

Members

Rep. Edmond Soliday, Chairperson
Rep. Michael Speedy
Rep. William Davis
Rep. Jud McMillin
Rep. Wendy McNarama
Rep. Robert Morris
Rep. Thomas Saunders
Rep. David Yarde
Rep. Nancy Dembowski
Rep. Edward DeLaney
Rep. Phil Pflum
Rep. Steven Stemler
Rep. Dennis Tyler
Sen. Thomas Wyss
Sen. James Merritt
Sen. James Banks
Sen. Vaneta Becker
Sen. Ronald Grooms
Sen. Allen Paul
Sen. James Smith
Sen. James Arnold
Sen. Timothy Lanane
Sen. Earline Rogers



JOINT STUDY COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE ASSESSMENT AND SOLUTIONS

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Committee
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Study Committee

Authority: P.L. 5-2011

MEETING MINUTES¹

Meeting Date: August 23, 2011
Meeting Time: 10:00 A.M.
Meeting Place: State House, 200 W. Washington
St., House Chamber
Meeting City: Indianapolis, Indiana
Meeting Number: 1

Members Present: Rep. Edmond Soliday, Chairperson; Rep. Michael Speedy; Rep. Jud McMillin; Rep. Wendy McNarama; Rep. Thomas Saunders; Rep. Nancy Dembowski; Rep. Edward DeLaney; Rep. Phil Pflum; Rep. Steven Stemler; Sen. Thomas Wyss; Sen. James Merritt; Sen. James Banks; Sen. Vaneta Becker; Sen. Ronald Grooms; Sen. James Smith; Sen. Earline Rogers.

Members Absent: Rep. William Davis; Rep. Robert Morris; Rep. David Yarde; Rep. Dennis Tyler; Sen. Allen Paul; Sen. James Arnold; Sen. Timothy Lanane.

¹ These minutes, exhibits, and other materials referenced in the minutes can be viewed electronically at <http://www.in.gov/legislative>. Hard copies can be obtained in the Legislative Information Center in Room 230 of the State House in Indianapolis, Indiana. Requests for hard copies may be mailed to the Legislative Information Center, Legislative Services Agency, West Washington Street, Indianapolis, IN 46204-2789. A fee of \$0.15 per page and mailing costs will be charged for hard copies.

I. Call to Order

Chairman Soliday called the meeting to order at 10:05 a.m. Chairman Soliday stated that Indiana faces a transportation and infrastructure funding shortfall, according to a 2009 study published by the Indiana LTAP Center at Purdue University. Chairman Soliday said that the purpose of the committee during the 2011 interim is to define the problem based on information the committee receives.

II. Commissioner Michael Cline, Indiana Department of Transportation (INDOT)

Commissioner Cline provided a brief overview of INDOT's structure, budget, and responsibilities. See Exhibit A. He next spoke about Major Moves, stating that 75% of the originally scheduled projects are either completed or under construction. Commissioner Cline described INDOT's business plan and spoke in detail about the asset management system INDOT uses to determine the appropriate investment levels in the core areas of safety, bridge condition, pavement condition, and congestion.

Commissioner Cline presented past, current, and projected data on the following:

- Bridge condition and performance.
- Pavement condition and performance.
- Congestion.
- Safety.

He noted that both the 2035 bridge projections and the 2030 pavement projections are based on 2011 dollars and technological capabilities. He also spoke about INDOT's responsibilities with respect to aviation (federal fund administration, safety inspections, state matching grants), transit (fund administration, compliance reviews, technical assistance), and rail (fund administration, state rail plan, rail code enforcement).

Senator Becker complimented INDOT and Governor Daniels on Major Moves, and Commissioner Cline confirmed to her that section four of I-69 is on schedule to open to traffic in December 2014. Senator Banks asked if the public-private agreement (P3) legislation passed during the 2011 session is a good long term strategy for INDOT. Commissioner Cline answered that the P3 bill helped, especially with asset management, in that it allows INDOT to act more quickly on projects and potentially save money.

Representative Stemler asked if additional legislation will be required for bi-state transportation projects, such as bridges connecting Indiana and Kentucky. Commissioner Cline stated that the existing P3 legislation is sufficient for current projects, and that bi-state projects are generally governed by agreements that assign responsibilities and risks between the party states. Representative Dembowski requested a comparison of Indiana's transportation infrastructure with that of the surrounding states; Commissioner Cline stated that he believes it will compare favorably and offered to provide specific data later.

Representative Delaney asked if I-69 between Bloomington and Indianapolis was designed to allow the future incorporation of light rail. Commissioner Cline said that he was not familiar with the details of the project's environmental analysis but would check if light rail was included. Senator Rogers asked if INDOT considered the impact of the closure of the Cline Avenue bridge on the local economy in its asset management plan. Commissioner Cline answered that the primary factor in INDOT's decision to close the bridge was safety; he also said that the current plan allows access to existing businesses.

Chairman Soliday asked Commissioner Cline to discuss a recent Canadian study on demand based allocation of infrastructure resources. Commissioner Cline stated that INDOT bases its budgetary requests to the General Assembly on its perceived and

forecasted needs. Representative Stemler asked Commissioner Cline if it is a good time to build bridges due to current market and pricing factors, and Commissioner Cline answered that the current environment fosters competitive bidding. Senator Grooms asked if any local or municipal airports have used a P3 model in their projects. Commissioner Cline said that he was not sure if there is a foundation for them to use that approach.

III. David Holt, Vice President, Operations and Business Development, Conexus Indiana

David Holt distributed copies of his presentation (Exhibit B), maps of Indiana's infrastructure projects and charts of related implementation costs (Exhibit C), and CD-ROMs about Conexus. Mr. Holt testified that logistics firms employ more than 250,000 people in Indiana and pay on average 15 % higher wages than other private sector employers. He discussed the Conexus Indiana Logistics Council, a forum of 44 logistics executives working to create more logistics jobs in Indiana.

Mr. Holt stated that Indiana's transportation infrastructure has certain limitations, such as transportation "bottlenecks", inadequate direct rail service, underutilized aviation facilities, decaying locks, and inadequate dredging; he further stated that these limitations result in increased costs, decreased safety and productivity, and overall inefficiency. Finally, Mr. Holt listed Conexus' goals with respect to infrastructure, public policy, and workforce development in Indiana, including constructing multimodal facilities, creating industry tax incentives, and developing a postsecondary logistics curriculum.

Representative Delaney confirmed with Mr. Holt that the rail projections and data do not include passenger rail and asked whether the aviation facility limitations include municipal airports. Mr. Holt stated that Conexus focuses on regional airports due to their longer runways. Chairman Soliday noted that Indiana needs to develop more intermodal facilities.

IV. Cameron Carter, Vice President, Economic Development, Small Business Policy, and Federal Relations, Indiana Chamber

Mr. Carter noted that Major Moves funds will be gone by 2014 and that any remaining transportation funding will likely need to be spent on preservation. He stated that federal resources, including the highway trust fund, are decreasing as well. Mr. Carter said that Indiana lacks the resources to complete high priority corridors in INDOT's long range plan and will need to develop creative financing options. Mr. Carter recommended that the state acknowledge its problems and begin working cooperatively with its congressional delegation to develop a more robust transportation funding formula.

Representative Stemler asked Mr. Carter his opinion on using user fees or tolls to build or maintain projects after all other funding sources have been exhausted. Mr. Carter encouraged creativity and flexibility in funding sources and said that user fees become more likely as the federal highway trust fund disappears.

V. Dennis Faulkenberg, President, APPIAN

Mr. Faulkenberg gave a brief history of Indiana's transportation funding, including Indiana's role as a donor state with respect to the federal gas tax. Mr. Faulkenberg noted that Major Moves resulted in an influx in infrastructure investment in Indiana; however, transportation funding will likely return to mid-1990s levels by 2014. He stated that Indiana is in a very vulnerable position with regard to federal transportation funding, especially if current provisions that protect donor states are repealed. Mr. Faulkenberg said that Indiana's interstate highways are overworked and that routine maintenance is vital.

Chairman Soliday asked if interest earned on Major Moves funds was still available. Mr. Faulkenberg stated that the interest should total \$100 to \$125 million over the next five years. Chairman Soliday then recessed the committee for lunch.

VI. Sandi Seanor, Indiana Metropolitan Planning Organization (MPO) Council

Chairman Soliday reconvened the committee at 1:40 p.m. Ms. Seanor spoke on behalf of Indiana's 14 MPOs, which represent 26 urban and 13 rural counties, and presented statistics on the percentage of road miles and bridges located in those counties. See Exhibit D. Ms. Seanor noted the following areas to which the committee should direct its attention:

- Pavement maintenance and road resurfacing and reconstruction
- Bridges
- Congestion and travel delay
- Freight and rail commerce and logistics
- Public transit
- Safety

Ms. Seanor spoke about lifecycle returns on road resurfacing (12 years), road reconstruction (25 years), bridge rehabilitation (12 years), and bridge reconstruction (50 years) and emphasized the difference between Indiana's current and projected returns. She also commented on the growing deficit funding for Indiana's transportation plans.

Senator Wyss and Chairman Soliday discussed the need for the state and local governments to work together to define and solve Indiana's transportation and infrastructure problems. Representative Saunders noted that some counties have imposed a county wheel tax to raise more revenue to invest in infrastructure, only to have the revenue diverted by state law to other recipients. Chairman Soliday said that a transportation funding formula should optimize economic payback.

VII. Lori Miser, Executive Director, Indianapolis Metropolitan Planning Organization

Ms. Miser distributed copies of her presentation as well as central Indiana's transportation plan developed by Indy Connect, a partnership of the Indianapolis MPO, the Central Indiana Regional Transportation Authority, and IndyGo. See Exhibits E and F. Ms. Miser emphasized three main messages:

- Indiana's transportation system is at a critical juncture.
- Creative thinking and alternative strategies are needed to meet challenges.
- MPOs play an important role in shaping Indiana's transportation future.

She then summarized central Indiana's anticipated unfunded transportation needs:

- \$105 million per year to build all expansion projects included in long range plans.
- \$100 million per year to maintain roads in current condition.
- \$300 million per year to maintain bridges in current condition.

Ms. Miser closed by noting that a balanced transportation system of roads with transit provides the best return on investment and that transit is a statewide issue that affects both urban and rural areas.

VII. Other Business

Chairman Soliday reminded the committee of the second meeting scheduled for September 6, and he adjourned the committee at 2:30 p.m.

Joint Study Committee on Transportation and Infrastructure Assessment and Solutions

Michael B. Cline
Commissioner, INDOT

August 23, 2011

TIAS 8/23/2011
Ex. A



INDOT Profile

- Six district offices
- 3,730 employees
- 1,110 snow trucks
- \$396.3 million/annual operating budget
- \$1 billion/annual capital expenditures
- 28,544 total lane miles
 - 5,138 lane miles of interstate
 - 16,900 lane miles of two-lane roads
 - 5,213 INDOT-owned bridges



Major Moves

Today

- 41 roadway projects complete & open to traffic
- 185 new centerline miles complete
- 2,800 preservation centerline miles complete
- 588 bridges rehabbed or replaced
- \$6.5 billion invested in construction through FY 2011

Major Project Status

- 75% of Major New projects on the original schedule 2006 through 2011 have been completed or under construction now.

Project	Miles	% Miles Let	Est. \$ CN Cost (m)	Open to Traffic	Next Letting	Final Letting
US 24 Fort to Port	11	100	\$81	Sept. 2012	-	2010
I-80/94 Interchange	-	100	\$187	Aug. 2011	-	2009
Accelerate 465	11	100	\$423	Dec. 2011	-	2010
Milton-Madison Bridge	1	100	\$104	Nov. 2012	-	2010
I-69 Evansville to Crane	67	100	\$700	Dec. 2012	-	2011
US 31 Plymouth to South Bend	20	72	\$224	Dec. 2014	2/8/12	Feb 2013
SR 25 Hoosier Heartland	36	71	\$386	Dec. 2013	10/13/11	July 2012
US 31 Kokomo	13	55	\$160	Dec. 2013	11/15/11	Apr 2012
US 31 Hamilton County	13	7	\$436	2018	9/21/11	2017
I-69 Crane to Bloomington	27	0	\$400	Dec. 2014	Dec. 2011	Dec. 2012



Looking Ahead

■ **INDOT Business Plan**

- Identify and prioritize needs with data
- Separate must-haves/needs from wants
- Value engineering and practical solutions
- Use robust maintenance to extend service life at lowest cost
 - Pavement preservation (FY 08-11):
 - Total lane miles: 25,000
 - Total investment: \$68 million



Looking Ahead

■ **INDOT Business Plan**

- Deliver capital projects
- 5-year project timeline from identification to construction
- Metric driven process
- Customer satisfaction driven
 - Customer survey to begin September 2011
- Fiscally responsible
- Economic development partner



Asset Management

- INDOT has developed an asset management system to determine the appropriate investment levels in the core areas of safety, bridge condition, pavement condition and congestion.
- The modeling uses existing asset condition, deterioration “engines”, cost information, decision logic and other inputs to predict asset condition based upon certain investment levels.
- Models of this type have multiple functions.
 - Gauging the effects of a selected set of projects,
 - Answering what-if questions about various budget/investment scenarios, projecting system conditions over (future) time,
 - Identifying candidate project opportunities.



Bridge Asset Management

- The bridge asset management model uses performance measure of key bridge elements: deck, super-structure, and sub-structure.
- The composite is based on the national bridge inspection standards (NBIS) condition ratings.
 - Excellent – NBI of 8-9
 - Good – NBI of 7
 - Satisfactory – NBI of 6
 - Fair – NBI of 5
 - Poor – NBI of 4 – 0
- The ratings of the deck, super-structure, and sub-structure of each bridge are represented in the model. Averaging is not used.



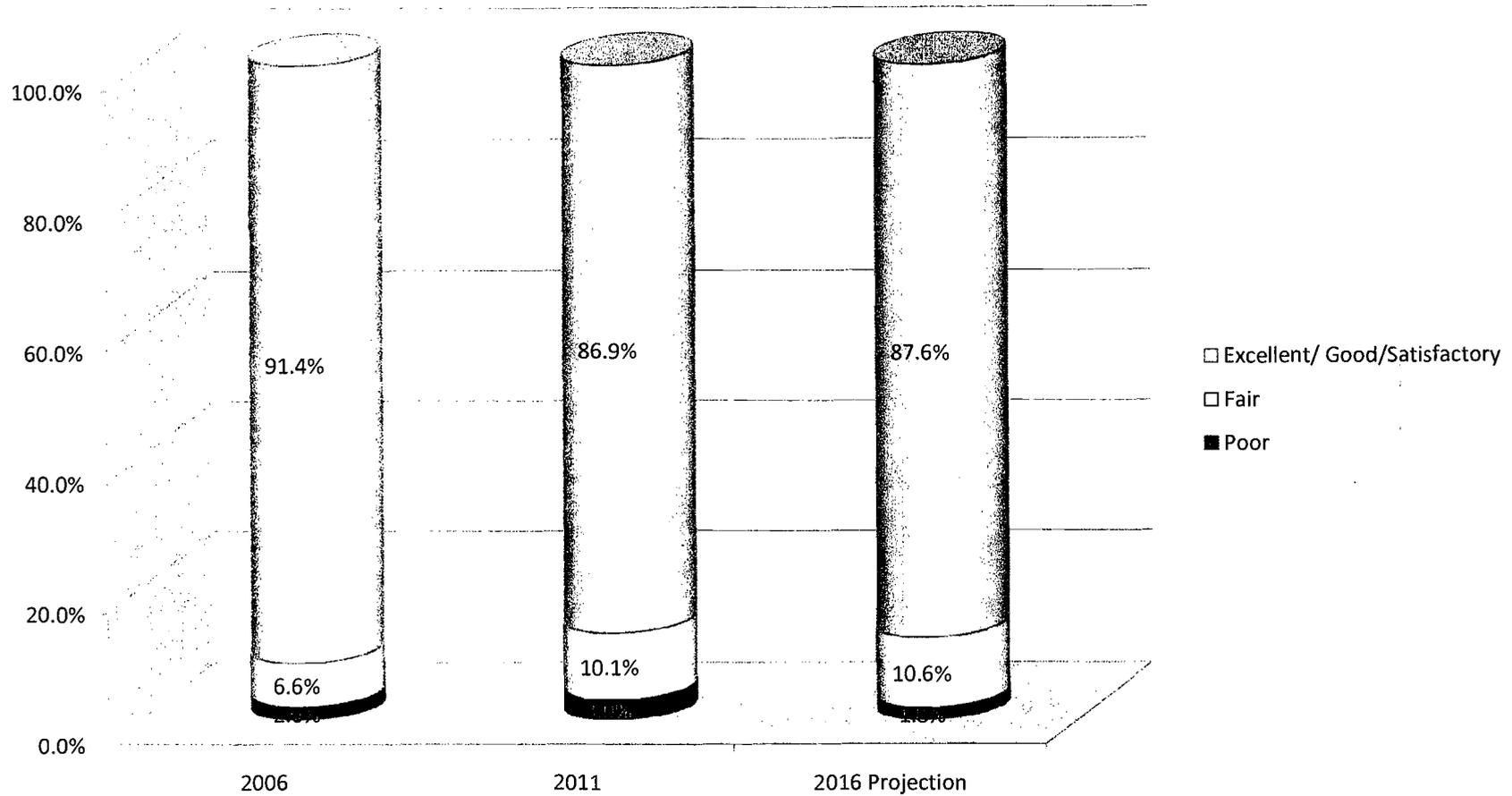
NBIS Condition Ratings

- 9 EXCELLENT CONDITION
- 8 VERY GOOD CONDITION - no problems noted.
- 7 GOOD CONDITION - some minor problems.
- 6 SATISFACTORY CONDITION - structural elements show some minor deterioration.
- 5 FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.
- 4 POOR CONDITION - advanced section loss, deterioration, spalling or scour.
- 3 SERIOUS CONDITION - loss of section, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
- 2 CRITICAL CONDITION - advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.
- 1 "IMMINENT" FAILURE CONDITION - major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but corrective action may put back in light service.
- 0 FAILED CONDITION - out of service - beyond corrective action.



