

Expanding Options for Public Transportation: Lessons Learned from Indiana

*Implementations of PPPs for Transit
National Council of Public Private
Partnerships
& Federal Transit Administration
May 19-20, 2009
Chicago, IL*



What prompted increased legislative attention and involvement in transportation policy?



Rising Gas Prices



Growing Congestion

- 2,270 new lane miles needed by 2030
- Cost of \$3.1 billion in today's dollars
- Rank of 14th out of 50 states and the District of Columbia in terms of most lane-miles needed
- Would save 28 million hours per year currently wasted in traffic jams

SustainLane 2008 US City Rankings

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SustainLane Presents: The 2008 US City Rankings

Welcome to the 2008 SustainLane US City Rankings! You'll find extensive coverage on the greening of the 50 most-populous cities in the nation on these pages, and the most complete report card on urban sustainability in America. This report benchmarks each city's performance in 16 areas of urban sustainability, including an essential new measurement this year: [Water Supply](#). Forged in 2005 and now in its third edition, the peer-reviewed Rankings track the unfolding story of cities working to improve their residents' quality of life. In this story, some cities are becoming more self-reliant and better prepared for an uncertain future, while others have been slow to act on opportunities to green their municipalities.

We hope you enjoy reading through our work as much as we enjoyed creating it! Get started now with a closer look at our [methodology](#), or a review of what makes a [sustainable city](#). Or if you'd like, simply cut to the chase and check out the [Rankings](#). We'll be continually updating these pages with [stories](#) from the field, so check back often. Thanks for visiting, and happy reading!

Another flaw in the human character is that everyone wants to build, but nobody wants to do maintenance.

—Kurt Vonnegut

City Showcase »

Front-Runners Hitting their Stride Trailing | Next ▶



1. Portland, OR

If you live in Portland, you might want to think twice before complaining about the 40-plus inches of rain dumped on your head every year. It might be the only thing keeping the entire country from moving to your city by the Prius-load. Portland retained its title as SustainLane's number one city to beat this year—not surprising given that it got a 30-year jump on the rest of the country.

[more »](#)

CITIES COMPARED

Cities Compared: Coastal vs. Inland Cities

How does being near a coast affect how cities perform? Take a look at how coastal cities compare to inland ones.

[more »](#)

Cities in Context



Paul Hawken on Cities

For most of the 19th and 20th century, cities, despite the hardships and suffering experienced in ghettos, were seen as places where culture and intelligence concentrated and evolved. In the latter part of the 20th century, urban decay, environmental problems, and ethnic riots created a rush for the exits and rampant urban sprawl. Cities became more dangerous and inhuman. Post-war modernist planners and architects made matters worse by creating concrete monuments to themselves, hollowing out downtowns into commercial centers that felt like mausoleums at

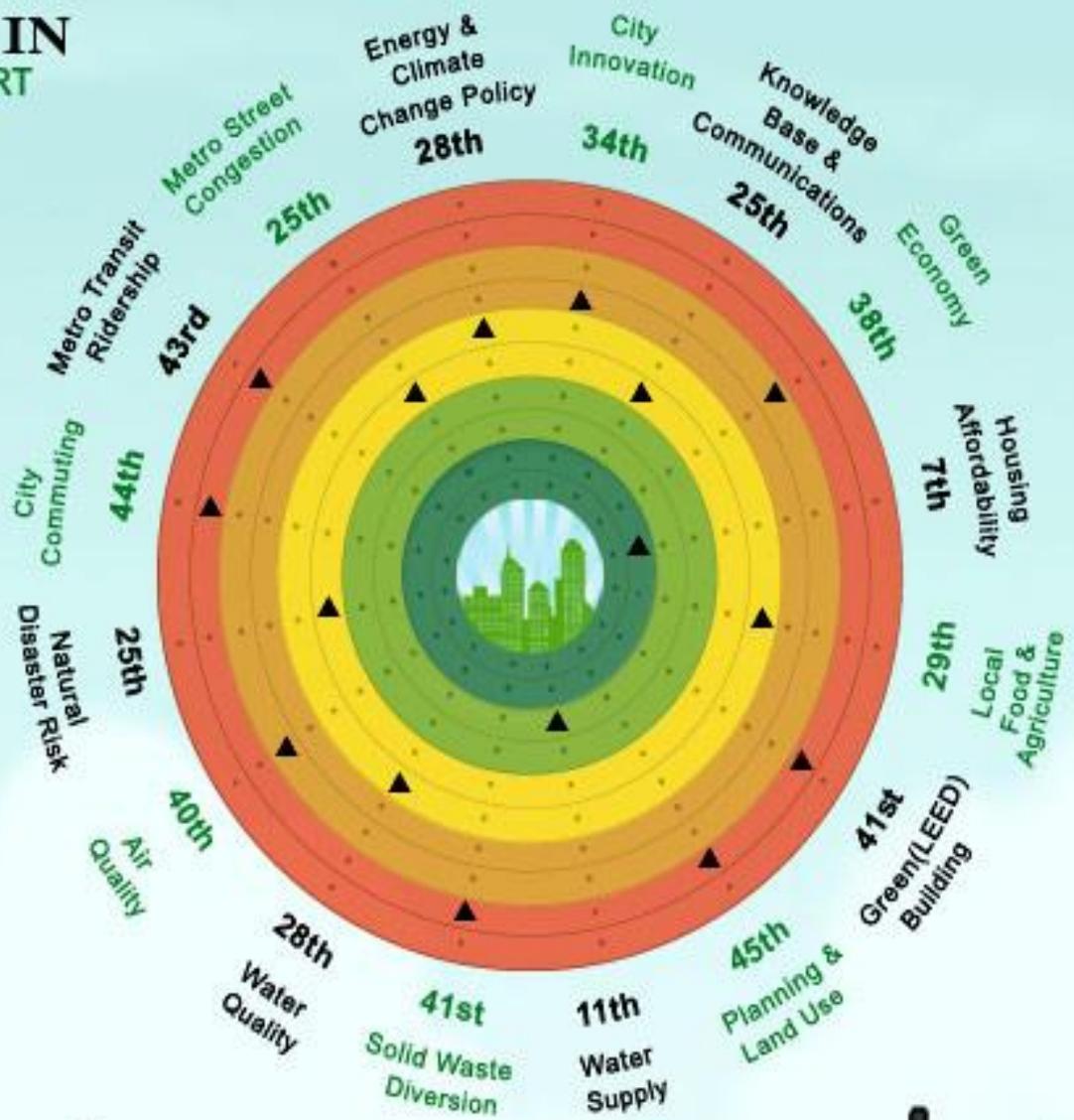
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Let *Natural Home* show you how to add health and harmony to your home!

