to \$700 million (out of a total agency budget of \$1.1 billion). With that growth comes the added responsibility of making sure that the state continues to get "maximum bang for every buck" invested in our transportation system. To Klika, that meant "Good decisions made by Good People." So, she set as her priorities 1) keeping INDOT's best people -- no small feat given the disparity between public and private sector salaries -- and, 2.) improving the planning process.

"Our people are what keep INDOT in tip-top condition," Klika notes. "They are our delivery system, working directly with the outside firms who perform 90% of our engineering." To help insure that INDOT continues to benefit from good decisions made by good people, Klika now has the INDOT Personnel Director report directly to her and helped develop a strategic plan to keep INDOT's best in place. "We may not always be able to compete on salary, but offering extreme job satisfaction is a personal goal of mine," Klika explains. "Our people can serve the public and influence policy. And, right now, we're reviewing work week issues and benefits to exceed expectation." However, despite project

budget growth, no staff increase is planned. "We just want to attract and keep the best of the best," says Klika.

To achieve her second priority, that of improving and streamlining the planning process, the new Commissioner is relying on "performance measure budgeting" to guide the way. "It's a broad concept applied to specific areas," she says. "For instance, INDOT has always had a performance measure for itself of "Total Confidence," meaning our customers don't have to worry whether the bridges they drove over this morning are safe enough to use. In budgetary terms,



we know that total "bridge" confidence costs \$40 million a year to maintain the state's bridge infrastructure."

Another example Klika cites is the state's pavement management system, which assigns a numeric value to road conditions which affect travel. INDOT strives to maintain an interstate pavement condition index of 80. To do so, costs \$120 million a year in re-paving fees. "Generally speaking, I want to relate our budget investments back to the performance of our transportation system, because that's what the public cares about and comments on," Klika explains.

### A NEW PARADIGM

The importance placed on public satisfaction with, and participation in, the transportation planning process wasn't always a priority. "Back in the 60's, there was no question what INDOT and every other state's DOT was about," says Klika. "At that time, there was a mandate to build the interstate system. Nobody questioned it," Things are different now, the new commissioner acknowledges. "I use a model to demonstrate our working relationship. It links INDOT with the Transportation System and the System's Users, the public, all in a continuous circle," Klika explains. "INDOT puts its efforts into improving our transportation system, which serves the public, who gives us feed back on how we're doing, so we can make more improvements."

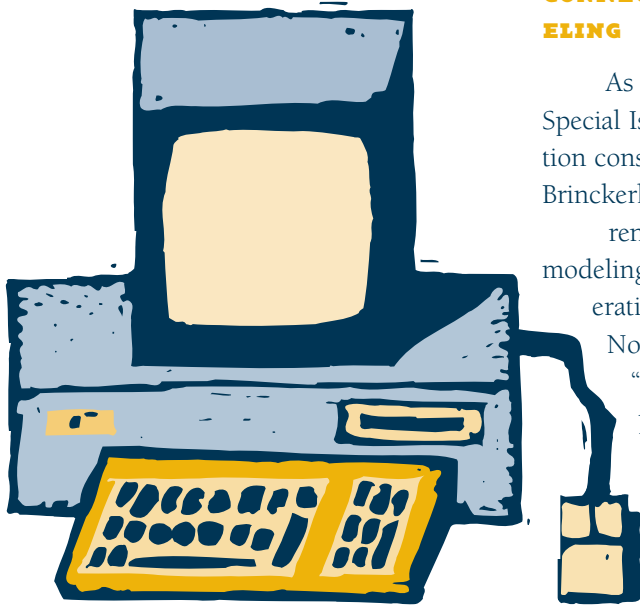
Klika points out that public feedback has changed over the time she's spent at INDOT, and she's set her priorities to keep pace. "Transportation is no longer exclusively about travel capacities," she notes. "Now INDOT is involved with building trails, traffic-calming techniques and quality-of-life issues, all in response to the diverse interests and perspectives of the public we serve." Remaining responsive to Indiana travelers and anticipating future state transportation needs is the ultimate goal served by Klika's internal focus. "Good people and an improved process will keep us in touch with our public well into the next millennium."

### teMPO

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

**Mike Peoni at 327-5133**  
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Metropolitan Planning Organization  
City-County Building  
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Suite 1841  
Indianapolis, IN 46204-3310

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## IRONS IN THE FIRE

### TEMPO ON-LINE II

As reported in our Summer '99 issue, *teMPO* information is now available via the internet. A subject directory has been added to the MPO web site ([www.indy.gov.org/indympo](http://www.indy.gov.org/indympo)) which identifies past articles by name, subject matter and issue. In addition, four of *teMPO*'s most popular Special Reports are available in their entirety on-line, focusing on subjects as diverse as the Regional Bike/Ped Plan; Land Use Planning; past, present and future regional rail activity; and, the *conNECTIONS* study of Northeast Corridor Transportation. Those wishing back issues of *teMPO* may request them by calling Mike Peoni, AICP, MPO Principal Planner/Acting Manager at 327-5133.