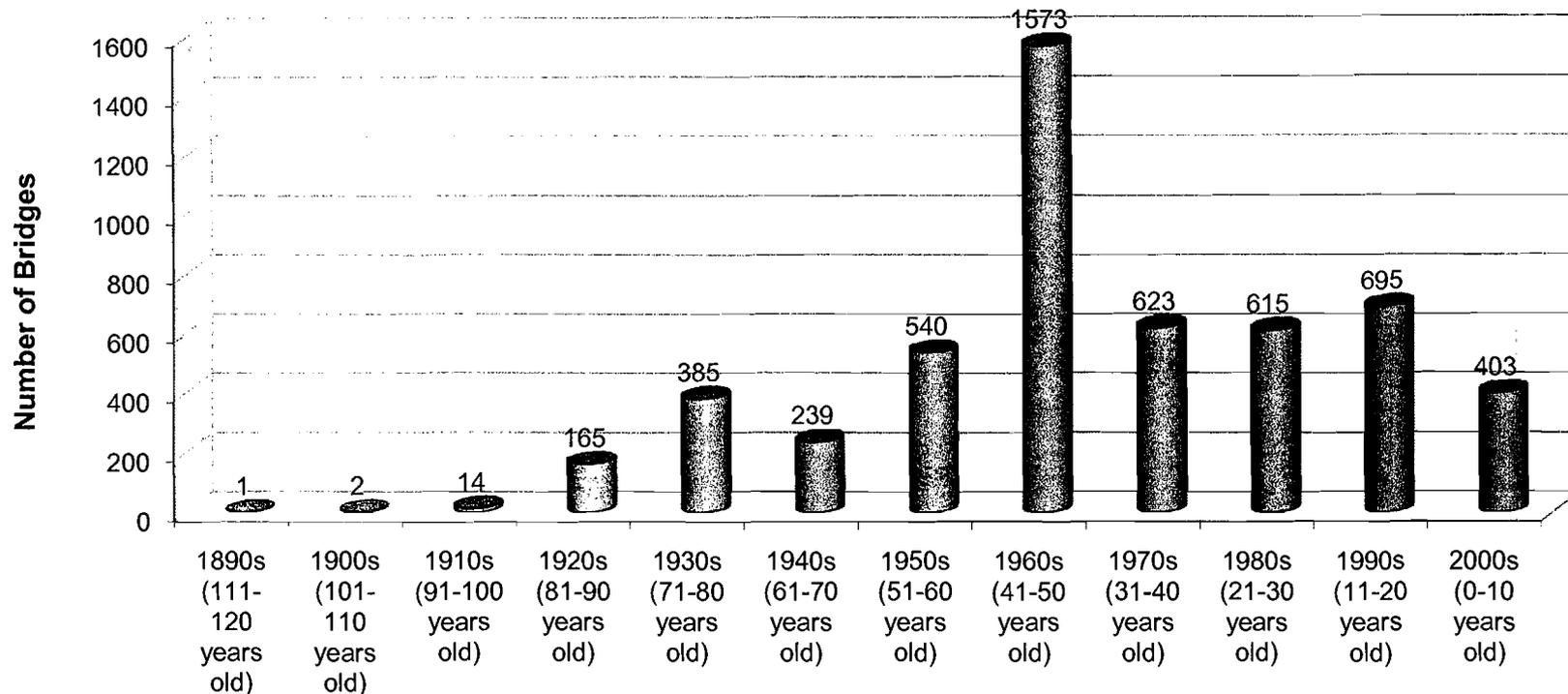
Bridge Condition

Bridge Performance in 2006, 2011 and Projected in 2016

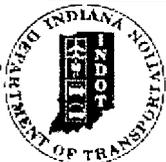


INDOT Bridge Age Distribution

Age Distribution of INDOT Bridges

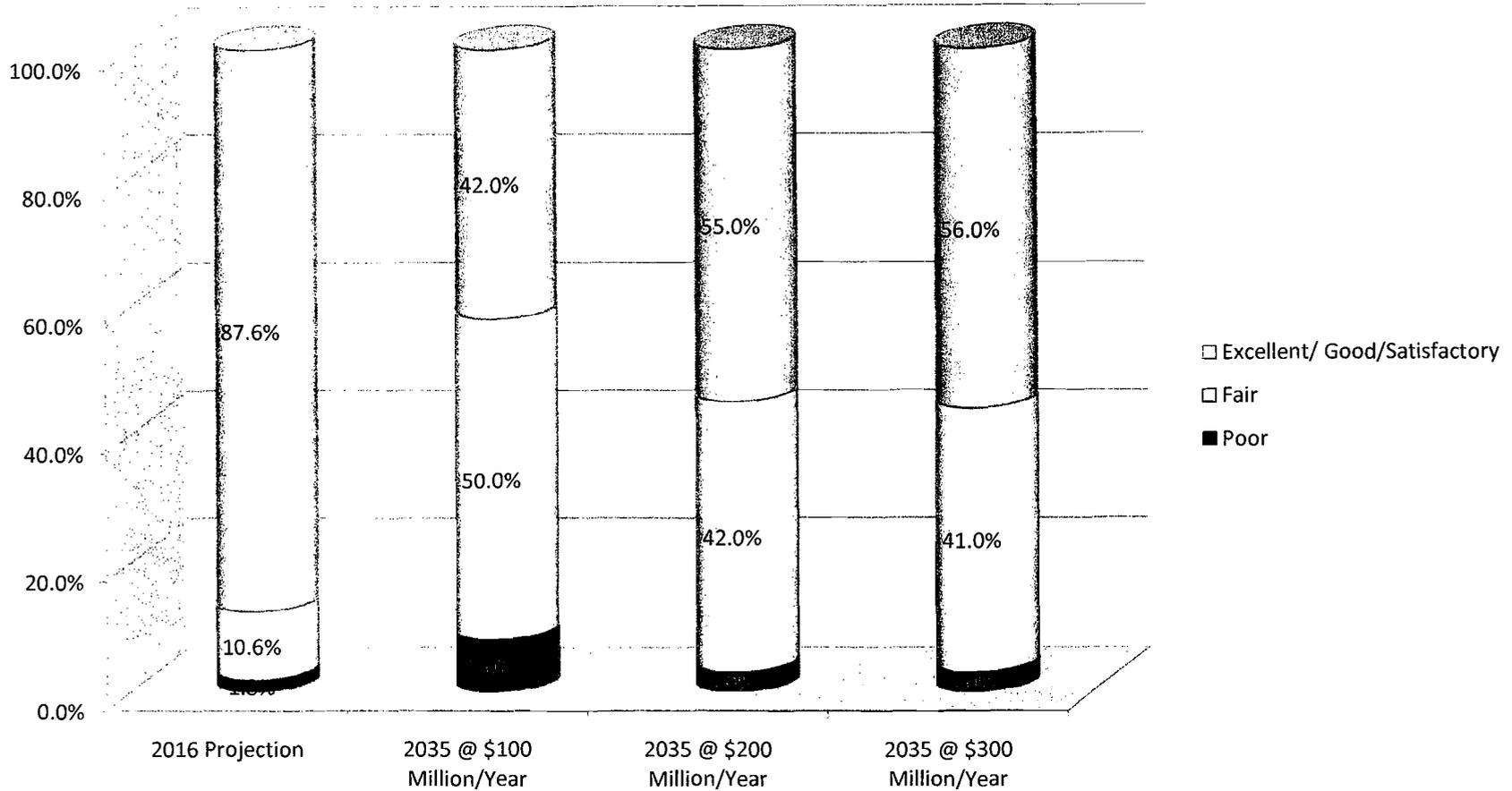


Original Construction Decade & Age Range



Bridge Condition

Bridge Performance Projected in 2035



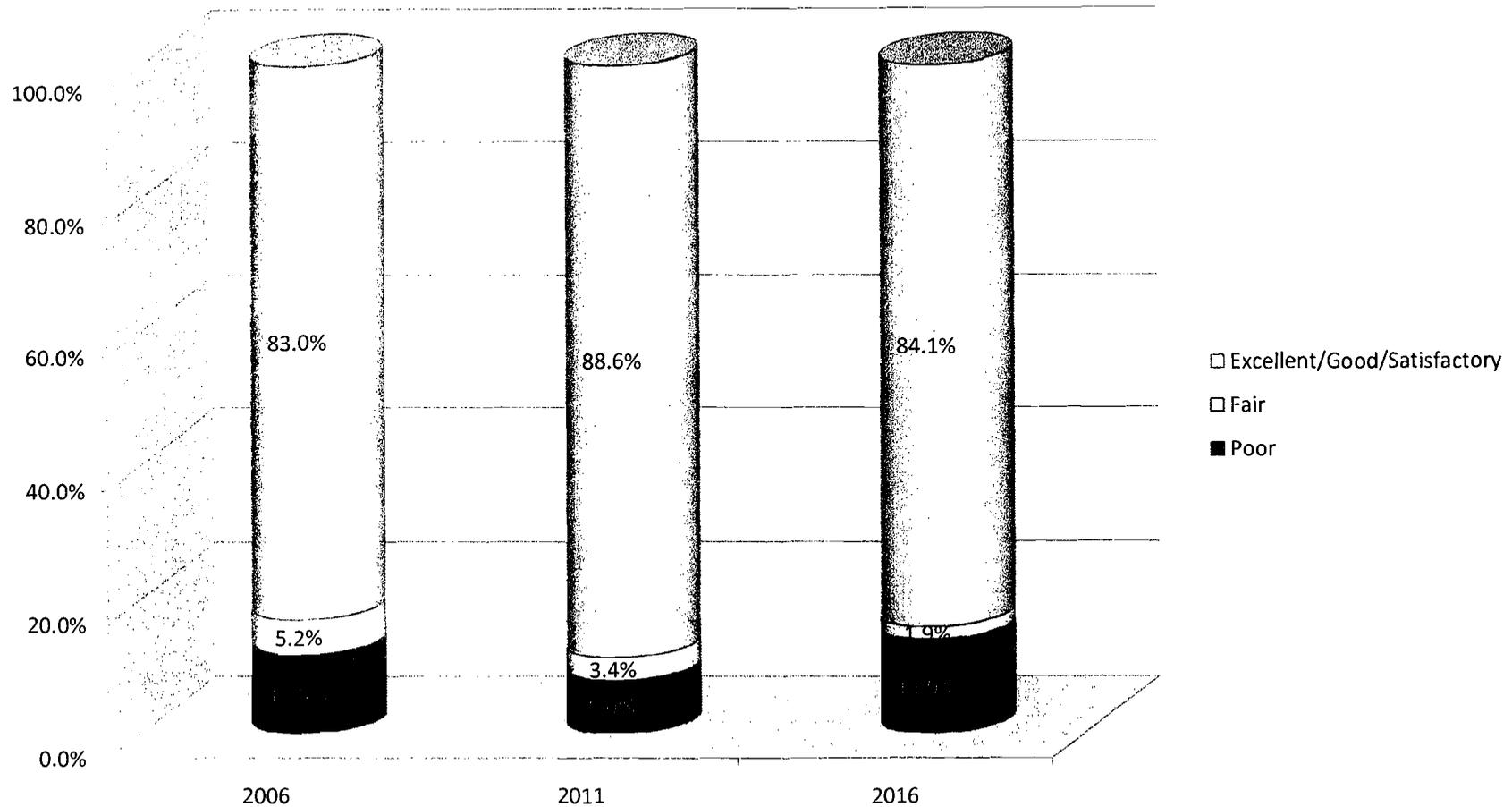
Pavement Asset Management

- The pavement asset management model is based upon ride roughness measured using the International Roughness Index (IRI)
 - Excellent (0-80) – No Visible signs of deterioration, ride is smooth.
 - Good (80-115) – Some deterioration, ride is still fairly smooth.
 - Satisfactory (115-150) – Deterioration requires routine maintenance.
 - Fair (150-170) – Deterioration requires frequent routine maintenance. Ride is rough.
 - Poor (Above 170) – Excessive deterioration, warrants major rehabilitation.
- INDOT rates each tenth of a mile of highway.
- The goal is to have 85% of pavements rated satisfactory or better.



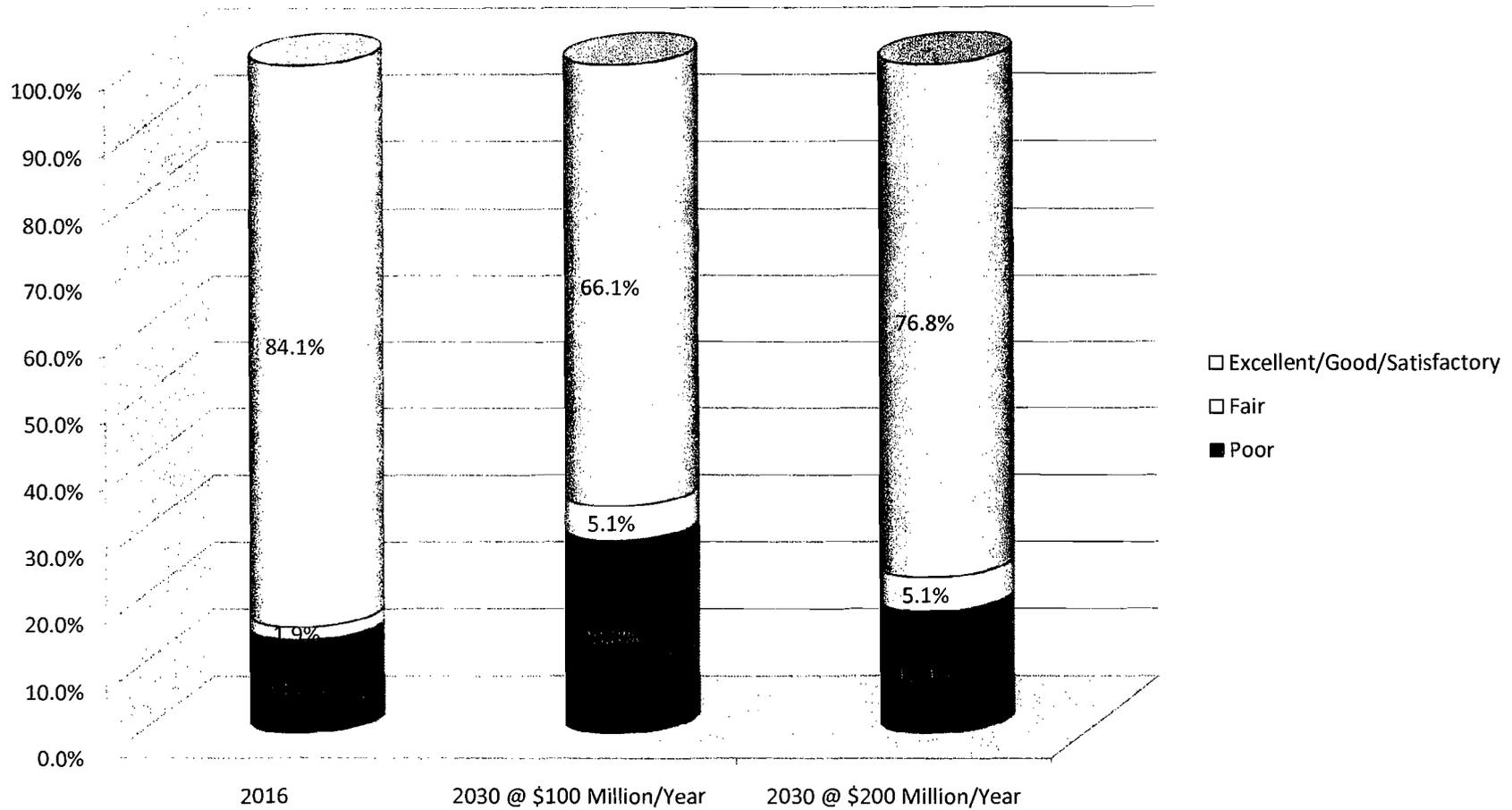
Pavement Condition

Pavement Performance 2006, 2010 and Projected 2016



Pavement Condition

Pavement Performance Projected in 2030



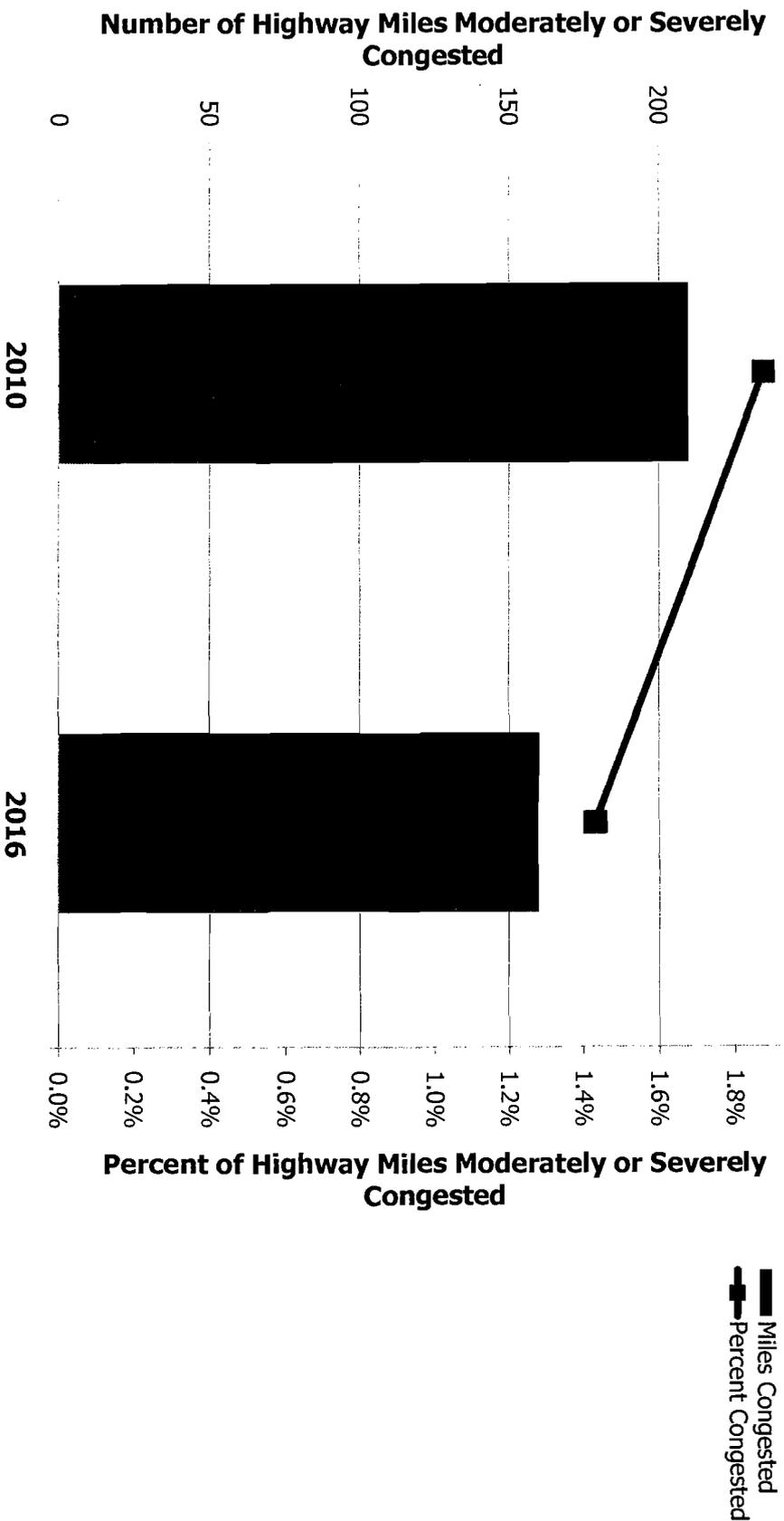
Congestion

- Congestion is expressed in terms of volume/capacity in the peak hour of traffic.
- Congested roads are considered to have a volume to capacity ratio of .7 - .9 for at least one hour per day.