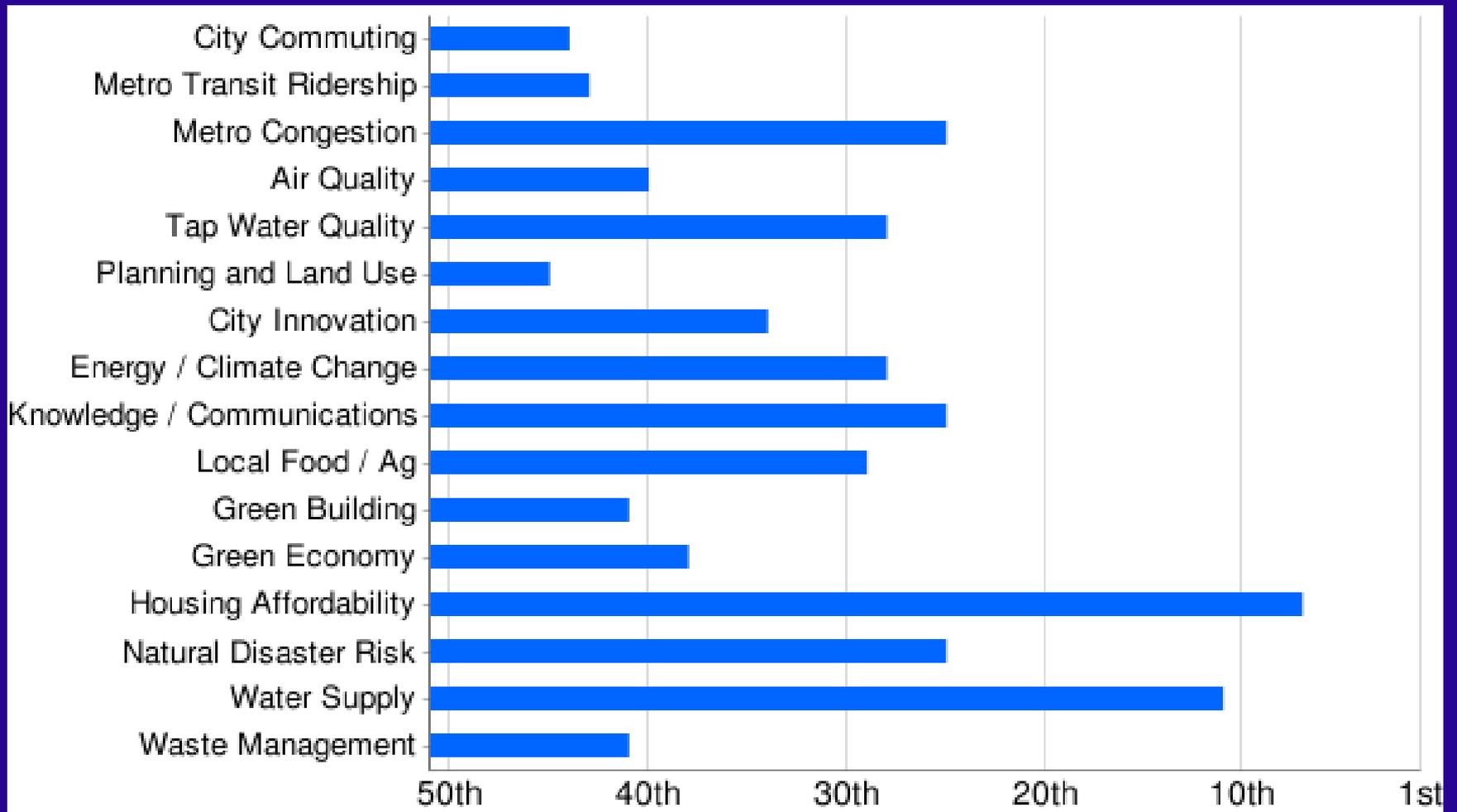
natnatural Get 1 year for

44. Indianapolis, IN

2008 CITY CHART



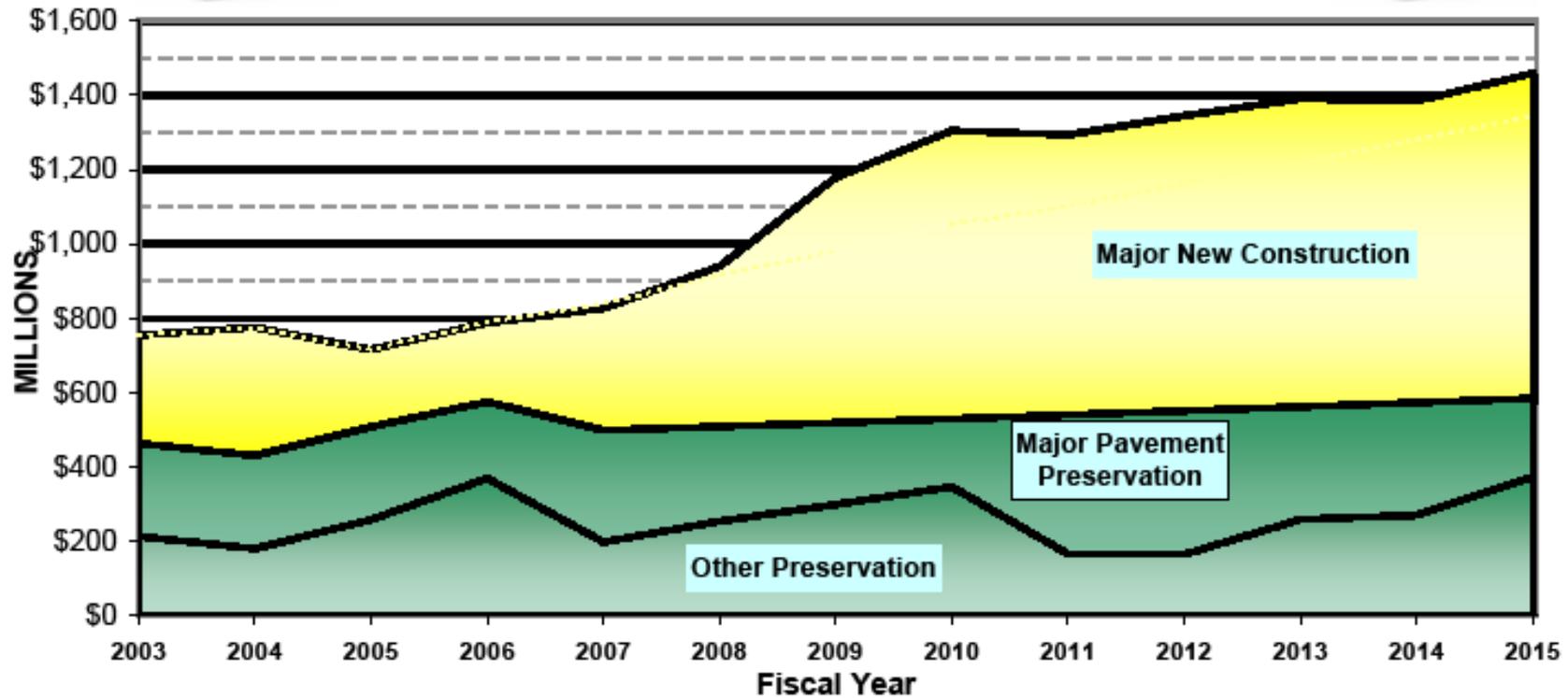
Indianapolis Rankings



MAJOR MOVES

Highway Construction Plan Fiscal 2006 to 2015

MAJOR MOVES



in millions of dollars forecast in future year dollars based on 3.5% annual inflation