### CONNECTIONS COMPUTER-MODELING

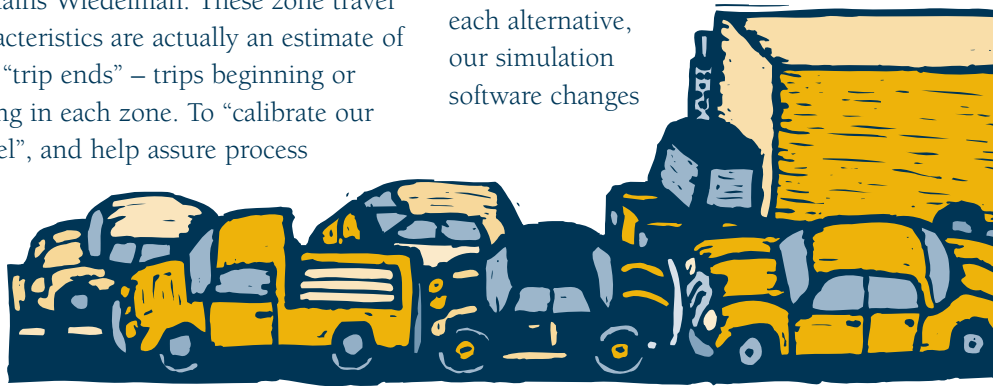
As previously reported (*teMPO* Special Issue #1, 1999), the transportation consulting firm of Parson Brinckerhoff Quade & Douglas is currently involved with computer modeling 14 alternatives under consideration in the *conNECTIONS* Study of Northeast Corridor Transportation. "It's an incredibly complex process," says Bill Wiedelman, the Parson Brinckerhoff Supervising Engineer primarily responsible for the modeling process. "We're running behind on it, but for all the right reasons."

Computer modeling processes an exhaustive amount of data in an effort to identify alternative benefits and disadvantages for decision-makers. To do so, the model divides the entire Indianapolis planning area into more than 1100 Travel Analysis Zones (TAZ). "It assigns current or future travel characteristics to each zone of our transportation system," explains Wiedelman. These zone travel characteristics are actually an estimate of total "trip ends" – trips beginning or ending in each zone. To "calibrate our model", and help assure process

validity, current travel estimates are compared with actual traffic counts. Future travel estimates are made using growth projections for each zone. Because *conNECTIONS*' planning horizon is the year 2020, growth projections for that year are used.

"Calibrating the model as it relates to alternatives involving rail has been part of our delay," notes Wiedelman. "We're attempting to be as accurate as possible in projecting both growth and usage figures. In our area, there's no historic precedent upon which we can build this projection." In such cases, transportation planners seek established examples with similar geographic and demographic characteristics. "It's been very difficult to find an appropriate parallel," says Wiedelman, "But we feel we've succeeded and are now nearing completion of the modeling phase.

"Armed with our findings, we can assess the impact various alternatives may have on the travel characteristics within each zone," Wiedelman says. "As specific routes are impacted to greater or lesser degrees by each alternative, our simulation software changes



their travel times and/or speeds." This information is part of what establishes an alternative's relative efficiency and contributes to its perceived benefits or disadvantages.

Modeling findings and subsequent analysis will be shared with the public and used to make subsequent study recommendations within the next few months. For more information on *conNECTIONS* or its study modeling phase, call Mike Peoni at 327-5133.

## YOUR MPO STAFF

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

<b>STEVE CUNNINGHAM • SENIOR PLANNER</b>	<b>317/327-5403</b>
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You may also contact the MPO via its website at [www.indy.gov.org/indympo](http://www.indy.gov.org/indympo)

## PATH *(from page 2)*

Transportation Plan are necessary. To monitor these changes and assess the Plan's impact on the continuing attainment of the National Air Quality Standards, the MPO staff performs this analysis to meet the requirements of Conformity Rules as they are in-effect to-date.

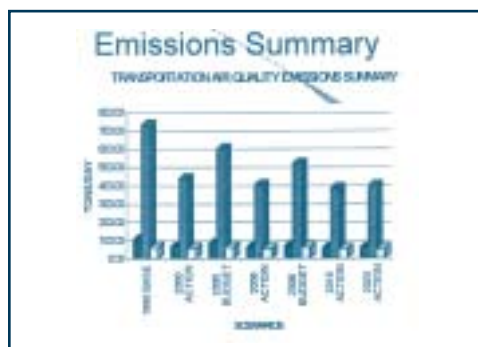
Revisions of the Year 2020 Transportation Plan are necessary due to project changes in the 2000 - 2002 IRTIP. This, in turn, triggers the need for an Air Quality Conformity Analysis. For conformity analysis purposes, completed projects in 1997 - 1998, as well as projects under construction in 1999, have been incorporated into the revised Cost Feasible Transportation Plan.



## ANALYSIS RESULTS "CLEAR THE AIR"

The Federal regulations governing air quality conformity require that certain time periods be analyzed. The following charts present the emissions data for each time period along with the Indianapolis/ Marion County 2000 and 2006 re designation emissions budget. As documented by the chart, none of the "budgeted" emissions levels are exceeded by the Plan's proposed projects for any of the designated time periods. For this reason the Plan, including the 2000 - 2002 IRTIP, can proceed as proposed.

For more information on Air Quality Conformation Analysis in our area, call Sweson Yang of your MPO at 327-5137.



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