Congestion

250 Congestion Performance in 2010 and Projected in 2016



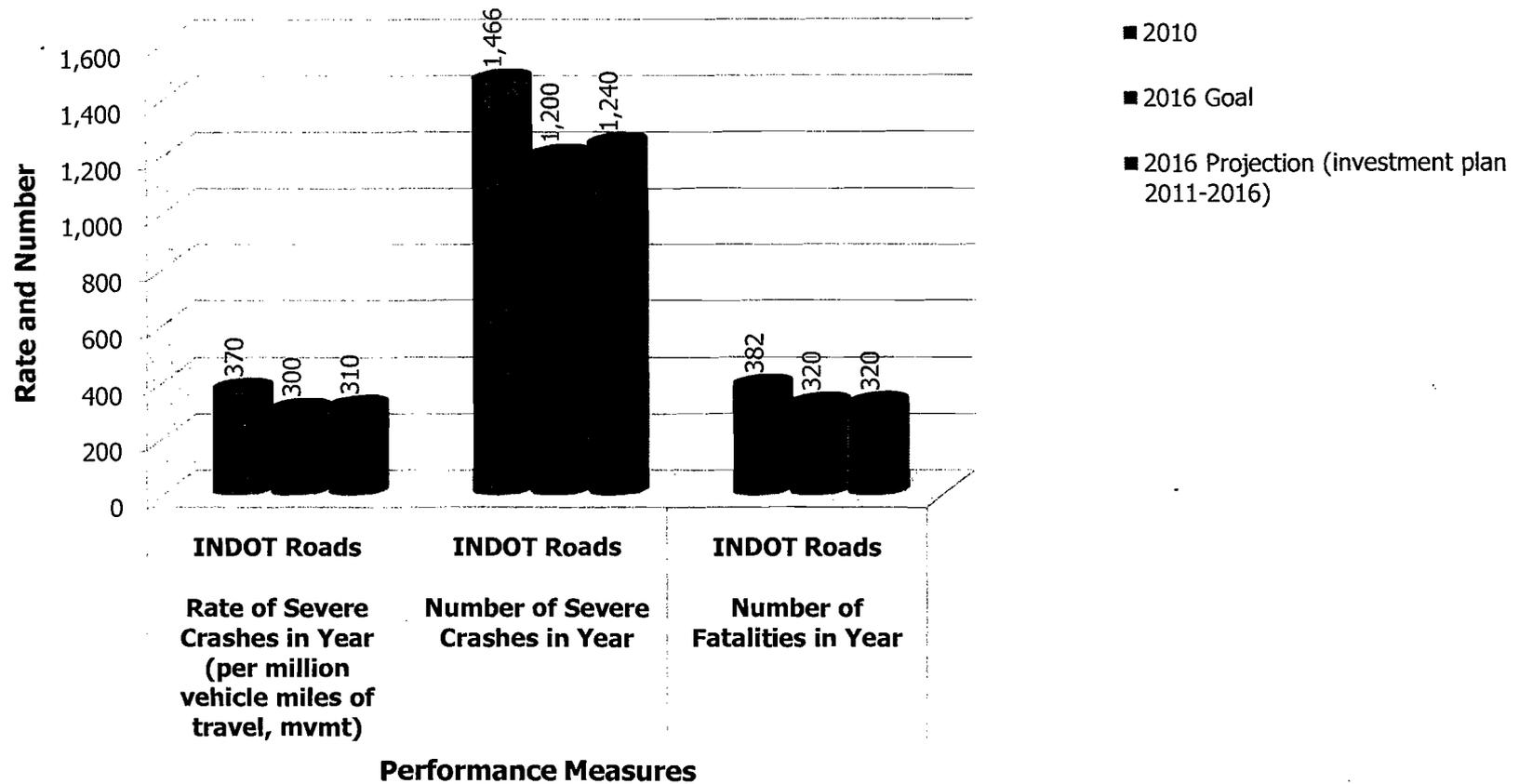
Safety

- INDOT tracks accidents by total numbers and the rate of accidents per million vehicle miles traveled (VMT).
- A severe crash is defined as an event involving one or more fatalities or serious (incapacitating) personal injuries.



Safety

Traffic Safety Performance in 2010 and Projected in 2016 and 2035 on INDOT Roads



Aviation

- Administers funds for the Federal Aviation Administration's - Aviation Improvement Program projects for sixty-seven (67) state airport authorities and commissions.
- Conducts safety inspections of public-general purpose airport runways.
- Administers State matching grants (to match the local share of a federal grant) to sixty-seven (67) state airport authorities and commissions. State funds (avg annual appropriation of \$1.2 million) to match federal grants (average annual appropriation of \$68 million).



Transit

- Administers funds (state and federal) to 67 public transit systems.
- Conducts compliance reviews on the public transit systems on behalf of the FTA.
- Provides technical assistance to public transit systems for safety, regulatory, planning and other issues.
- Per annum, approximate: State transit fund (\$55 million) and federal transit funds (\$15 million).



Rail

- Administers funds to develop and/or construct projects to support rail infrastructure for Class 2 & 3 railroads and Port Authorities
- Develops the State Rail Plan (new plan ready in Nov 2011)
- Rail code enforcement per State regulations and code
- Industrial Rail Service Fund, per annum approximately \$1.6 million
- Railroad Grade Crossing Fund, per annum approximately, \$500K





Thank You



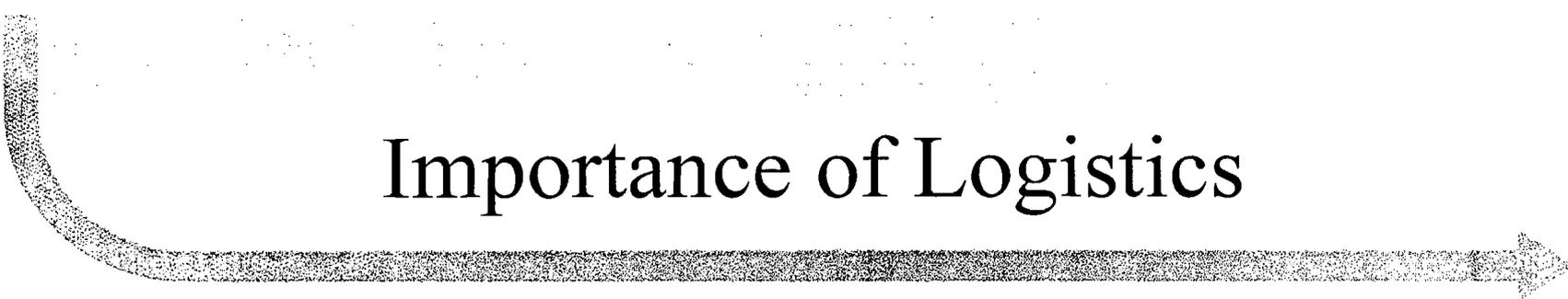


Indiana General Assembly
Joint Study Committee on Transportation
and Infrastructure Assessment and Solutions
– Phase I: A Plan for Indiana’s Logistics Future
August 23, 2011

CONEXUS
I N D I A N A

TIAS 8/23/2011
Ex. B

Importance of Logistics



- Logistics employs more than 250,000 Hoosiers.
- An estimated 75,000 more Hoosiers are employed in logistics positions by the state's manufacturers.
- A 20% increase in logistics jobs has been predicted for Central Indiana over the next 5 years.
- Logistics jobs on average pay 15% more than the average private sector job.

“Crossroads of America”

Economic Impact:

- \$9.837 trillion or 3.9% of Indiana’s 2008 GDP
- Employs approximately 310,000 people in Indiana

Indiana’s Infrastructure:

- 1st in Interstate Access with 14 Interstate Highways
- 1st in pass-through interstates
- 12th in interstate highway miles
- 9th in rail miles with 4,446 miles
- 4 Intermodal Rail Facilities
- 2nd largest FedEx hub in the world
- Strong network of airport facilities
- 4 of the top 125 cargo airports serving Indiana (wait for Laura’s changes)
- 3 Public Ports
 - 2 on the Ohio River
 - 1 on Lake Michigan

Indiana’s Advantages:

- 75% of U.S. & Canadian Populations within a Day’s Truck Drive
- Indiana has a trade surplus
- Leader in exports/imports of important commodities (coal, iron/steel products, grains, food products, scrap metals, etc.)



Executive Summary

- The Conexus Indiana Logistics Council (LC) is a forum of 44 logistics executives and thought leaders from throughout Indiana representing the following logistics sectors – air; infrastructure; rail; trucking; warehousing/distribution; waterborne; advanced manufacturing and service firms. Logistics users are manufacturers; distributors/warehousing; and third party providers.
- LC is working to:
 - Enhance the environment for companies in advance manufacturing and logistics to grow their business, taking advantage of Indiana’s position at the heart of the global supply chain;
 - Create a more attractive environment for manufacturing and logistics companies to relocate to or expand in Indiana, thereby creating jobs and increasing state and local revenue; and
 - Create high paying jobs for Hoosiers: the average wage of Indiana manufacturing and logistics jobs is more than 33% higher than the state’s median income.

CONEXUS

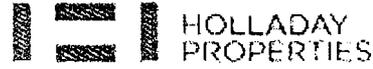
Logistics Council Executive Committee

- Chaired by Chip Edgington, Executive Vice President of Redcats
- Four Task Force Groups
 - **Infrastructure** – Chaired by Torrance Richardson, Ex. Director of Fort Wayne-Allen County Airport Authority in Fort Wayne
 - **Public Awareness** – Chaired by J. Mark Howell, President of Brightpoint Americas, Inc. in Plainfield
 - **Public Policy** – Chaired by Don Miller, Jr., President of Mt. Vernon Barge Service in Mount Vernon
 - **Workforce Development** – Chaired by Chip Edgington, Executive Vice President of Redcats in Indianapolis
- 44 Members from around the State

Logistics Council Members



Appian



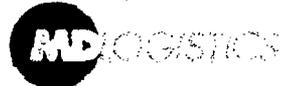
SIRVA

Encourage Your Thinking

FORT WAYNE ALLEN COUNTY
AIRPORT AUTHORITY
FORT WAYNE INTERNATIONAL AIRPORT
CARTER FIELD AIRPORT

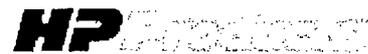


Bounce Logistics



BRIGHTPOINT
YOUR SUCCESS IS OUR BUSINESS

KATZ, SAPPER & MILLER
Certified Public Accountants

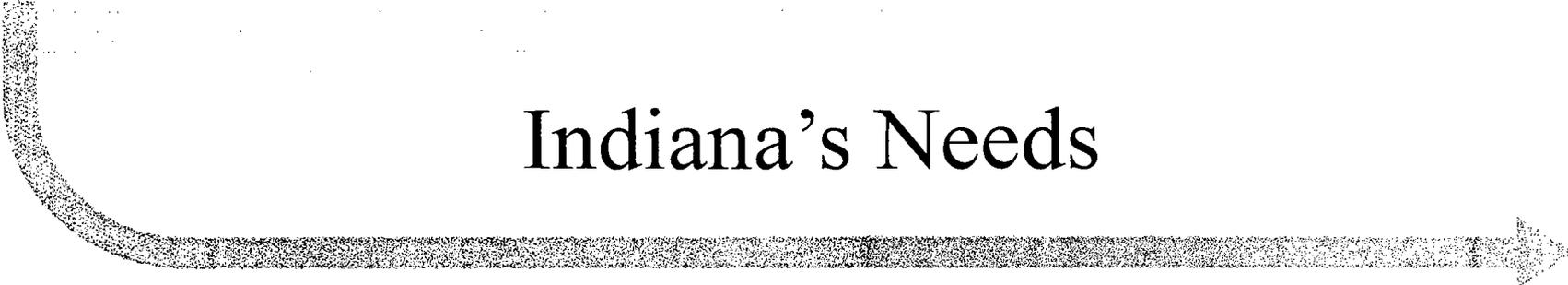


THE WORLD'S LEADING LOGISTICS PROVIDER



THE WORLD'S LEADING LOGISTICS PROVIDER

Indiana's Needs



Limitations:

- Transportation “bottlenecks”
- Lack of direct rail service
- Underutilized air facilities with little international freight movement
- Lack of efficient mode-to-mode connectivity (e.g. road to rail, road to water, road to air, rail to water)
- Decaying locks infrastructure
- Lack of dredging that prohibits barges/ships to maximize capacity

Impact of Inaction:

- Increased costs
- Potential environmental impacts
- Inefficient freight movement
- Loss of productivity for Indiana's businesses
- Decreased safety

Infrastructure Goals

1. Reduce bottlenecks that improve the reliability and efficiency of freight movement leading to less congestion, lower infrastructure repairs, and lower emissions.
2. Ensure global access by connecting Indiana cities based on impact and potential to Interstate-like access.
3. Create better connectivity of Indiana's water ports via roads and rail modes and improving the reliability and efficiency of water freight movement.
4. Develop a fast and efficient process for unplanned economic development infrastructure needs.
5. Develop and implement the utilization of transportation networks that provide direct rail, truck access and air cargo expansion leading to the improvement and establishment of multimodal and intermodal service and air cargo facilities.

Workforce Development Goals



1. Increase the skill levels of Indiana logistics workers through workforce education programs.
2. Increase the upward mobility and job prospects of current and future Indiana logistics workers.

Key Go-Gets

Infrastructure:

1. 2 or 3 large intermodal/multimodal facilities for Indiana (In Process)
2. Construction and redesign of key locks (In Process)
3. Plan to attract air freight business to Indiana (In Process)
4. Completion of key infrastructure projects in bottleneck regions (Ongoing)
5. Identify and create a plan to improve/provide infrastructure-like access to regions/cities with limited access based on impact and potential (Complete)

Public Policy:

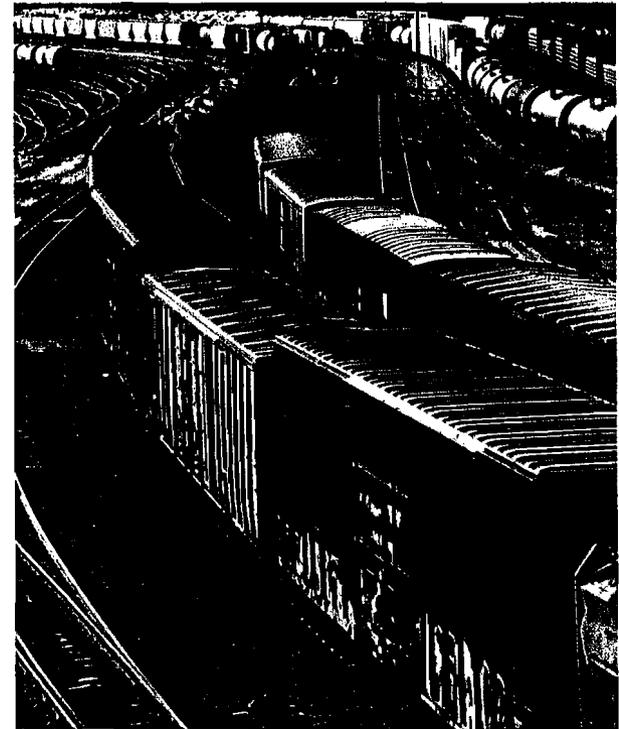
1. Develop a public policy package to be provided to the Governor and General Assembly representing the needs of the logistics industry (Complete)
2. Become a resource to public and private sectors (Ongoing)

Workforce Development:

1. Identify logistics job skills gap areas (Complete)
2. Work with postsecondary education to develop curriculum for portable logistics curriculum (In Process)
3. Identify a company that will create a logistics on-line educational program using new curriculum leading to portable credential (After Completion of #2 Above)

Intermodal Rail Sites

- **Avon Yard**
 - Working with CSX, Ports of Indiana and the State of Indiana
 - Capacity increased to 150,000 lifts per year
 - Estimated cost of \$18 million
- **Fort Wayne**
 - Working with CN, RailAmerica and TransPoint
 - Capacity of approximately 90,000-100,000 lifts per year
 - Estimated cost of \$20 million
- **Evansville**
 - Working with CSX and Evansville community leaders
- **La Porte**
 - On hold due to current economic climate
 - Working with Northwest community leaders



CONEXUS

CONEXUS

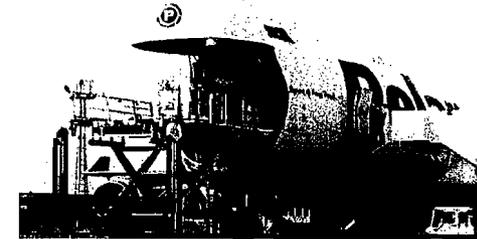
Air Cargo Plan

Overview

- Airports Involved – Gary, South Bend, Fort Wayne, Grissom, Indianapolis, Terre Haute, Evansville, and Louisville
- Study – Volume Levels
- Example – Roche Diagnostics Flights to Luxembourg in Europe

Outcomes

- Increase Indiana's global reach and accessibility
- New attraction for businesses to locate and grow in Indiana
- Increased economic activity for current Hoosier companies
- Lower costs

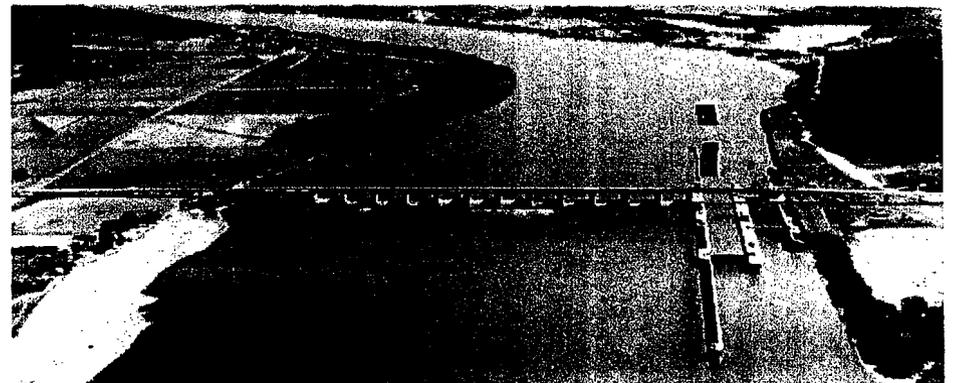


CONEXUS

Phase II

Phase II of the Strategic Plan:

- Public Policy Package to the Governor, General Assembly, and Congressional Delegation
- Calculate Costs for Implementation Tactics in Phase I
- Recommend ways to Improve the Financing Mechanisms for Infrastructure
- Long-term Goals and Tactics



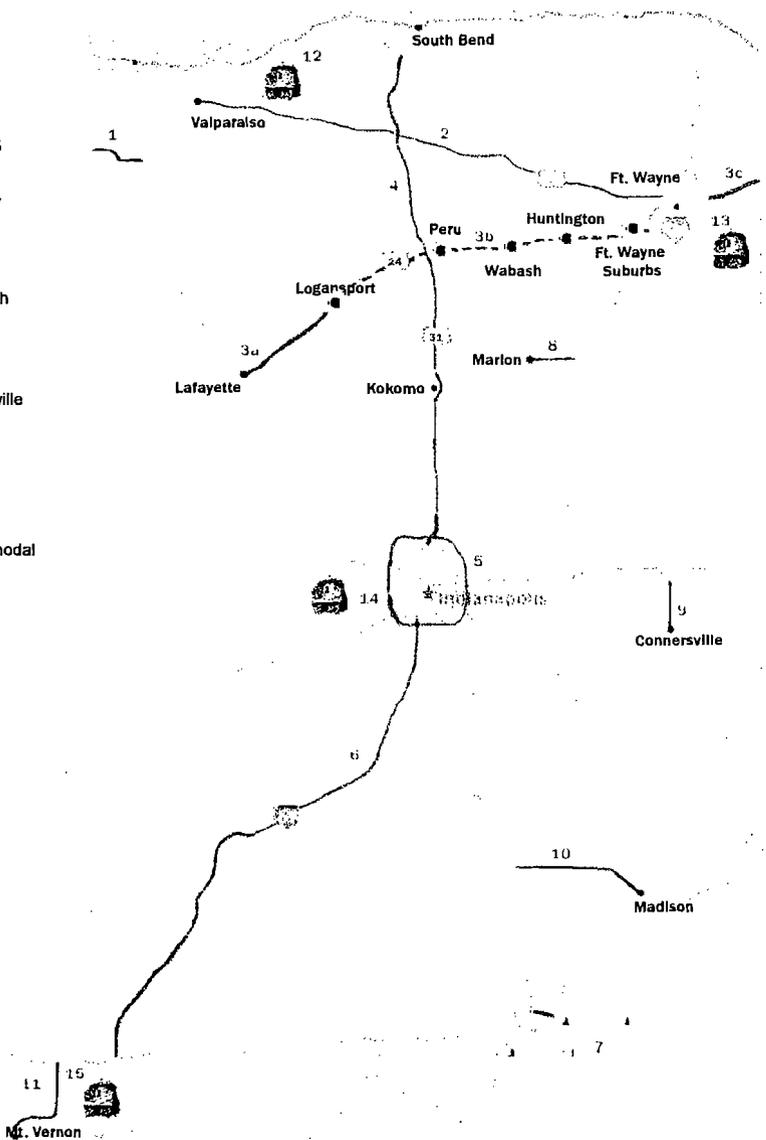


Questions & Answers?