Fiscal Year	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	TOTAL
Other Preservation	\$369	\$198	\$254	\$299	\$347	\$165	\$165	\$259	\$270	\$374	\$2,700
Major Pavement	\$206	\$301	\$255	\$220	\$183	\$375	\$386	\$303	\$303	\$210	\$2,741
Major New Construction	\$213	\$327	\$431	\$660	\$775	\$754	\$794	\$829	\$812	\$874	\$6,468
Annual Total Construction	\$788	\$826	\$939	\$1,179	\$1,305	\$1,294	\$1,345	\$1,391	\$1,385	\$1,458	\$11,909

Definitions:

Other Preservation : Includes pavement resurfacing, bridge replacements and repairs, safety improvements, new and modernized traffic signals and special federal fund programs

Major Pavement : Includes pavement replacement and total reconstruction, median turn lane projects and total modernization projects without adding new travel lanes

Major New Construction : Includes added travel lanes, new or modernized interchanges and new roads on new alignments

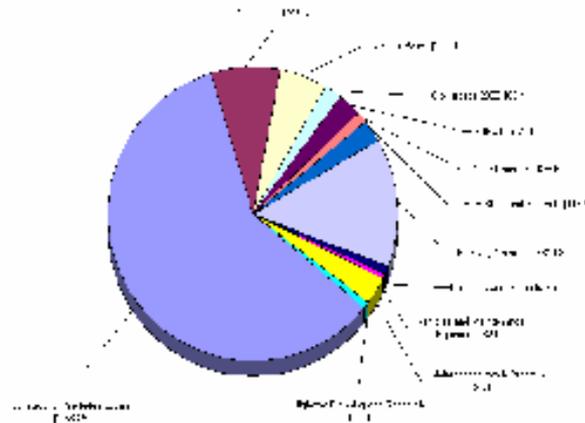
Annual Total Construction : Total construction dollars invested each fiscal year on state highways

Fiscal Year : Starts on July 1 and ends June 30. Fiscal 2007 starts July 1, 2006 and ends June 30, 2007

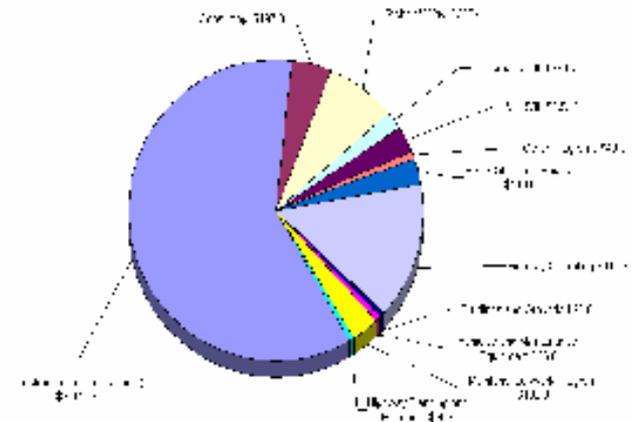


2010-2011 Proposed Budget – Fund Uses

INDOT's 2008 and 2009 Biennium



INDOT's 2010 and 2011 Biennium



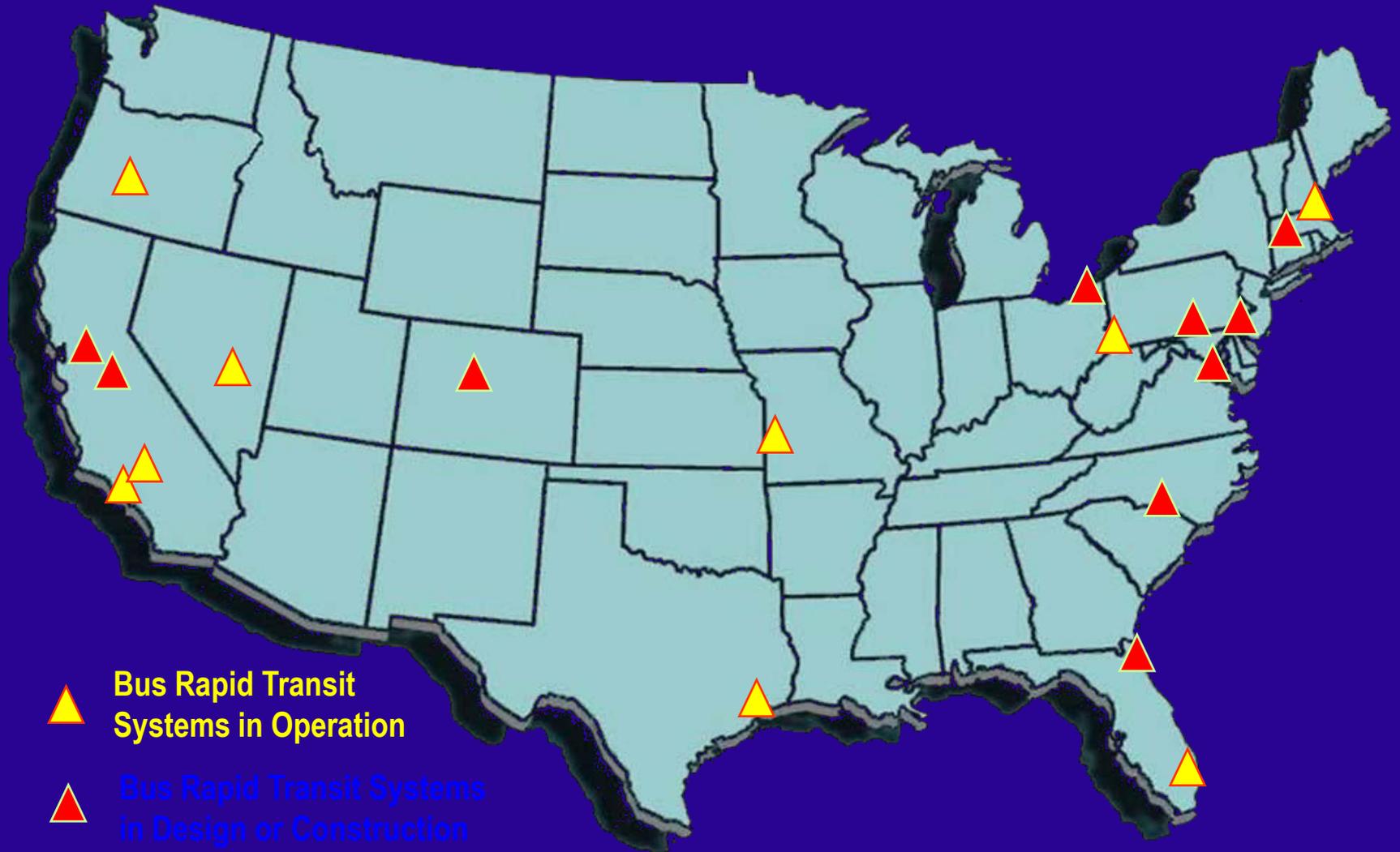
	2008	2009
Total Highway Construction	\$1,361	\$1,761.8
Total Operating	\$428.7	\$414
Total Debt Service	\$107	\$106.4
Other	\$75.9	\$76.3
Total Funding	\$1,972.6	\$2,358.5

	2010	2011
Total Highway Construction	\$1,605.4	\$1,612.9
Total Operating	\$434.2	\$430.7
Total Debt Service	\$107.7	\$100.7
Other	\$80.8	\$82.2
Total Funding	\$2,228.1	\$2,226.5