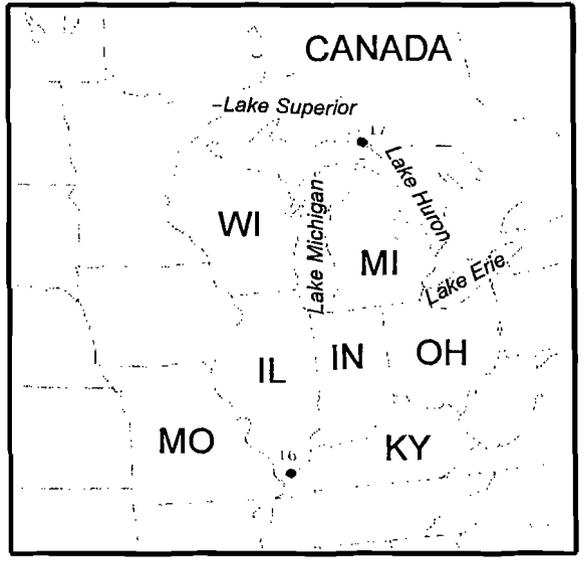
For more information, please contact David Holt, Vice President of Operations and Business Development, at (317) 638-2108, dholt@conexusindiana.com, or visit **ConexusIndiana.com**

CONEXUS
I N D I A N A

- 1 Iliana Expressway
- 2 US 30 Limited Access
- 3a Hoosier Heartland (SR 25 Under Construction)
- 3b Hoosier Heartland (US 24 Substantially Complete)
- 3c Hoosier Heartland (US 24 Fort-to-Port)
- 4 US 31 Indianapolis to South Bend Limited Access
- 5 Indianapolis Commerce Connector
- 6 I-69 Indianapolis to Evansville
- 7 Ohio River Bridges
- 8 Marion Connector
- 9 Connersville Connector
- 10 Madison Connector
- 11 Mt. Vernon Connector
- 12 Kingsbury/LaPorte Multimodal
- 13 Ft. Wayne Intermodal
- 14 Avon Yard Intermodal
- 15 Evansville Intermodal
- 16 Olmsted Locks & Dam
- 17 Soo Locks & Dam



————— Unfunded Project
 - - - - - Funded Project
 Substantially Complete Project
 ● Impediments to Traffic Flow



TIAS 8/23/2011
 Ex. C

Phase II: A Plan for Indiana's Logistics Future Implementation Costs

Number	Mode	Project	Estimated Cost	Secured/Available \$ to Date	Remaining Estimated Cost	Funded	Source
1	Road	Illiiana Expressway*	\$ 800,000,000	\$ -	\$ 800,000,000	No	INDOT
2	Road	US 30 Limited Access	\$ 556,810,150	\$ -	\$ 556,810,150	No	Conexus Indiana/INDOT
3a	Road	Hoosier Heartland Highway (SR 25)	\$ 377,000,000	\$ 377,000,000	\$ -	Yes	INDOT
3b	Road	Hoosier Heartland Highway (US 24)	\$ 149,000,000	\$ -	\$ 149,000,000	No	Conexus Indiana/INDOT
3c	Road	Hoosier Heartland Highway (Fort-to-Port)	\$ 81,000,000	\$ 81,000,000	\$ -	Yes	INDOT
4	Road	US 31 - Indy to South Bend**	\$ 1,405,000,000	\$ 820,000,000	\$ 585,000,000	Yes	INDOT
5	Road	Indiana Commerce Connector	\$ 1,500,000,000	\$ 50,800,000	\$ 1,449,200,000	Partial	INDOT
6	Road	I-69 - Indy to Evansville	\$ 2,000,000,000	\$ 700,000,000	\$ 1,300,000,000	Partial	INDOT
7	Road	Ohio River Bridges***	\$ 2,900,000,000	\$ 1,900,000,000	\$ 1,000,000,000	Partial	INDOT
8	Road	Marion Limited Access	\$ 29,900,000	\$ -	\$ 29,900,000	No	Conexus Indiana/INDOT
9	Road	Connersville Connector	\$ 54,080,672	\$ -	\$ 54,080,672	No	Conexus Indiana/INDOT
10	Road	Madison Connector	\$ 116,401,954	\$ -	\$ 116,401,954	No	Conexus Indiana/INDOT
11	Road	Mt. Vernon Connector	\$ 129,301,003	\$ -	\$ 129,301,003	No	Conexus Indiana/INDOT
12	Rail	Kingsbury/LaPorte Multimodal	\$ 27,200,000	\$ -	\$ 27,200,000	No	Providence/CSX
13	Rail	Fort Wayne Intermodal	\$ 20,835,000	\$ -	\$ 20,835,000	No	Transpoint
14	Rail	Avon Rail Intermodal	\$ 33,700,000	\$ -	\$ 33,700,000	No	TranSystems
15	Rail	Evansville Intermodal	\$ 58,800,000	\$ -	\$ 58,800,000	No	Tioga Group
16	Water	Olmsted Locks	\$ 2,067,000,000	\$ 1,380,000,000	\$ 687,000,000	Partial	Army Corps of Engineers
17	Water	Soo Locks	\$ 580,300,000	\$ 33,200,000	\$ 547,100,000	Partial	Army Corps of Engineers
		Total Cost	\$ 12,886,328,779	\$ 5,342,000,000	\$ 7,544,328,779		

* Illiana Expressway - Cost expected to be between \$600 million and \$1 billion for a connection between I-65, I-57, and I-55.

** U.S. 31 Indy to South Bend - Cost based on Five segments: Hamilton County (\$436 million, 13 miles); Kokomo Bypass (\$160 million, 13 miles); Plymouth to South Bend (\$224 million, 20 miles); Hamilton County to Kokomo (\$178 million, 20 miles); Kokomo to Pylmouth (\$407 million, 53 miles).

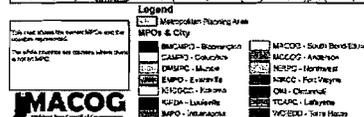
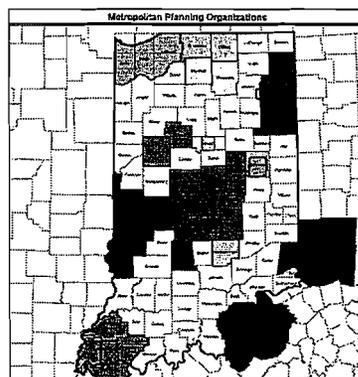
*** Ohio River Bridges - Cost based on \$1.2 billion of cost savings from design adjustments. The original cost was estimated at \$4.1 billion. Secured/Available dollars to date is the total funding that **could** be available from state and federal sources.

Where we are....Where we should be

A Report to the Summer Study Committee
on Highway Infrastructure
by the Indiana MPO Council
August 23, 2011

Metropolitan Planning Organizations - by County

- ▶ 14 Indiana MPOs
- ▶ Representing 39 counties
 - 26 Urban and 13 Rural
- ▶ Data includes:
 - 26 Urban Counties
 - Includes all Cities/Towns

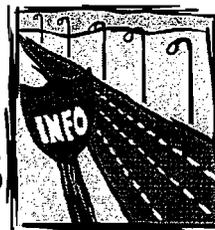


TIAS 8/23/2011
Ex. D

Urbanized Area Counties

▣ Urban Area Road Miles 40%

- Total Miles: 33,988
- Paved: 27,107
- Unpaved: 6,881



▣ All Indiana Rd miles: 95,765

- State - 11,147 or 25,000 Ln mi
- 2008 LRSA Locals 45% - \$78,962,420
- 2008 LRSA INDOT 55% - \$96,511,869

LRSA Needs Assessment 2009

Bridges – MPO Counties

▶ Urban County Bridges - 36.5%

- MPO Counties – 4,674

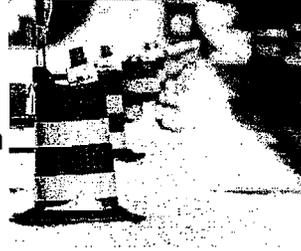
▶ All Indiana Bridges - 18,432

- State: 5,596 (30%)
- Counties: 12,836 (70%)



Critical Infrastructure

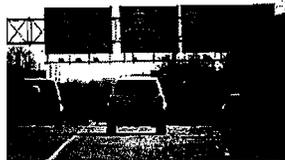
- ▣ What's important
 - ▣ Pavement Maintenance
 - ▣ Road Resurface and Reconstruction
 - ▣ Bridges
 - ▣ Major and New Construction
 - ▣ Local and Federal Funding 2010 -2035



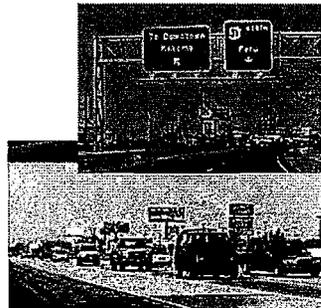
- ▣ Where we are...

Where we should be!

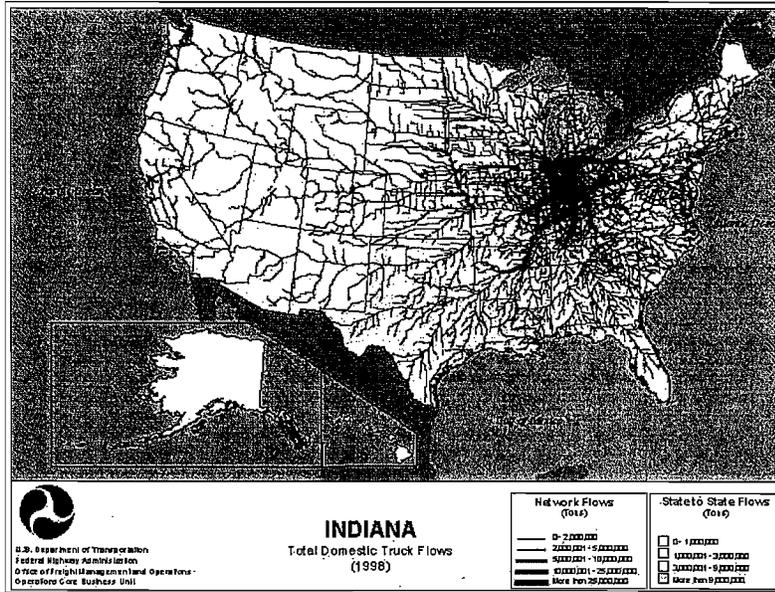
What's Important...



- ▶ Congestion – Travel Delay
- ▶ Truck Flows – Commerce/Logistics
- ▶ Freight and Rail Commerce
- ▶ Public Transit
- ▶ Safety

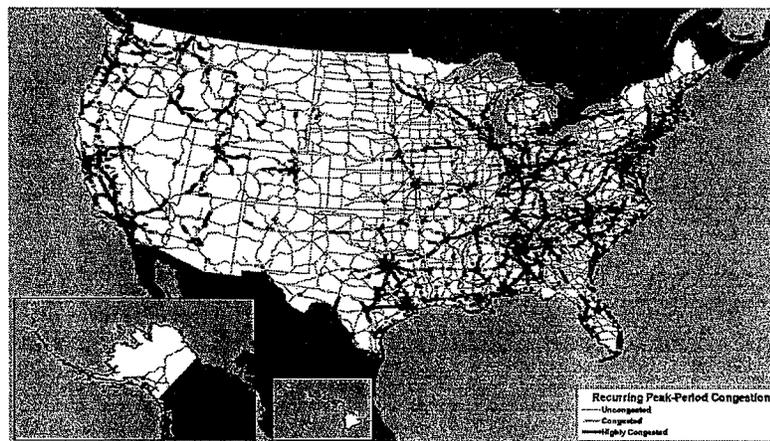


Truck Flows

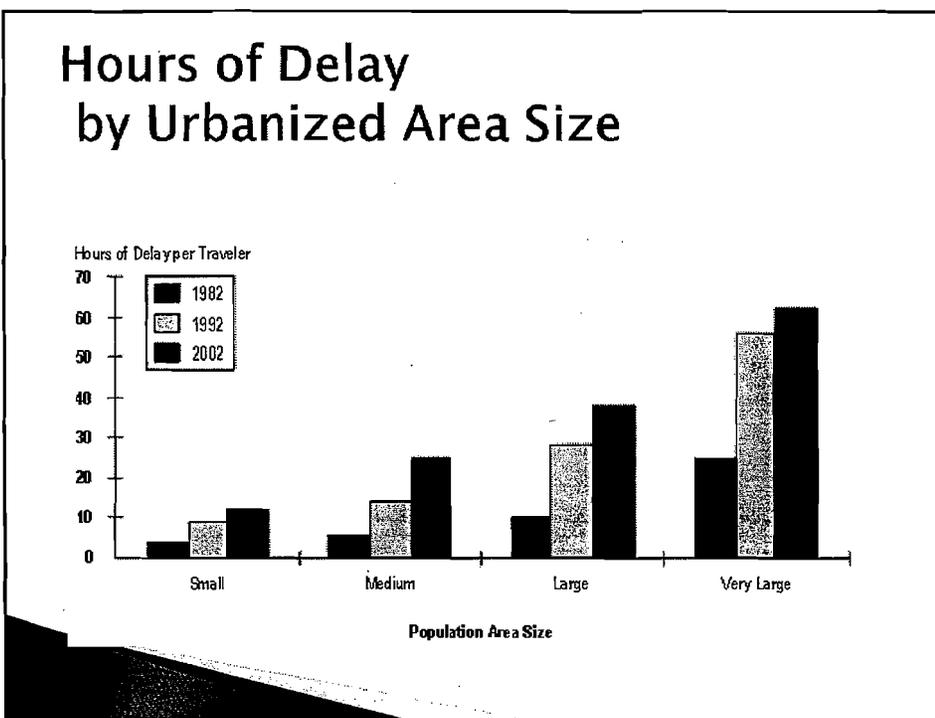
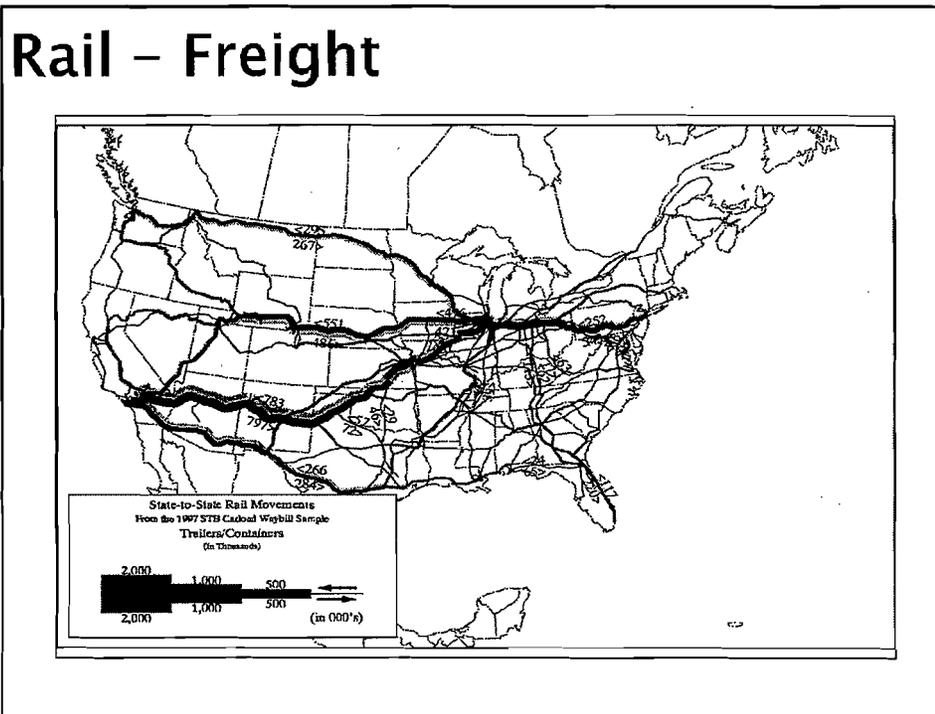


Congestion - Travel Delay

Peak-Period Congestion on the National Highway System: 2040

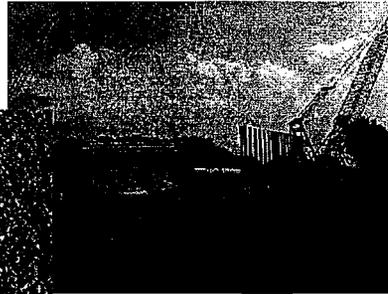


Note: Highly congested segments are stop-and-go conditions with volume/service flow ratios greater than 0.95. Congested segments have reduced traffic speeds with volume/service flow ratios between 0.75 and 0.95. The volume/service flow ratio is estimated using the procedures outlined in the FHWA's Peak Manual, Appendix IV.
Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, version 2.1, 2010



Pavement Maintenance

- ▶ Chip Seal
- ▶ Pavement Repair
- ▶ Minor Resurfacing



Road Resurfacing & Reconstruction

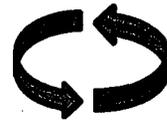
- ▶ Resurfacing
- ▶ Road Reconstruction



Urban County Road Resurfacing & Reconstruction

► Lifecycle Return

- Resurface intervals should be every 12 years
- Reconstruction every 25 years



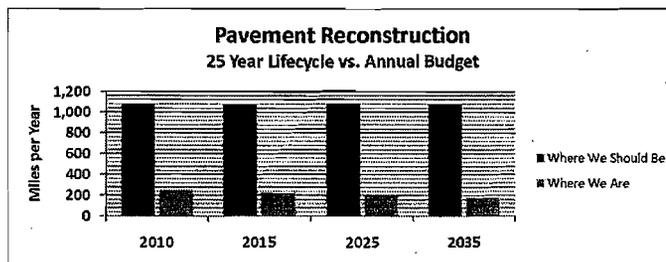
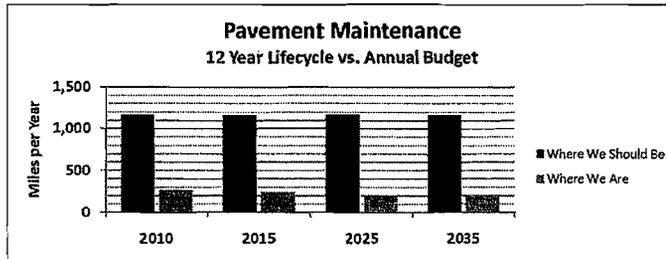
Road Reconstruction

▣ Where are Urban Counties at?

Lifecycle Return in years

	Resurface (12 yrs)	Reconstruction (25 years)
2010	53	110
2015	58	121
2025	68	142
2035	75	156

Resurface – Reconstruction 2010–2035



Reconstruction Lifecycle Return

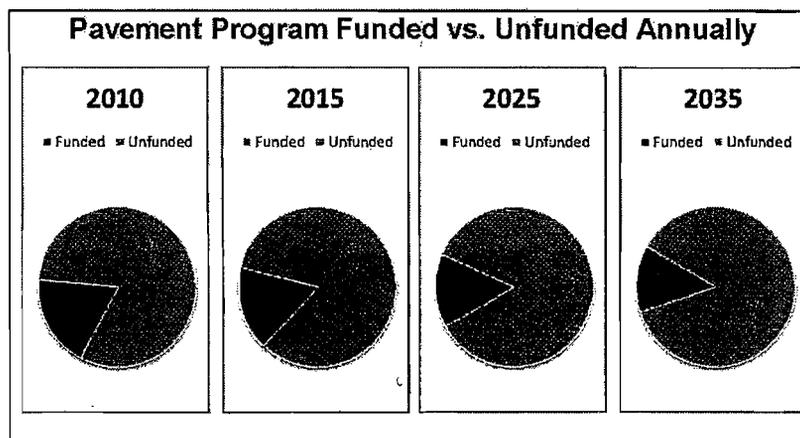
► Where we are...