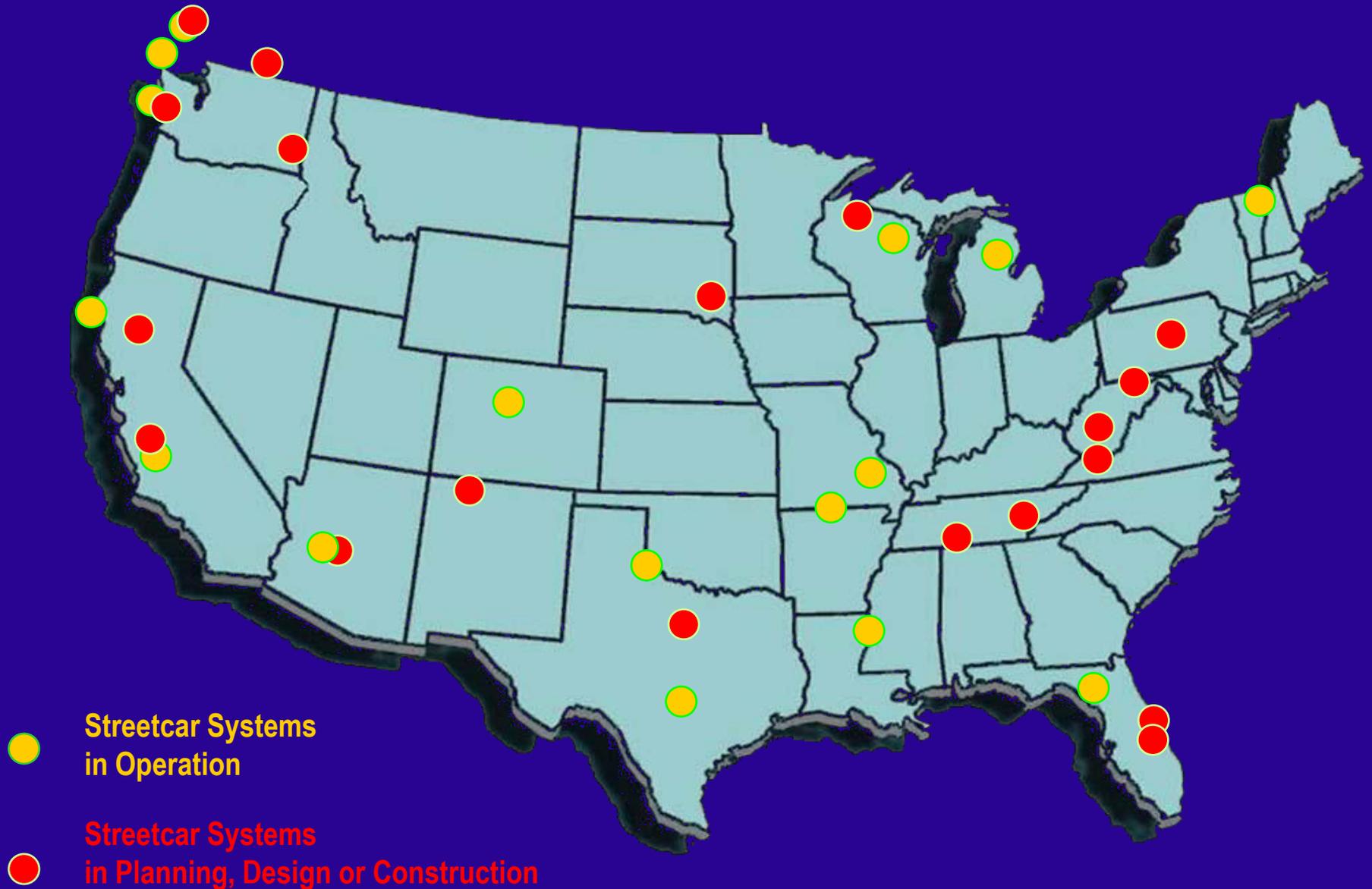
Major Moves and PPPs

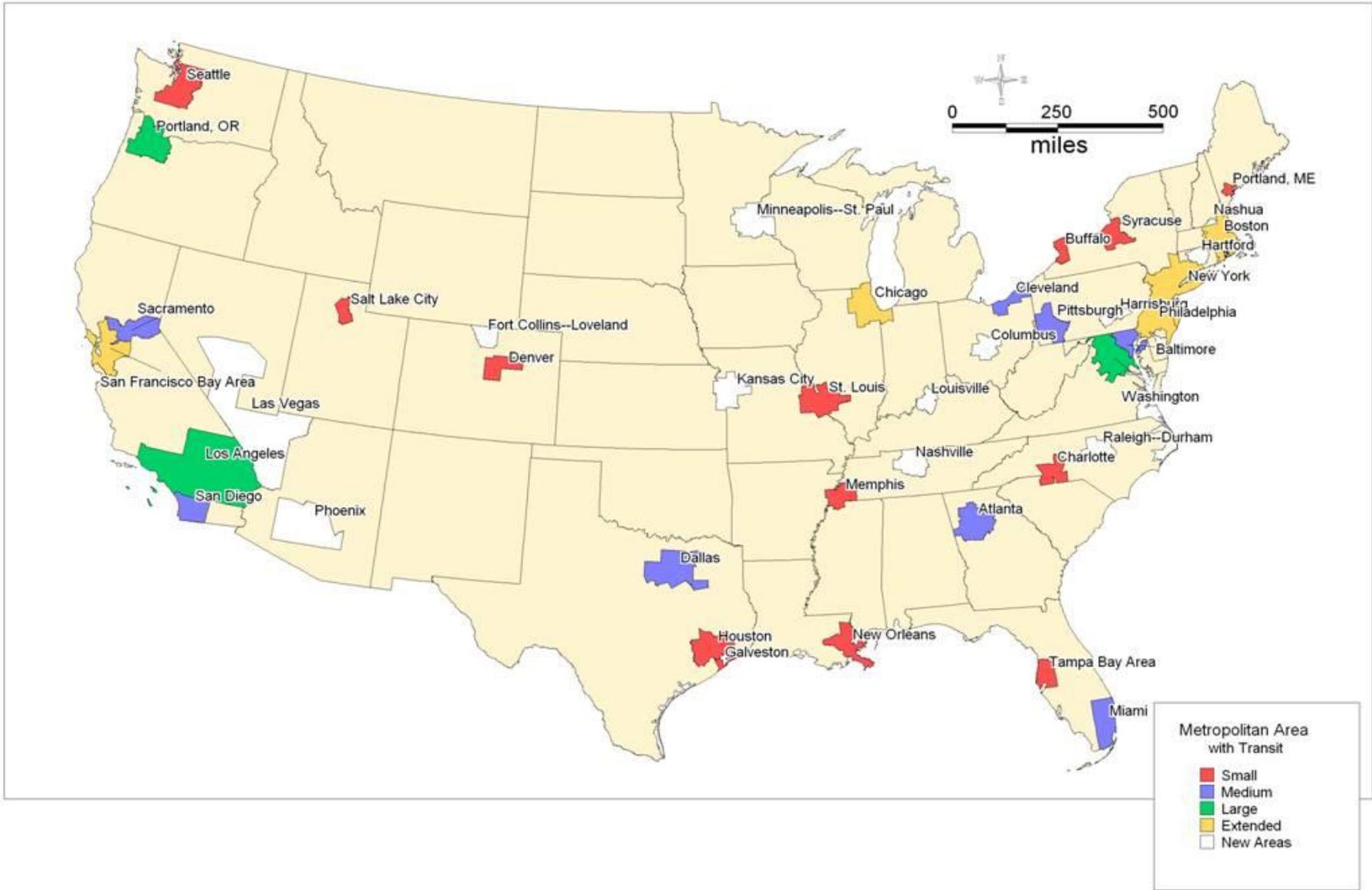
- 1st PPP introduced to public and General Assembly
- \$3.1 billion in new revenue
- Transportation became the issue “du jour”
- Fast-track approach
- Concerns about local road and transportation issues

Bus Rapid Transit in the United States



Streetcar Systems in the United States





The Legislative Role

- Examination of state's long range plan for transportation
- Review of existing public transportation services in Indiana
- Convene national experts to share what was happening in other states and economic regions
- Establish a standing joint committee to address transportation issues
- Commissioned studies to analyze transportation services in economic regions

Joint Committee on Mass Transit and Transportation Alternatives

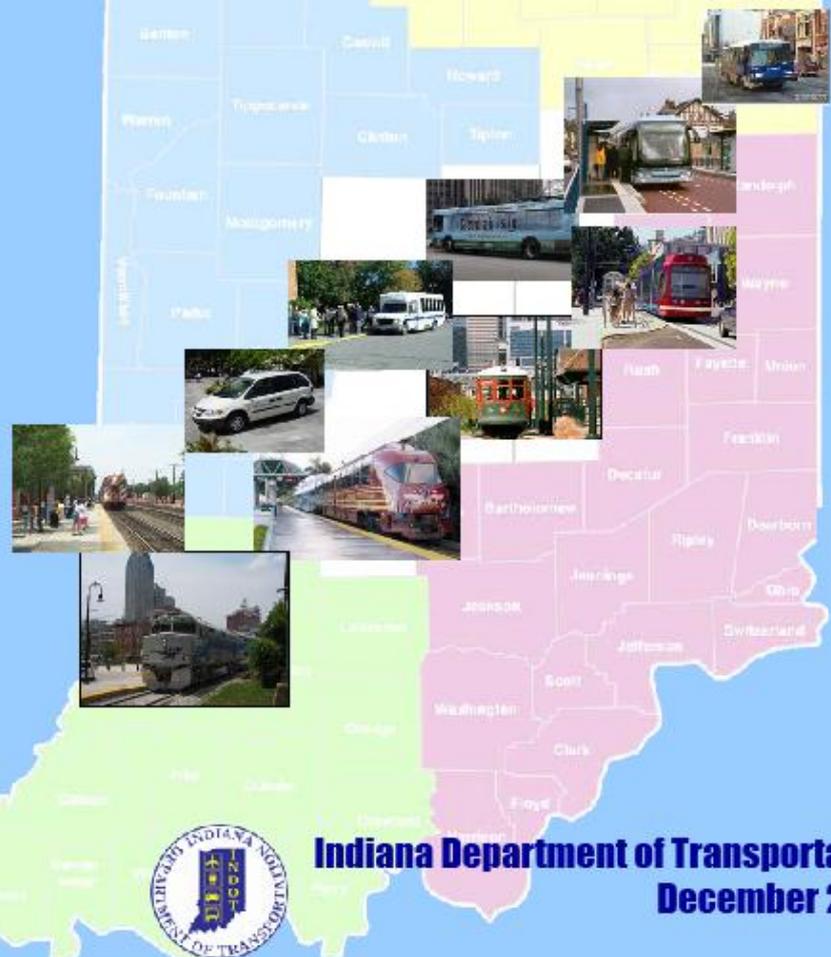
- Established in 2006 through SEA 105
- IC 2-5-28
 - Joint membership of House & Senate
 - Review activity and studies on public mass transportation (regional, state, federal)
 - Review spending and appropriations across transportation modes
 - State advocacy and support for a comprehensive statewide transportation plan
 - Focus on underfunded and underutilized systems of public transportation