In years	Resurface (12 yrs)		Reconstruction (25 years)	
	2010	2035	2010	2035
Anderson	45	64	94	133
Bloomington	29	41	60	85
Cincinnati	90	128	188	267
Columbus	89	126	185	263
Elkhart / SB	51	72	106	150
Evansville	48	68	100	142
Fort Wayne	40	57	83	119

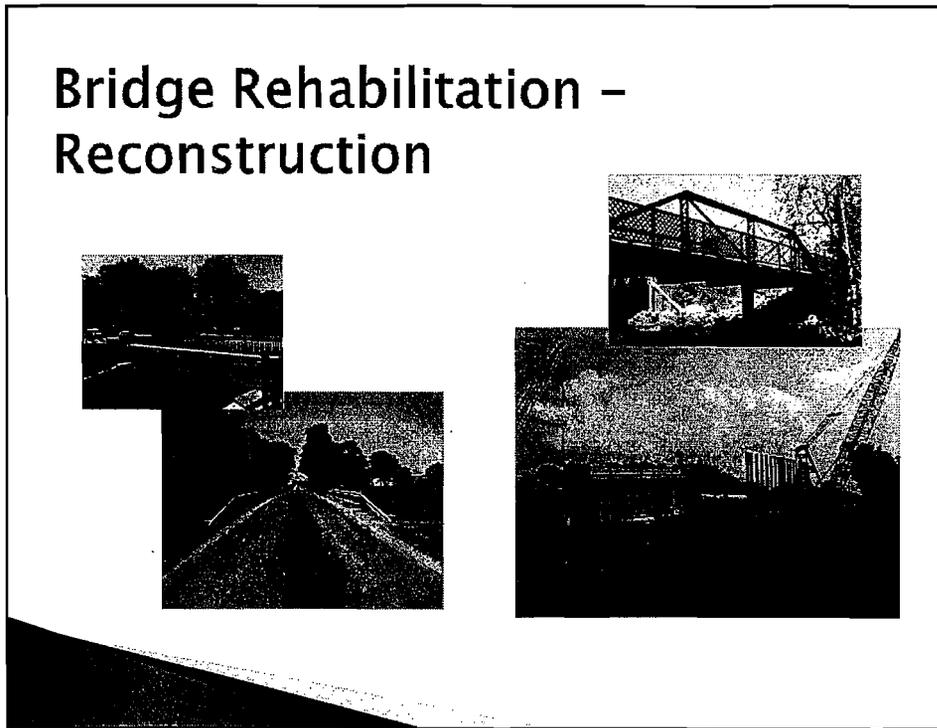
Reconstruction Lifecycle Return

In years	Resurface (12 yrs)		Reconstruction (25 years)	
	2010	2035	2010	2035
Indianapolis	42	60	88	125
Kokomo	91	129	190	269
Lafayette	78	110	163	229
Louisville	103	145	215	302
Muncie	111	157	231	327
Northwest	103	146	215	304
Terre Haute	35	50	73	104

Pavement Program Funded/Unfunded



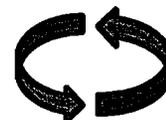
Bridge Rehabilitation – Reconstruction



Urban County Bridge Rehab – Reconstruction

► Lifecycle Return for Bridge Rehab – Reconstruction

- Rehab/Maintenance intervals every 12 years
- Reconstruction every 50 years



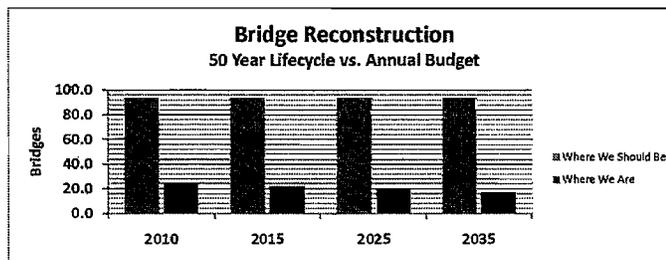
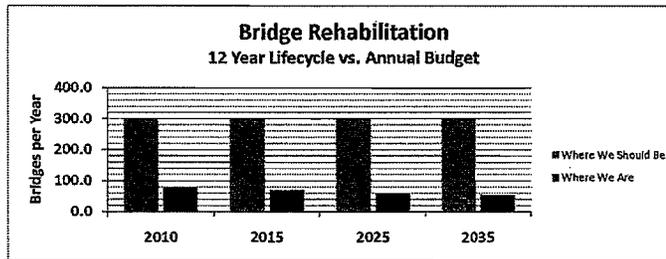
Bridges

▣ Where are Urban Counties at?

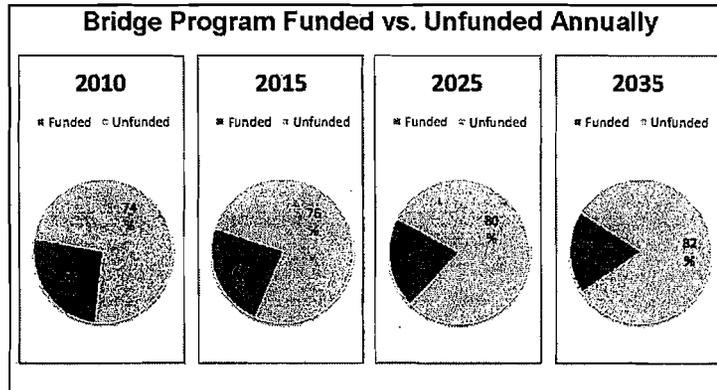
Lifecycle Return in years

	Rehabilitation (12 yrs)	Reconstruction (50 years)
2010	50	208
2015	55	229
2025	63	263
2035	70	292

Bridge Rehab-Reconstruction 2010-2035



Bridges Funded/Unfunded



Transportation Plan 2035 Projects

- ▣ Urban County/City/Town Projects from 2015 - 2035
- ▣ Major New Construction
- ▣ Major Road Reconstruction/Intersections
- ▣ Added Travel Lanes
- ▣ Grade Separations

- ▣ Funding Sources: Federal-Local



MPO Transportation Plans

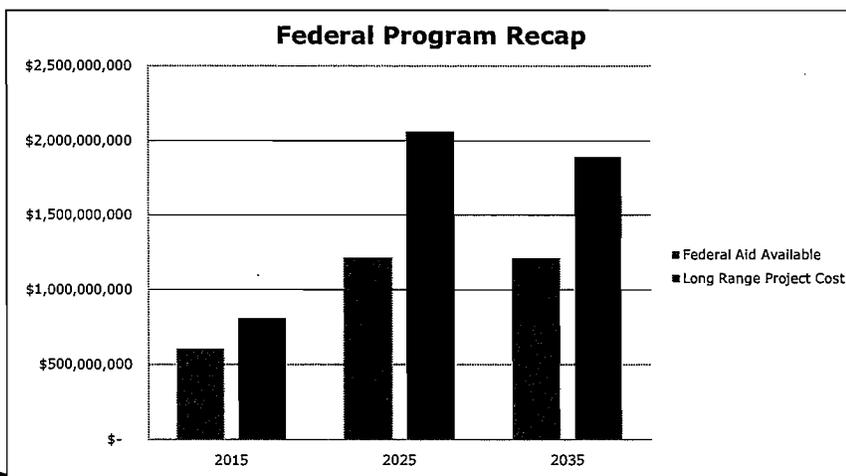
▣ **Where are Urban Counties at?**

	Est. Available Funding*	Est. Project Cost
2015	\$606,367,657	\$810,085,487
2025	\$1,212,735,313	\$2,062,363,942
2035	\$1,212,735,313	\$1,892,780,356

*2010 Federal dollars available - based on continuing flat-lined federal program

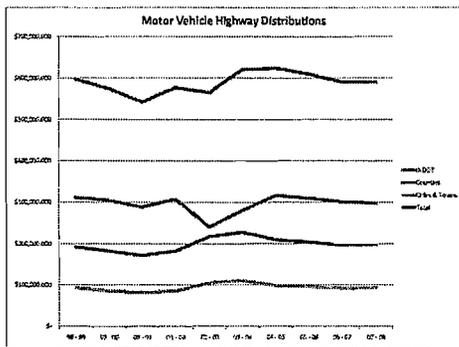
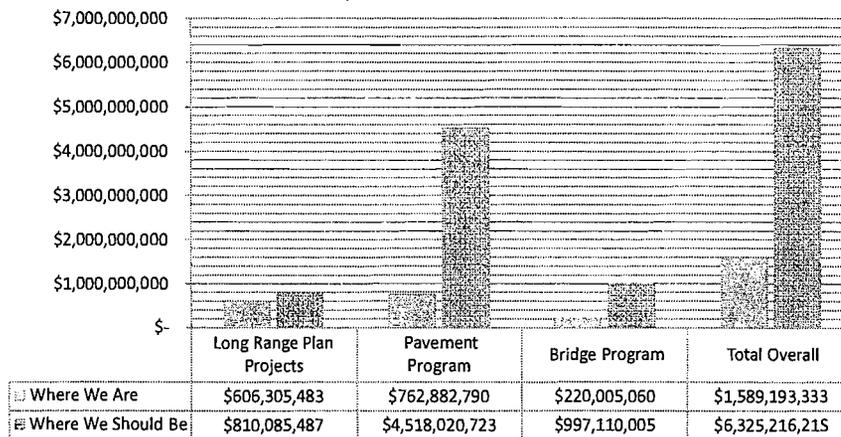
Required to be Fiscally Constrained

Transportation Plans 2035



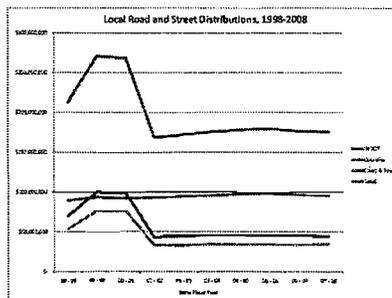
Total Program Cost Pavement, Bridge, and New Construction

Total Program Costs vs. Total Available Funding
MPO Urban Counties - 2015



Highway Resources

A balanced approach is needed..



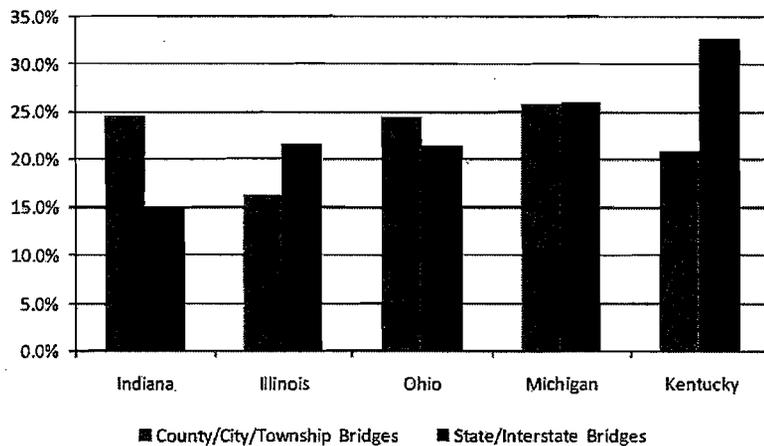
Where are we going...

- ▣ St. Joseph County Engineer
 - Estimates by 2015
 - ▣ Potential 25% - 30% of county roads will be returned to gravel

- ▣ 2010 - 51% of paved county roads are significantly compromised-need repair*

*LTAP Needs Assessment 2009

Comparison of Deficient Bridges in Indiana and Adjacent States



Increasing Bridge Deficiency

- ▣ 2010 - Indiana County Bridges
 - 25% over 20' are structurally deficient
 - Or functionally obsolete
- ▣ More than 9% have posted loads below 15 tons
 - School buses, semis, large farm equipment cannot cross these bridges
- ▣ Compared to other mid-western states
 - Indiana County bridges rank second highest in bridge deficiency

Major Transportation Plan Project Reductions will...

- ▣ Increase urban congestion
- ▣ Create more Travel delay
- ▣ Freight and logistics obstacles
- ▣ Contribute to private sector job reduction over the long haul

From the World Economic Forum **US Infrastructure Woes: A Road Block to Growth**

▣ ..."United States has fallen sharply in World Economic Forum's ranking of national infrastructure systems..."

■ 2007- 2008 US ranked 6th in the world

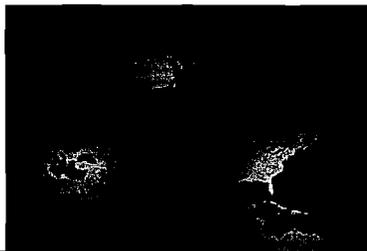
Reuters.com - US Infrastructure woes: A road block to growth by Jason Lange

US Infrastructure Ranking 2011

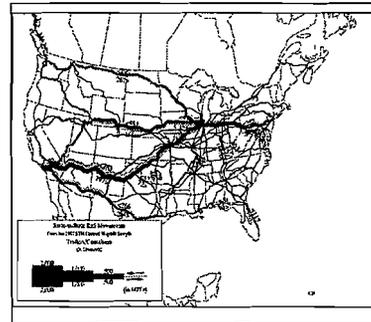
▣ "The 2011-12 report...America [is] at No. 16, with South Korea overtaking the United States in the last year..."

"America spends roughly 2% GDP on infrastructure, about half what it did 50 years ago... Europe spends around 5% and China 9%."

US Infrastructure woes: A road block to growth by Jason Lange



Indiana the Crossroads of America...



Where do we go from here...

Where we are....Where we should be

Highway Infrastructure in Urban Indiana

Sandra Seanor, Executive Director
 Michiana Area Council of Governments
 Chair of the Indiana MPO Council
www.indianampo.com

Central Indiana Transportation Infrastructure

Lori Miser, AICP, Executive Director
Indianapolis Metropolitan
Planning Organization

TIAS 3/23/2011

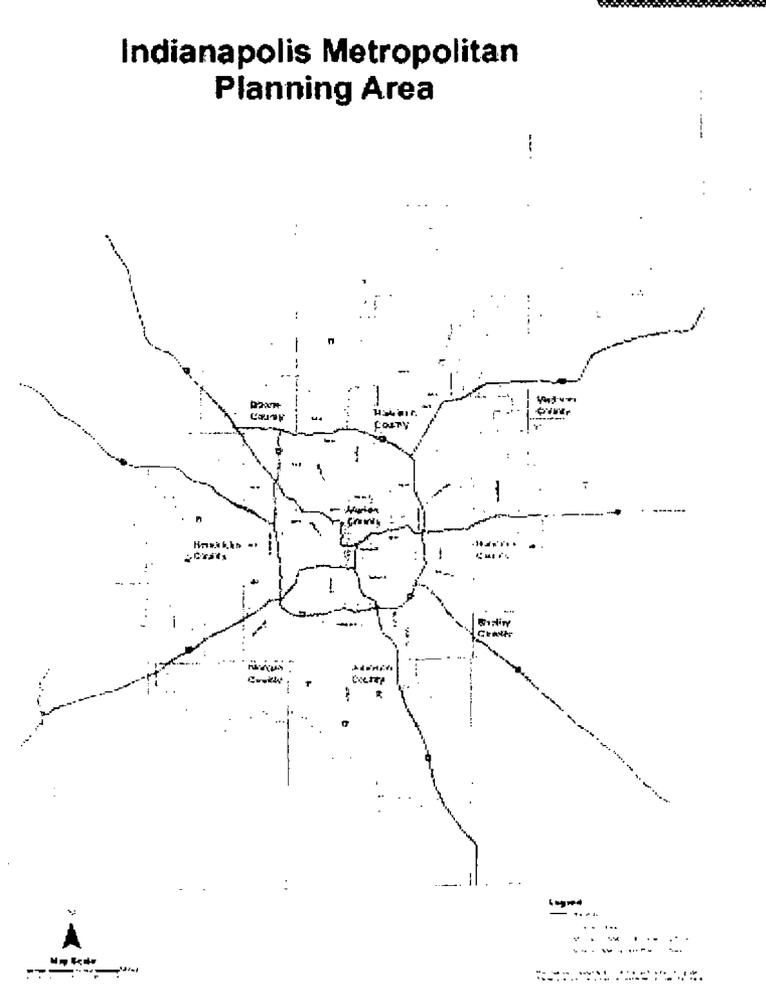
Ex E

MAIN MESSAGES

- ◎ Our transportation system is at a critical juncture
- ◎ Creative thinking and alternative strategies will be essential to meet challenges
- ◎ MPOs play an important role in shaping our transportation future

CONTEXT: INDIANAPOLIS MPO

- Serves multi-jurisdictional area
- Process guided by IRTC Policy Committee
- Programs transportation funds received from federal government
 - \$45 m annually to maintain roads/bridges
 - \$13.4m annually for transit



CENTRAL INDIANA'S TRANSPORTATION SYSTEM

◎ Infrastructure

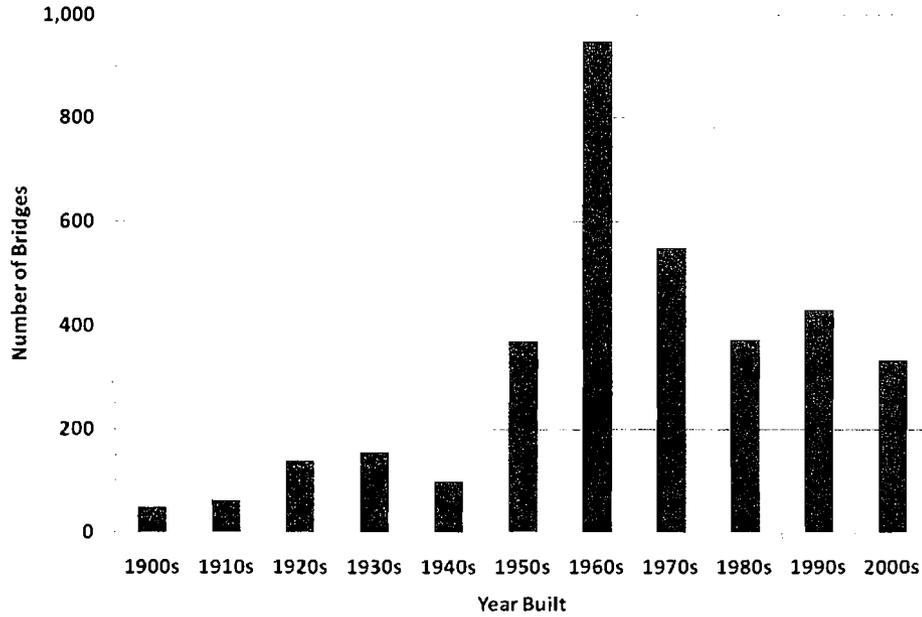
- 4,806 roadway miles; 12,267 lane-miles
- 3,525 bridges
- 445 miles of bikeways
- 239 rail corridor miles (565 track miles)

◎ Transportation services

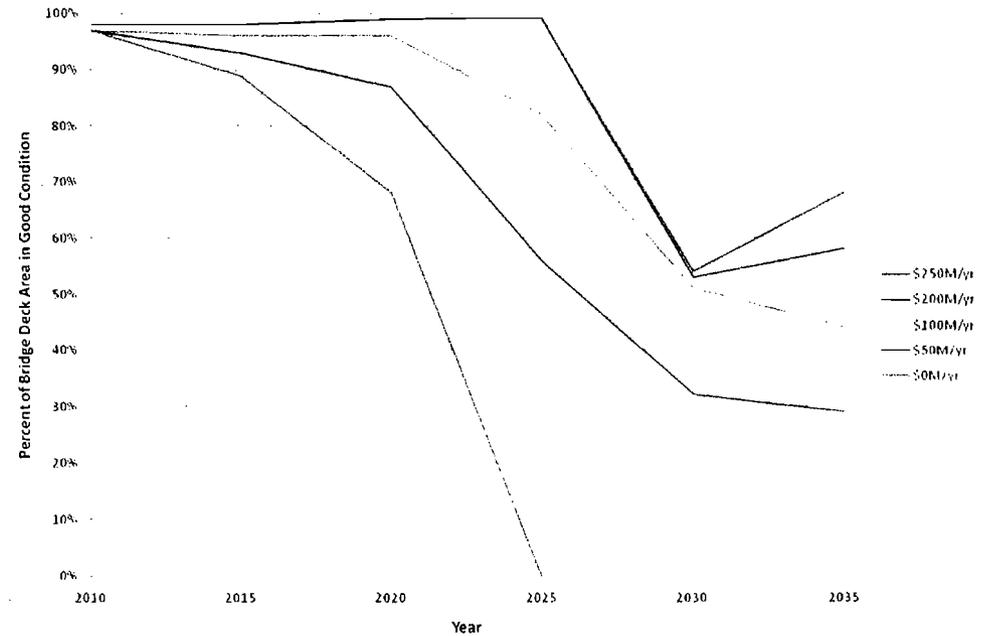
- Fixed route bus service: 31 routes/4,227 route miles
- Express Bus service to Carmel and Fishers
- Seven “reservation-based” transit systems in surrounding counties
- Commuter services agency: car and van-pooling