Executive Summary

Indiana Mass Transit Studies

PL 203-2007



Indiana Department of Transportation
December 2008

Transit Demand in Indiana

REGION	DEMAND TYPE	DEMAND (trips)	TRANSIT TRIPS (2006)	% of DEMAND UNMET
Northwest	Urban	36.2M	5.7M	84.3%
	Rural	1.08M	440K	59.3%
Northeast	Urban	10.9M	2.1M	80.6%
	Rural	970K	110K	88.7%
West Central	Urban	9.7M	4.7M	51.8%
	Rural	940K	60K	93.6%
Central	Urban	51.7M	14.9M	71.3%
	Rural	-	-	-
Southwest	Urban	7.7M	1.7M	88.0%
	Rural	1.3M	300K	76.1%
Southeast	Urban	9.0M	1.1M	78.3%
	Rural	1.4M	340K	77.1%
TOTAL	Urban	125.2M	30.1M	76.0%
	Rural	5.7M	1.3M	78.1%

NOTE: Urban demand based on mobility gap method; Rural demand based on APTNA method.

Increased Public Demand for Transit

- **Will people use mass transit?**
- *Public transit ridership increased 6.5% in third quarter of 2008 compared to same period in 2007, the largest quarterly increase in public transit ridership in 25 years.*
- *IndyGo ridership increased 18.3% in the third quarter of 2008 compared to the same period in 2007.*
- *Bloomington, Ft. Wayne, Gary, Lafayette, Muncie, and South Bend all recorded bus ridership increases year to date through September 2008 compared to September 2007.*

- **What is “public” or “mass transit?”**
- *Mass transit comprises passenger transportation services which are available for use by the general public, as opposed to modes for private use such as automobiles or vehicles for hire. Some services are free though most charge some sort of fare.*
- *Public transportation can consist of buses, subways, trolleys and light rail, commuter trains, van pool services, paratransit services for senior citizens and people with disabilities, ferries, water taxis, or monorails.*

- **How does I-69 factor into your push for additional public transit funding?**
- *HEC supports the selection of the least damaging and least costly route for the I-69 highway extension, which is unquestionably the U.S. 41/I-70 route that uses existing roadways. If this route is built, it can be completed more quickly, at only half the cost (or less) in construction expenses.*
- *If the state were to pursue the less costly U.S. 41/I-70 route, the money that was saved could be used to fund mass transit initiatives.*

- **What about “Major Moves” and public transit initiatives?**
- *Local bus systems in Indiana will receive about \$56 million in state support in 2009, through the public mass transportation fund. In contrast, from state transportation funds and Major Moves, local and state roads will receive about \$1.4 billion of state support this year.*
- *While the majority of the state’s Major Moves funds are dedicated to road construction, those funds could be re-prioritized and directed to public transit and road repair.*

- ***Please visit***

Is the public willing to pay for improved public transit?

- The recent public opinion poll commissioned by the Indy Chamber and MIBOR indicates that local residents are willing to pay more for better transit:
- *87% of metro Indy residents agree that need exists for more transportation options including mass transit.*
- Of 9 most important local issues, mass transit ranked 1st in need for more funding.

Using transit is cheaper than owning and driving a car, which costs the average family about \$8,000 a year.

Indianapolis Public Transportation Corporation (IndyGo)



Indianapolis 12th largest city
in the United States

Ranks 99th in terms of size
and funding as compared
to other bus
transportation fleets.

Northern Indiana Commuter Transportation District



Glossary of Transit Technology



Prepared as part of the:
Indiana Statewide Mass Transit Studies
Prepared for:
Indiana Department of Transportation
Prepared by:
URS Corporation
August 20, 2008

It's a team sport...

- Regional Transportation Authorities
CIRTA, NICTD
- Hoosier Environmental Council
- Indiana Transportation Association
- Indianapolis Chamber of Commerce
- Local units of government (county and city councils)
- Ball State College of Architecture and Planning
- Federal and Congressional Supporters

Recommendations from the Joint Committee

- INDOT should provide leadership to address special transportation services.
- Identify strategies to increase the capacity of regional and local planning
- Establish a menu of local tax options for funding
- Develop a capital assistance grant program (IL – 20%)
- Direct federal research and planning funds to be used for statewide planning and research (currently used only for highway planning)
- Encourage regional transportation planning and pooling of resources through RTDs (HB 1660)

Next steps

- Identify and delineate appropriate state, regional and local roles
- Work across various state agencies to coordinate special services
- Modality research and planning by INDOT
- Adequate administrative and legal capacity
- Establish funding for services across the state
- Work with congressional delegation so that federal policy works best for Indiana