PROJECTED BRIDGE CONDITIONS

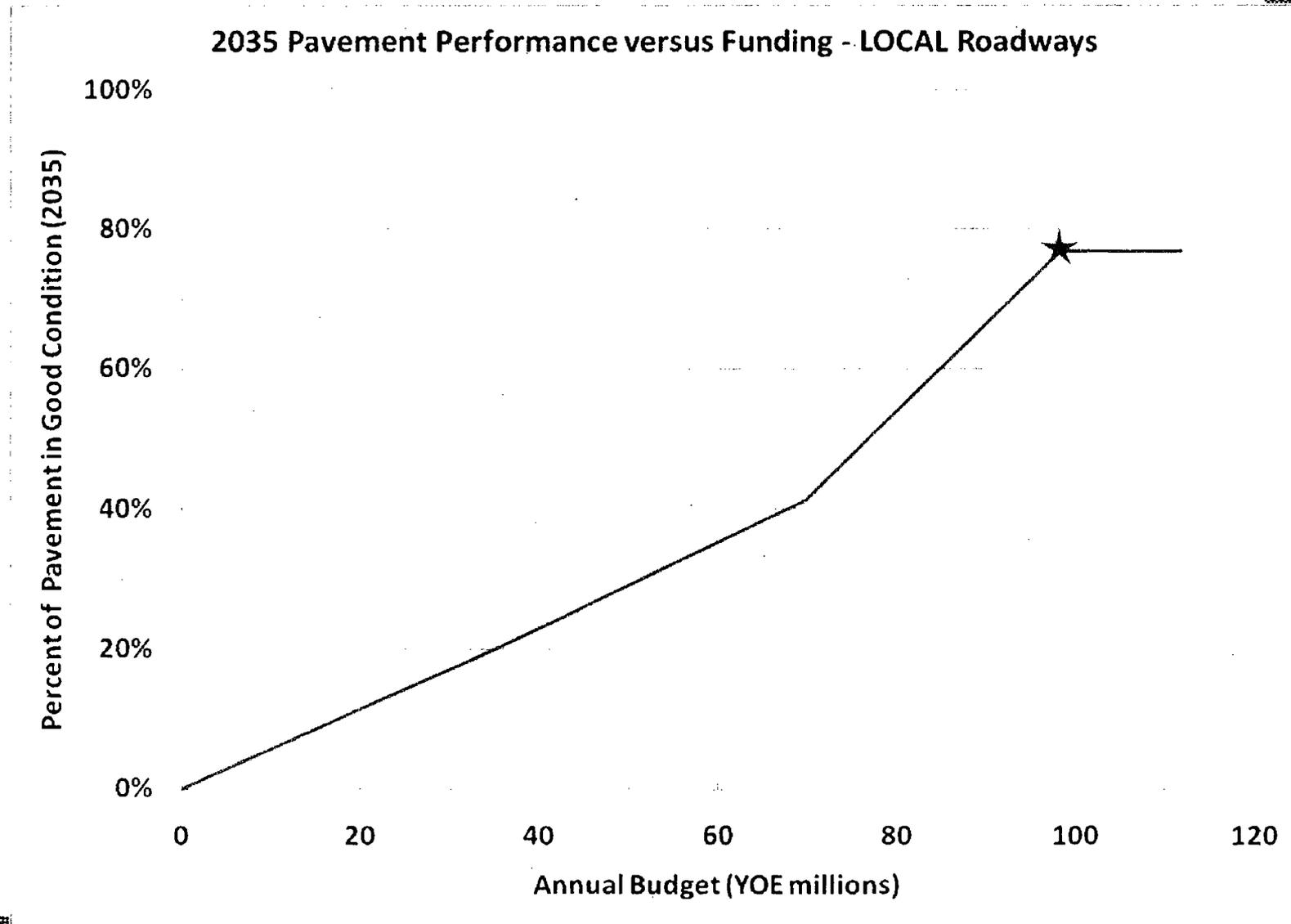
Age of Bridges in Indianapolis Region



Local Bridge Performance v. Annual Budget

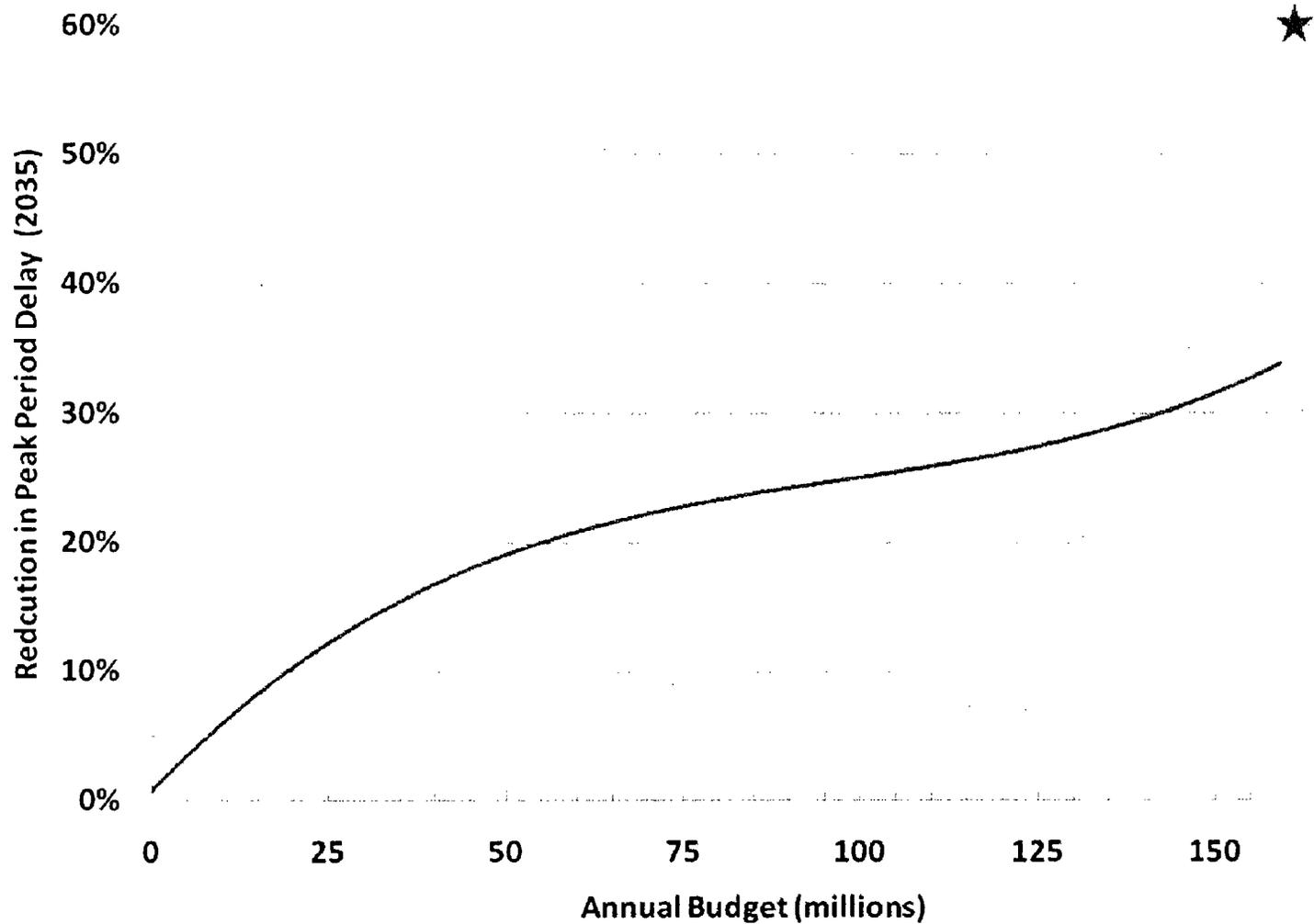


PROJECTED ROADWAY CONDITIONS



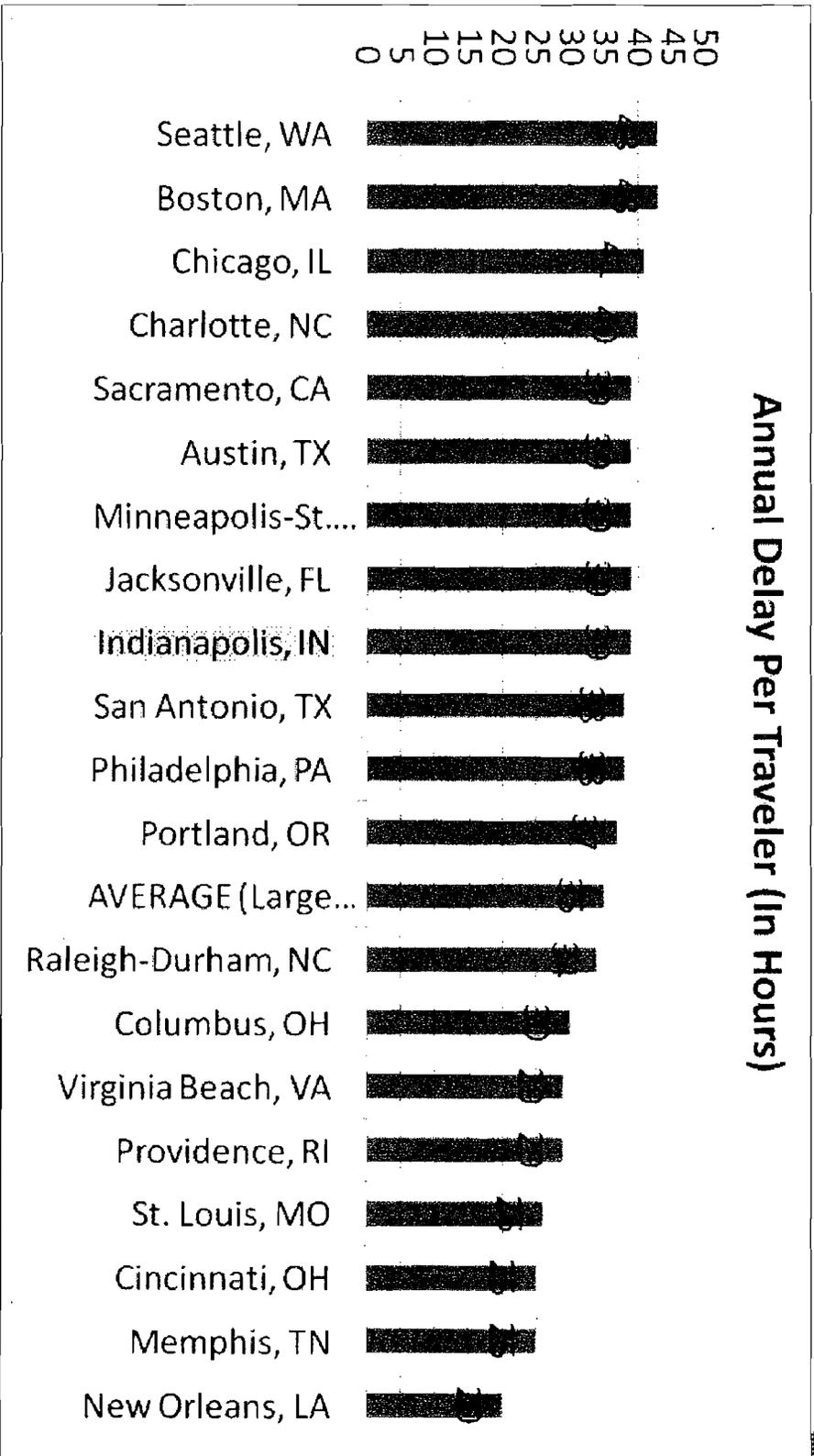
ANTICIPATED PERFORMANCE

2035 Delay Reduction on Roadways vs Funding - LOCAL Roadways



COSTS OF CONGESTION

Congestion - above average for a city of our size



ENVIRONMENTAL CONCERNS

- ◎ Central Indiana is non-attainment for ozone
- ◎ Indianapolis – 99/100 in per capita carbon footprint
- ◎ American Lung Association gave Marion County an “F”
- ◎ Air quality status can impact economic development

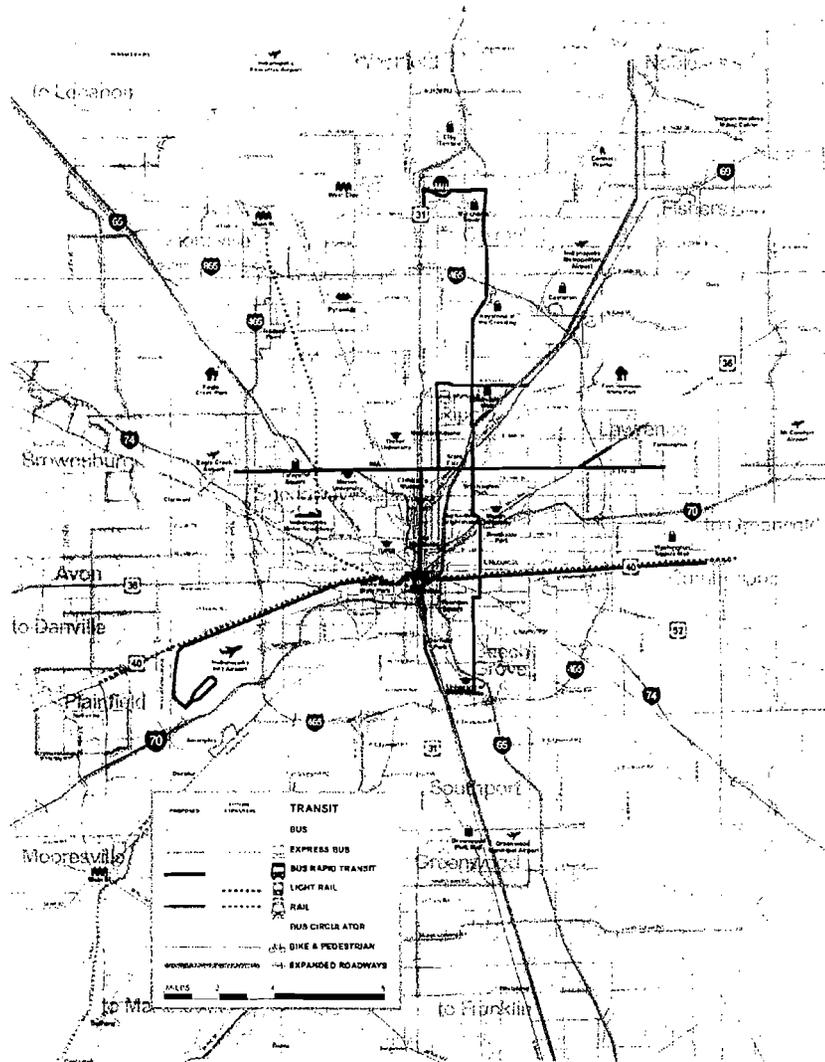


SUMMARY OF ANTICIPATED NEEDS

- ◎ Currently unfunded local needs

- \$105M/year builds all expansion projects in our needs plan
 - Growth in delay reduced by 35%
 - Delay still 25% higher than today
- \$100M/year to keep roads in current condition
- \$300M/year to keep bridges in current condition

A BALANCED SYSTEM



- Transit and highways work together to solve congestion and optimize system performance
- Northeast Corridor example
- Recent private sector focus on transit with a 2 year analysis of central Indiana's transportation needs
- Cost-benefit analysis results
 - Balanced system that maintains roadways while expanding transit provides best ROI

BENEFITS OF TRANSIT

As Part of an Integrated Transportation System

- ◎ Transit enhances the economy
 - Connects workers to jobs
 - Enhances regional competitiveness
 - Facilitates job creation and workforce mobility

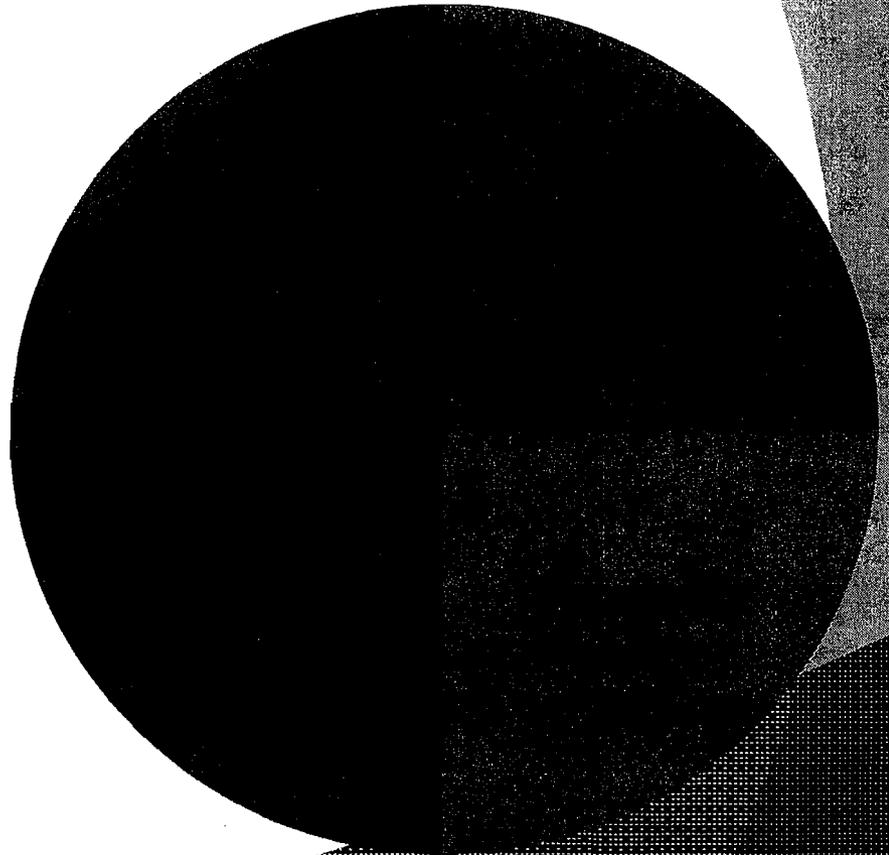
- ◎ Transit provides choices
 - Travel options for those with and without cars
 - For “boomers” and Gen Y and others

- ◎ Transit enhances quality of life

- ◎ Transit compliments other transportation options

TRANSPORTATION FUNDING FOR CENTRAL INDIANA

- ◎ Indianapolis
Regional
Transportation
Council funding split
- ◎ Consensus that
funding should be
focused on creating
a balanced
transportation
system



SUMMARY

- ⦿ Maintenance of existing road infrastructure should take priority over new capacity except for specific circumstances
- ⦿ Bridge maintenance and replacement in central Indiana will need special attention
- ⦿ A balanced transportation system of roads with transit provides best return on investment
- ⦿ Providing travel options is critical to economic success and the attraction/retention of educated and creative workers
- ⦿ Transit is a state-wide issue, affecting both urban and rural areas

DISCUSSION

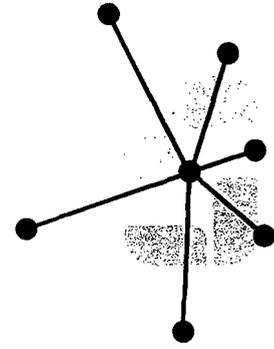
Lori Miser, AICP, Executive Director

Indianapolis Metropolitan Planning
Organization

317.327.5269

lori.miser@indy.gov

TIAS 8/23/2011
Ex. F



INDY CONNECT

CENTRAL INDIANA'S TRANSPORTATION INITIATIVE

NEW YORK, NY



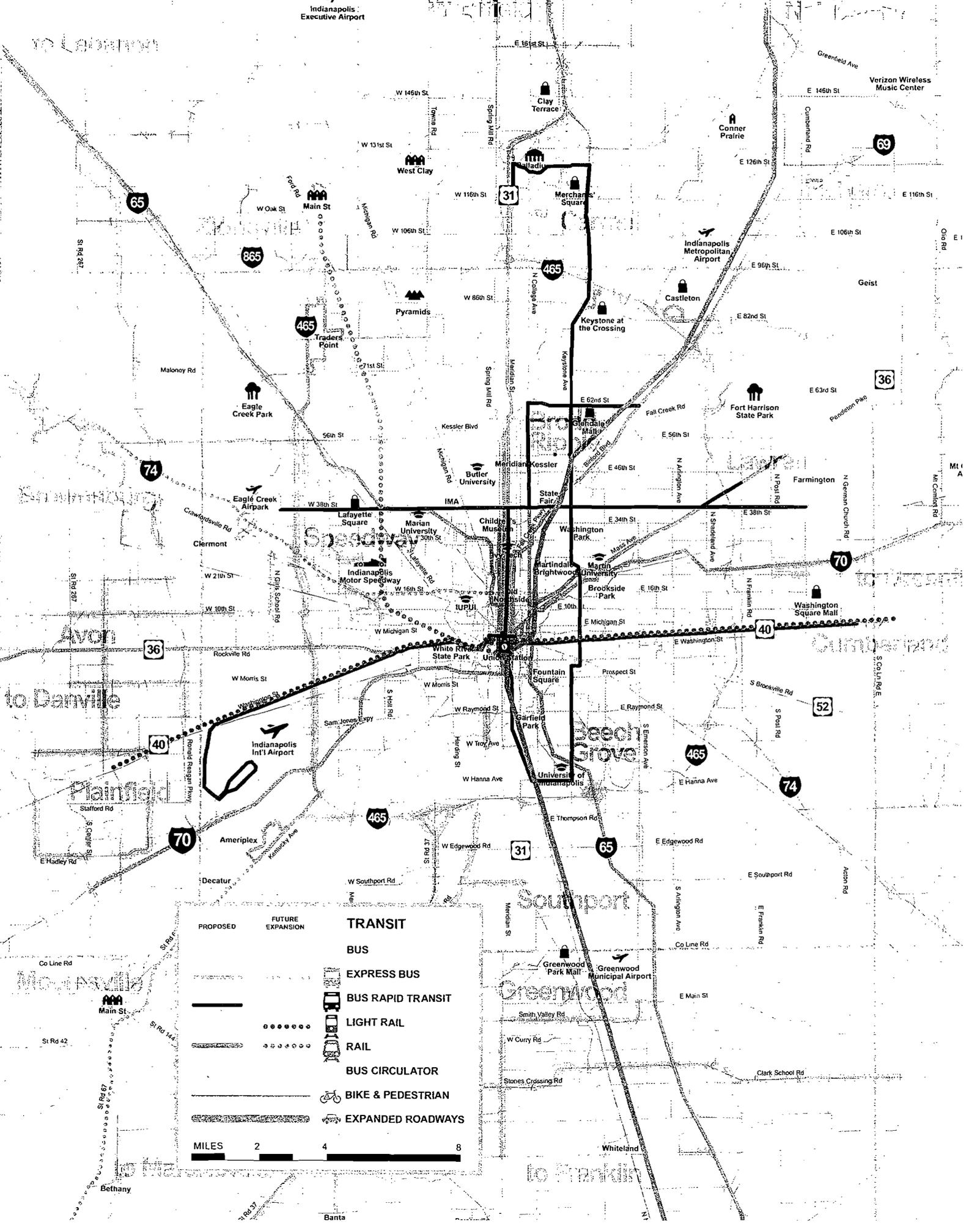
CENTRAL INDIANA'S TRANSPORTATION PLAN

W Base Line Rd

W World Rd

E 176th St

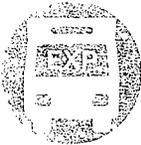
Indianapolis
Executive Airport



	PROPOSED
	FUTURE EXPANSION
TRANSIT	
	BUS
	EXPRESS BUS
	BUS RAPID TRANSIT
	LIGHT RAIL
	RAIL
	BUS CIRCULATOR
	BIKE & PEDESTRIAN
	EXPANDED ROADWAYS

MILES 2 4 8

PAGE 7



PAGE 7

On the following pages is Central Indiana's proposed long-range transportation plan that connects people to people and people to places.

This plan is the result of extensive public outreach and planning by regional transportation planning experts. It is the most comprehensive plan ever developed for the Central Indiana region—with more help from the public than ever before.



PAGE 9

This plan includes several different types of transportation—from buses to rail, road, bike and pedestrian walkways—all working together to serve residents in Marion and surrounding counties. It's designed to give Central Indiana a competitive edge in the future and give residents options for getting to the places they need to be—and want to be—around the region.



PAGE 11

Thank you Central Indiana residents for your input and suggestions. This transportation plan would not have been possible without your guidance and thoughtful insight.



PAGE 11

Indy Connect

Indianapolis Metropolitan Planning Organization (MPO)
Central Indiana Regional Transportation Authority (CIRTA)
Indianapolis Public Transportation Corporation (IndyGo)



PAGE 13

To see additional details of this plan go to www.indyconnect.org.



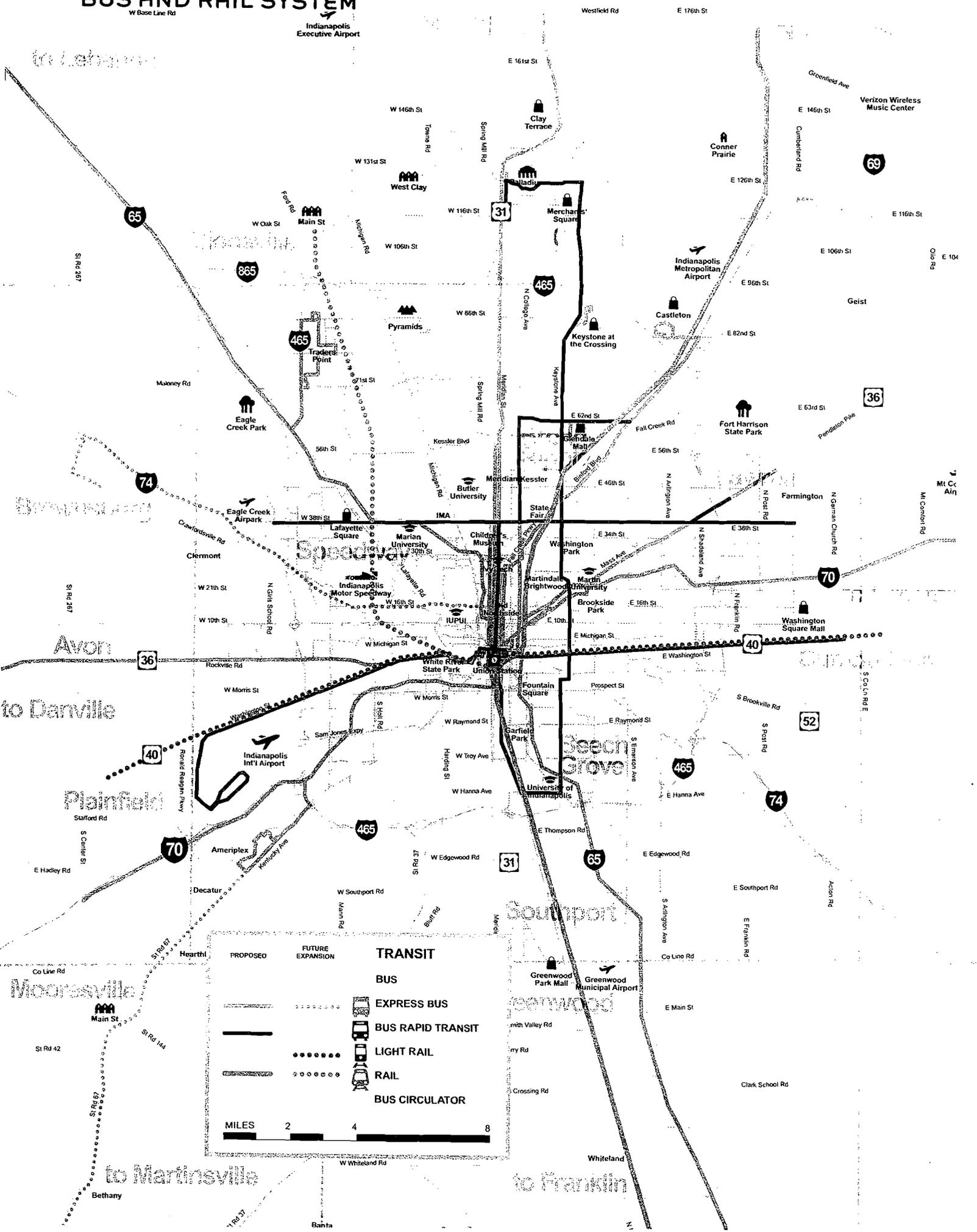
PAGE 15

Turn the pages to see individual maps for bus, rail, roadway and bike and pedestrian walkways.

BUS AND RAIL SYSTEM

W Base Line Rd
Indianapolis Executive Airport

Indianapolis Executive Airport



PROPOSED	FUTURE EXPANSION	TRANSIT
		BUS
		EXPRESS BUS
		BUS RAPID TRANSIT
		LIGHT RAIL
		RAIL
		BUS CIRCULATOR

MILES 2 4 8

A network of bus routes that intersects with rail transit, bike and pedestrian pathways, as well as key roadways will provide access to the Central Indiana region.

With this plan you can travel from University of Indianapolis to Garfield Park to Broad Ripple to Carmel and Park 100, then to Lafayette Square, Speedway and the Airport on bus, or rail, or bike, or car—or a combination of them all. This system gives you the ability to choose what type of transportation to take to get you where you need to go.

- Take a bus from the intersection of 46th and Arlington to Park 100 in about half the time it would take with today's bus system.
- Ride a bicycle to Madison and Hanna avenues, board a train and get to downtown Indianapolis in minutes or to the Indiana State Fairgrounds or Fishers.

Find your starting point. Find your place of work, or where you get medical care, or where you go to school. Map your route and see how you would use this transportation system.



BUS TRANSIT

W Baso Line Rd

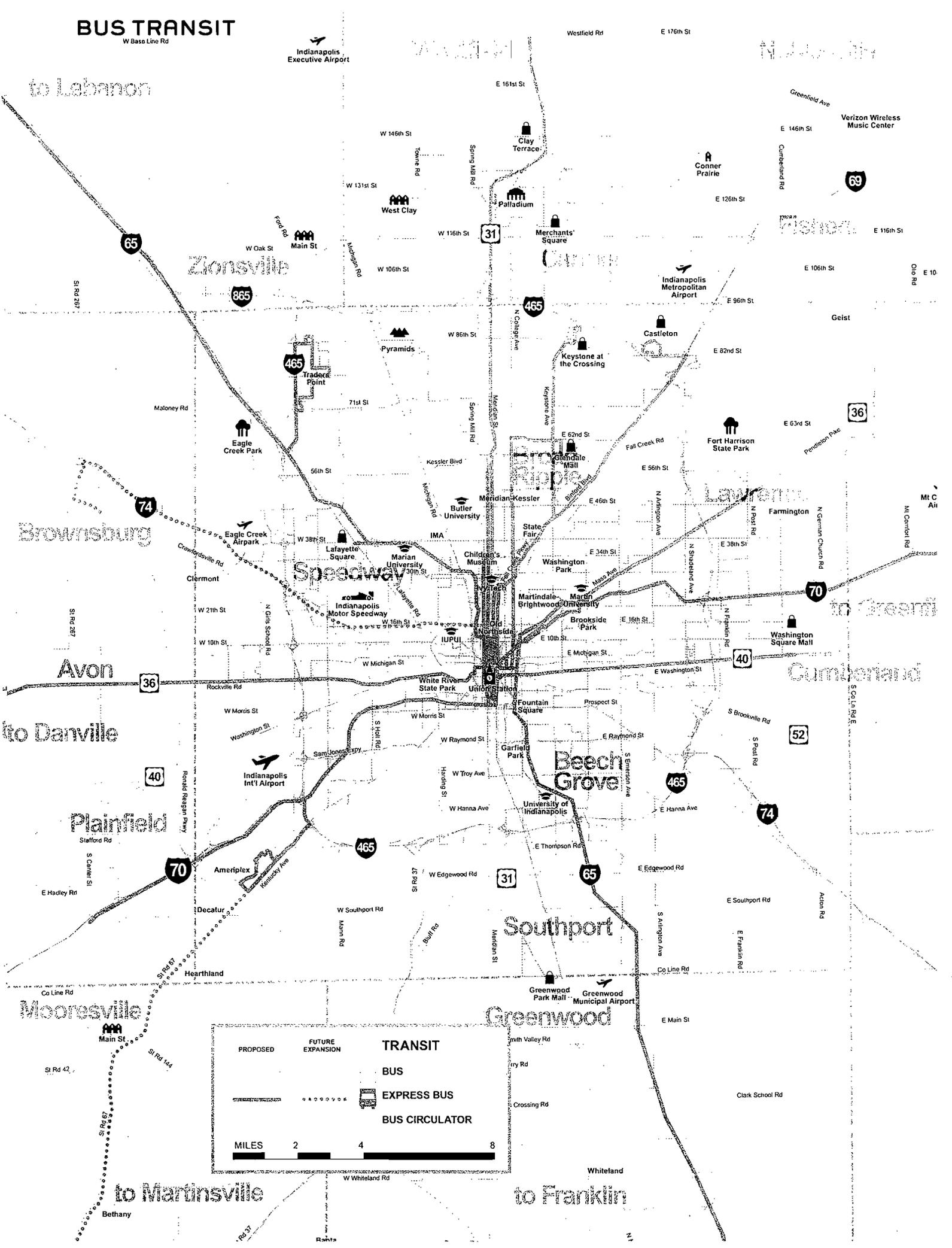
Indianapolis Executive Airport

Westfield Rd

E 176th St

to Lebanon

Greenfield Ave
Verizon Wireless Music Center



MILES	
0	8
2	4

to Martinsville

to Franklin

Under this new plan, the bus system will provide residents with less wait time between buses and longer hours of service, plus more direct routes than today's bus system. Residents will have more access to work, healthcare, education and shopping.

SEE THE DIFFERENCE

To see how the bus system in this plan compares to today's bus system, go to www.indyconnect.org. Trips to several popular Central Indiana destinations have been outlined so you can experience the difference.

- Average wait times between buses of 10-20 minutes, compared to the current 30-60 minutes
 - More direct service and fewer downtown transfers; with 10 additional cross-town routes outside of downtown Indianapolis
 - Buses running until midnight on weekdays and 10 pm on weekends
 - Seven-day-a-week service on all routes except express
 - 38 additional bus routes
-
- 15 express bus routes with direct service
 - 7 routes connect downtown Indianapolis and the suburbs
 - 8 routes connect to destinations inside Marion County
 - 14 community-based circulators for local travel or between nearby communities
-
- Real-time route information via text messaging and/or displays at bus shelters so you know when the next bus will arrive
 - Additional bus shelters, benches and bike racks
 - Greater access to bus stops with more sidewalks
 - Modern ticketing and fare collection for transfers



BUS RAPID TRANSIT

W Base Line Rd

Indianapolis
Executive Airport

Westfield Rd

E 176th St

E 161st St

Greenfield Ave

Verizon Wireless
Music Center

W 146th St

E 146th St

W 131st St

E 126th St

W 116th St

W 106th St

E 106th St

W Oak St

W 86th St

E 82nd St

W 66th St

W 66th St

E 62nd St

W 71st St

W 66th St

E 62nd St

Maloney Rd

71st St

W 66th St

E 62nd St

Eagle Creek Park

W 66th St

E 62nd St

Eagle Creek Park

W 66th St

E 62nd St

W 38th St

W 66th St

E 62nd St

Eagle Creek Airport

W 66th St

E 62nd St

Eagle Creek Airport

W 66th St

E 62nd St

Crawfordsville Rd

W 66th St

E 62nd St

Clermont

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Rockville Rd

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PROPOSED

FUTURE EXPANSION

TRANSIT



BUS RAPID TRANSIT

MILES

2

4

8

to Martinsville

to Franklin

We've added Bus Rapid Transit (BRT), which is an enhanced bus system that runs every 10 to 15 minutes with frequent stops. BRT has been added to highly traveled streets to connect with other bus, roads, and bike and pedestrian pathways.



WHAT IS BRT?

BRT is a bus service that has a more modern look than a conventional bus, runs every 10 to 15 minutes and controls traffic signals to reduce travel time. BRT has frequent stops. BRT stations include upgrades such as lighting, benches, signs and announcements so riders know when the next bus is arriving. Buses could run until midnight on weekdays and 10 pm on weekends.

BRT

Under this plan, BRT would operate in these areas:

38TH STREET BRT: FROM EAGLE CREEK AIRPARK TO LAWRENCE, serving key destinations such as:

- | | |
|---------------------------|----------------------------------|
| Eagle Highlands | Lafayette Square |
| Healthplex | Indianapolis Museum of Art (IMA) |
| Indiana State Fairgrounds | Meadows area |

KEYSTONE AVENUE BRT: FROM UNIVERSITY OF INDIANAPOLIS TO CARMEL, serving key destinations such as:

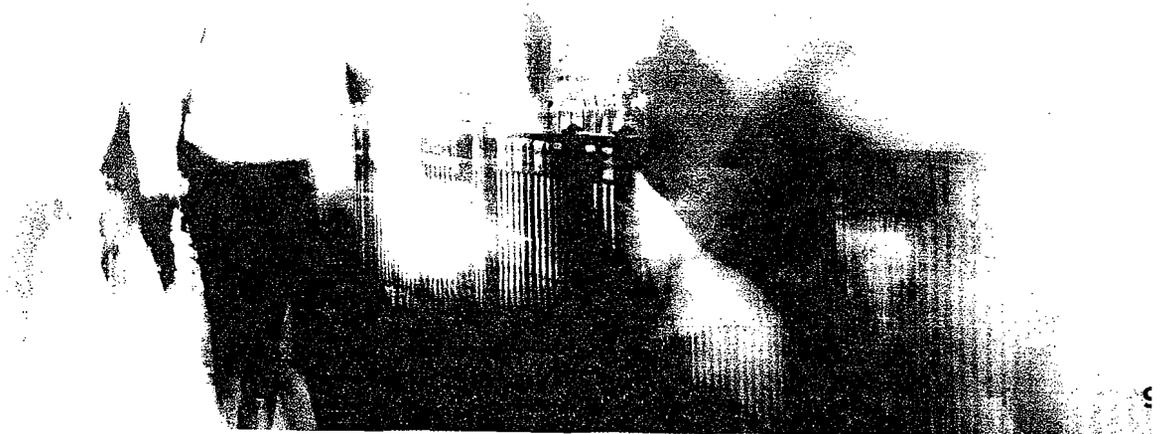
- | | |
|--------------------------|-----------------------|
| Brookside Park | Martindale-Brightwood |
| Keystone Enterprise Park | Glendale Mall |
| Keystone at the Crossing | Merchants' Square |

NORTH-SOUTH BRT: RUNNING SOUTH FROM BROAD RIPPLE THROUGH DOWNTOWN INDIANAPOLIS TO UNIVERSITY OF INDIANAPOLIS, serving key destinations such as:

- | | |
|-----------------------------|-----------------|
| Meridian-Kessler | Ivy Tech |
| Eli Lilly and Company | Garfield Park |
| Emmerich Manual High School | Southgate Plaza |

WASHINGTON STREET BRT: FROM INDIANAPOLIS INTERNATIONAL AIRPORT TO CUMBERLAND,

- serving key destinations such as:
- | | |
|-------------------------|------------------------|
| State Government Center | White River State Park |
| Union Station | Irvington |
| Eastgate Mall | Washington Square Mall |



RAIL TRANSIT

W Baso Lew Rd

Indianapolis Executive Airport

Westfield Rd E 176th St

E 161st St

W 146th St

Clay Terrace

W 131st St

West Clay

W 116th St

W 106th St

Merchants' Square

W 86th St

Keystone at the Crossing

Makoney Rd

Eagle Creek Park

W 66th St

W 56th St

W 46th St

W 36th St

W 26th St

W 16th St

W Morris St

W Raymond St

W Troy Ave

W Hanna Ave

W Edgewood Rd

W Southport Rd

W Main St

W Edgewood Rd

Greenfield Ave

E 146th St

Verizon Wireless Music Center

Cumberland Rd

E 126th St

E 116th St

E 106th St

E 96th St

E 82nd St

E 63rd St

E 38th St

E 34th St

E 30th St

E 26th St

E 22nd St

E 18th St

E 14th St

E 10th St

E 6th St

E 2nd St

65

865

465

31

465

69

36

74

36

40

70

465

31

65

465

74

52

Flamfield

Beech Grove

Southport

Mooreville

Dresswood

to Martinsville

to Franklin

TRANSIT

PROPOSED

FUTURE EXPANSION

LIGHT RAIL

RAIL



Bethany

Bahta

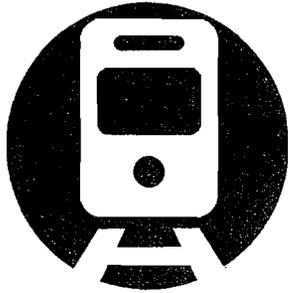
Whiteland

Clark School Rd

W Whiteland Rd

N

Rail transit will be built in phases and provide service in Marion and surrounding counties. The goal is to transport more people to more destinations, while creating new opportunities for economic development.



WHAT IS LIGHT RAIL TRANSIT?

Light rail transit is a rail service that runs in dedicated lanes but is separated from traffic. It has frequent stops so passengers can hop on and off quickly and runs at least as often as BRT throughout the day—every 10 to 15 minutes.

LIGHT RAIL TRANSIT

The plan calls for the Washington Street BRT service to be replaced over time by light rail transit. Light rail transit would run on dedicated lanes but separated from traffic. Light rail transit could run until midnight on weekdays and 10 pm on weekends.

WASHINGTON STREET, FROM UNION STATION TO THE INDIANAPOLIS INTERNATIONAL AIRPORT, would be the first area to have light rail transit.

Over time, the plan calls for light rail transit along Washington Street to also extend from the Airport to Plainfield and from Union Station to Cumberland.



WHAT IS RAIL TRANSIT?

There are several rail lines that already exist in our area. The goal is to upgrade those lines for rail transit. Rail transit will run as often as every 15 minutes during rush hour and 30 minutes during the mid-day and on weekends.

RAIL TRANSIT

In this plan, rail transit on existing rail lines would run in Marion County, providing frequent stops in Indianapolis, and extend to neighboring counties. Rail transit could run until midnight on weekdays and 10 pm on weekends.

The first rail transit to be developed would be in the **NORTHEAST CORRIDOR FROM UNION STATION TO NOBLESVILLE**, serving key destinations such as:

- | | |
|---------------------------|-----------------------|
| East 10th Street area | Martindale-Brightwood |
| Indiana State Fairgrounds | Binford area |
| Castleton | Fishers |

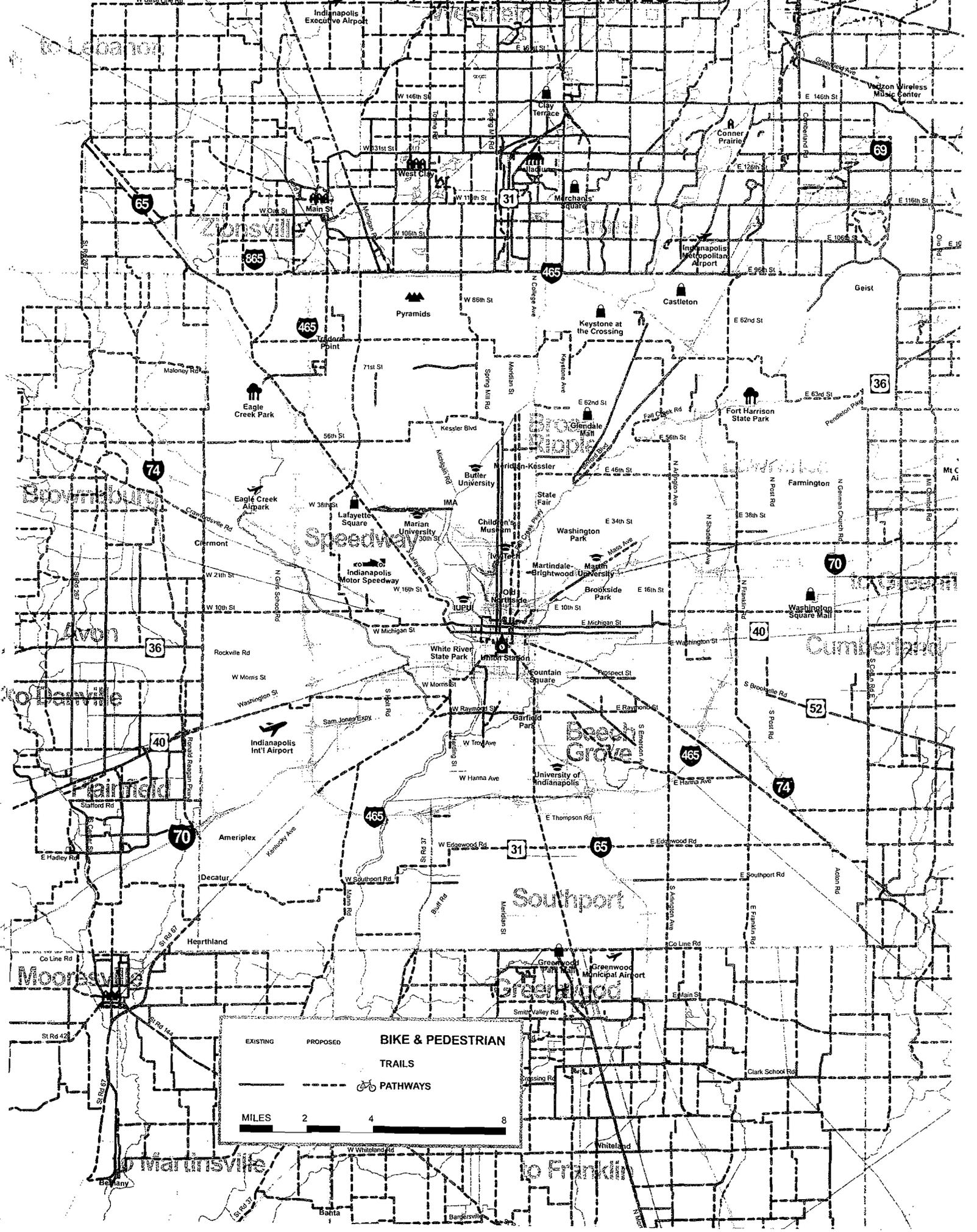
Rail transit will be extended south **FROM UNION STATION TO FRANKLIN**, serving key destinations such as:

- | | |
|---------------|----------------------------|
| Garfield Park | University of Indianapolis |
| Southport | Greenwood |

Eventually, rail transit will extend northwest **FROM UNION STATION TO ZIONSVILLE**, serving key destinations such as:

- | | |
|-----------------------------|-----------------------|
| Indianapolis Motor Speedway | Lafayette Square area |
| Park 100 | Traders Point |

BIKE AND PEDESTRIAN PATHWAYS AND TRAILS



EXISTING	PROPOSED	BIKE & PEDESTRIAN
		TRAILS
		PATHWAYS

MILES 2 4 8

This plan shows the existing and proposed bicycle and pedestrian system. It helps to identify where bike and walking pathways connect with bus and rail transit. It also shows where connections are missing and should be considered for future planning.



BIKE AND PEDESTRIAN PATHWAYS AND TRAILS

WHAT ARE PATHWAYS?

Pathways are on-street bike lanes or recreational paths near the street.

The goal is to develop a transportation system that links walkers and bicyclists with bus and rail transit and makes it safe for bikers and walkers to access public transportation.

BENEFITS INCLUDE:

- Bike paths and sidewalks that connect to bus routes, rail transit and other destinations
- More bike racks and secure bicycle storage lockers, with the help of the City of Indianapolis and surrounding counties
- More opportunities for people to bike or walk in areas separated from vehicles—like today's Monon Trail
- Bike lanes on some existing roadways

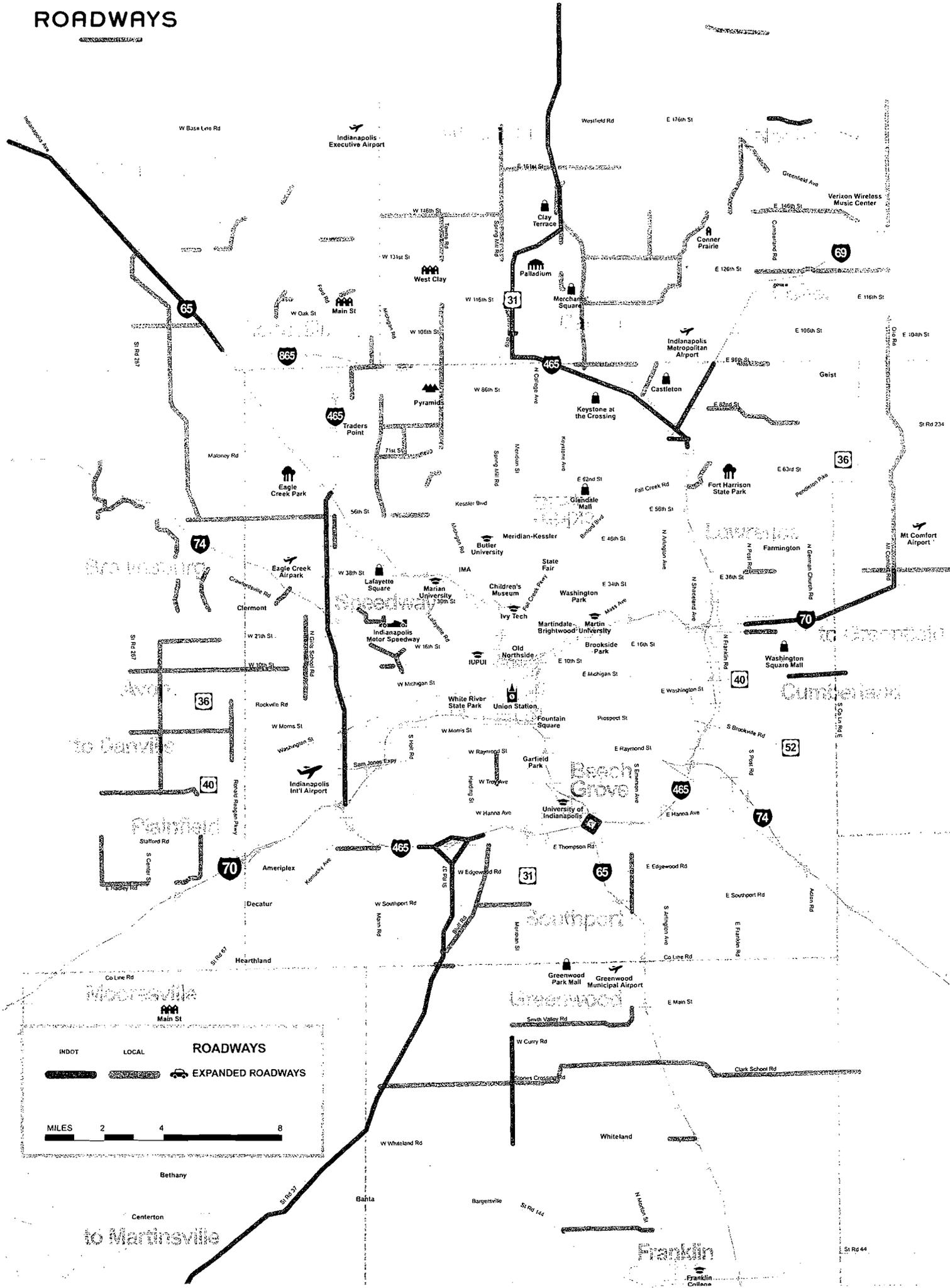


WHAT ARE TRAILS?

Trails are greenways separated from the street used for biking, walking or other recreational activities.



ROADWAYS



ROADWAYS

INDDT LOCAL EXPANDED ROADWAYS

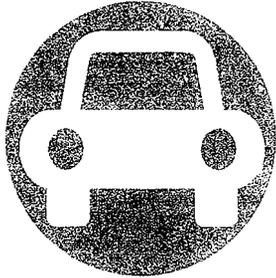
MILES 2 4 8

to Martinsville

Franklin

St Rg 44

Our roadways will continue to be an important part of our transportation future and this plan accounts for maintaining, expanding and improving our roadway system with a focus on safety and connection to other types of transportation.



BUILDING ROADS

The Indiana Department of Transportation (INDOT) is responsible for projects shown in brown on the map. Local communities are responsible for the projects shown in tan.

ROADWAY AND BRIDGE IMPROVEMENTS

Overall, the plan focuses on bridge and roadway improvements that could benefit those traveling by car and bus, as well as those who use the roadway system to walk or ride a bike. Improvements include:

ROADWAY AND BRIDGE ENHANCEMENTS:

- Road resurfacing
- Bridge repair or replacement
- Intersection improvements
- New sidewalks
- New bike lanes and paths
- Pavement and surrounding improvements around bus and rail stops

ROADWAY EXPANSIONS:

- Expanded capacity on roadways
- Potential addition of express toll lanes where appropriate

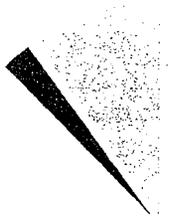
ROADWAY AND BRIDGE FUNDING:

Roadways and bridges are funded under existing and anticipated federal, state and local dollars. These funds are used to preserve bridges and roadway pavement and to expand, operate and maintain roads. Some of the federal dollars will be used for rail and bus transit as well as bike and pedestrian walkways.

It will cost approximately \$9 billion to build, operate and maintain these roads and bridges over the next 25 years.



FUNDING FOR BUS AND RAIL



WHERE THE MONEY WILL COME FROM

New Dedicated
Local Funding Source

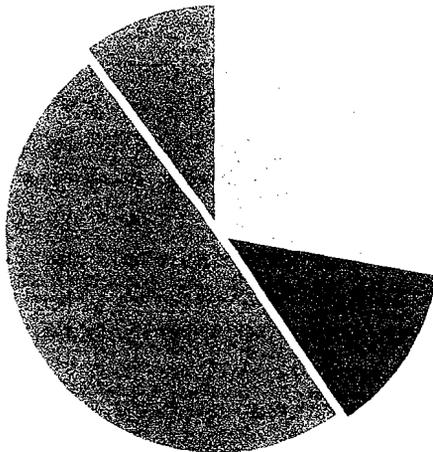
Federal Funds

Fare Revenues

Current Local Property
Tax for IndyGo

Current State Transit Dollars

 Future TIF Financing



HOW THE MONEY WILL BE USED

 Running and Maintaining
the Bus System

 Building the Rail and BRT System

 Running and Maintaining the
Rail and BRT System

 Building the Bus System

A combination of federal, state and local dollars, as well as transit fares, will be used to build, operate and maintain the transit system. Bonds will be used as necessary to support the construction of certain elements of the plan.

In addition to federal funds, a new dedicated source of local funds will be needed to build and operate the bus and rail components of this system.

It will be up to the Indiana State Legislature to determine what kind of local funding will be used. The funding sources will likely include an increase in the local option income tax or sales tax.

It is estimated that residents living in counties that are a part of this plan will pay an average of \$15 per month per household to support the new investment in an expanded transit system.

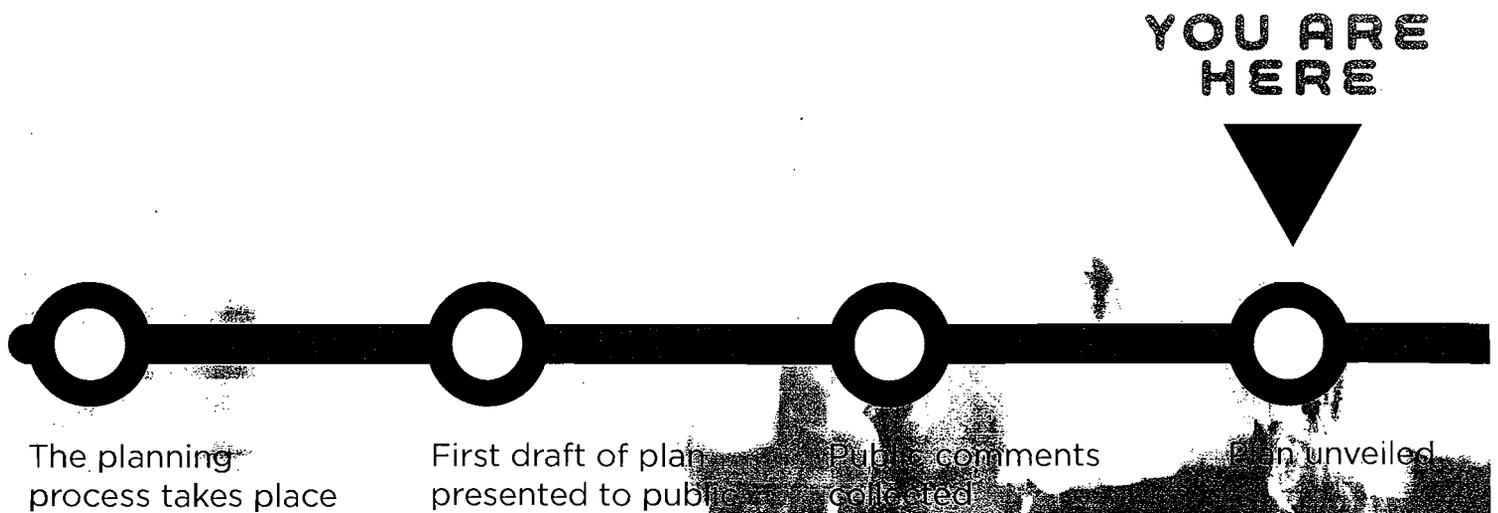
It will cost approximately \$2.5 billion to build this system over the next 25 years and \$135 million per year to operate and maintain.

The Indianapolis Regional Transportation Council (IRTC) will vote on whether or not to adopt this plan as the official Long-Range Transportation Plan for Central Indiana.

The Indiana State Legislature will have the opportunity to approve a local funding source and allow counties the option to hold a referendum to join the regional transit system.

County officials choose whether or not to put the referendum on their local ballots.

Residents choose whether or not to fund the system.



ADDITIONAL FUNDING IS NECESSARY
FOR THIS TRANSIT PLAN TO MOVE FORWARD.



Legislature could
provide funding
source

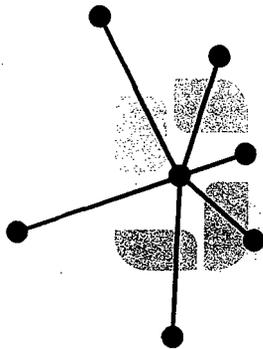
Residents could
vote

If referenda pass,
the system begins
to take shape



For more information visit www.indyconnect.org.

Indy Connect is a partnership of the Indianapolis Metropolitan Planning Organization (MPO), Central Indiana Regional Transportation Authority (CIRTA) and IndyGo that is dedicated to providing Central Indiana residents with transportation options in support of the future development of our region.



INDY CONNECT
CENTRAL INDIANA'S
TRANSPORTATION INITIATIVE

For more information
visit our website,
www.indyconnect.org,
or call 317-327-8601

