

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION

ANNUAL REPORT

2015





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Purpose of this Report

The purpose of this report is to share the accomplishments and future direction of the Indianapolis Metropolitan Planning Organization with local public agencies, partners, and the public in order to facilitate dialogue, transparency, and understanding.

Message from the Executive Director



Anna Gremling
Executive Director
Indianapolis Metropolitan
Planning Organization

“This year has continued to be a milestone year for the organization.”

In 2015, the momentum continued at the Indianapolis Metropolitan Planning Organization. This year has continued to be a milestone year for the organization. In cooperation with our members, we successfully spent all of our 2015 annual allocation. To do this, we processed 394 amendments and modifications and sat in over 16 quarterly tracking sessions. I would like to thank our members, the Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) for participating in quarterly tracking meetings. We have found this process to be helpful as we continue to adjust to the new INDOT policies and procedures.

Another noteworthy accomplishment this year was the adoption of the bylaws and hosting agreement. After lengthy discussion at several Indianapolis Regional Transportation Council meetings, the organizational bylaws were updated and approved. For the first time, the Indianapolis Metropolitan Planning Organization now has a hosting agreement with the City of Indianapolis. This agreement adds transparency and establishes the function of Indianapolis as the host agency to the organization.

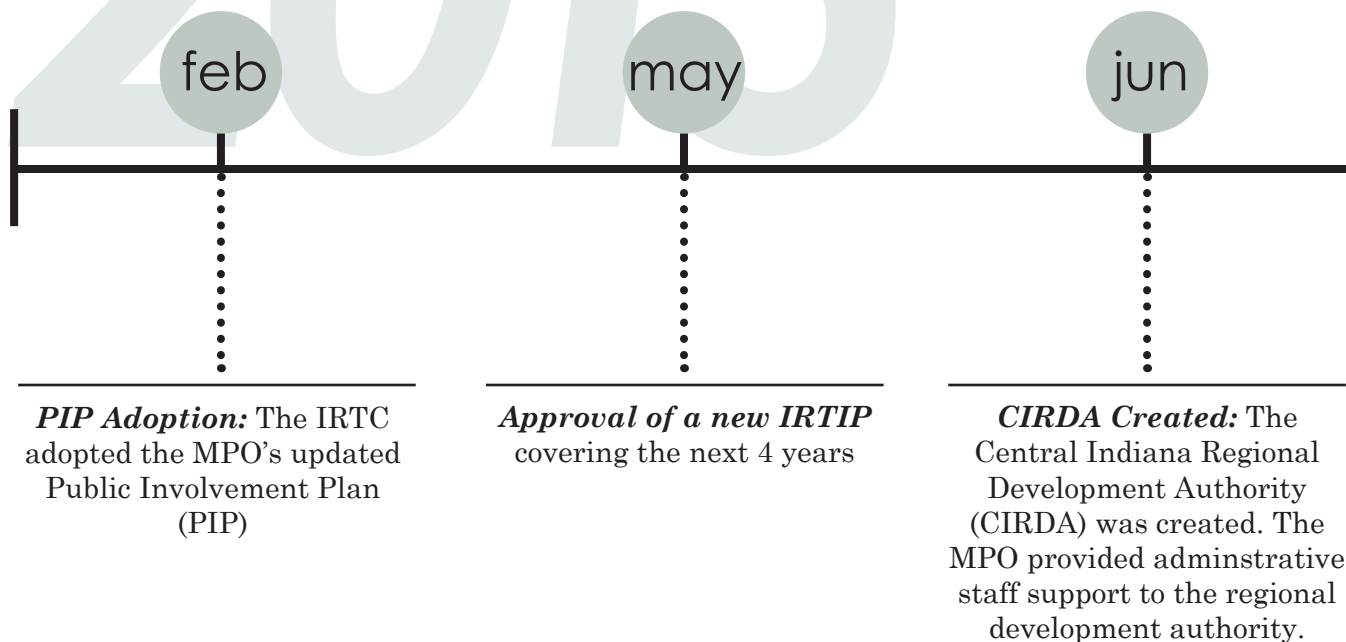
As we look toward 2016, we have a number of exciting tasks approaching. These include, but are not limited to: continuing to program projects to meet our annual allocation target, the initial steps of the development of the 2045 Long Range Transportation Plan, development of the Regional Freight Plan, the regional bikeways plan adoption, and Indy Connect education.

As always, the MPO will continue to be responsive, innovative, and results oriented.

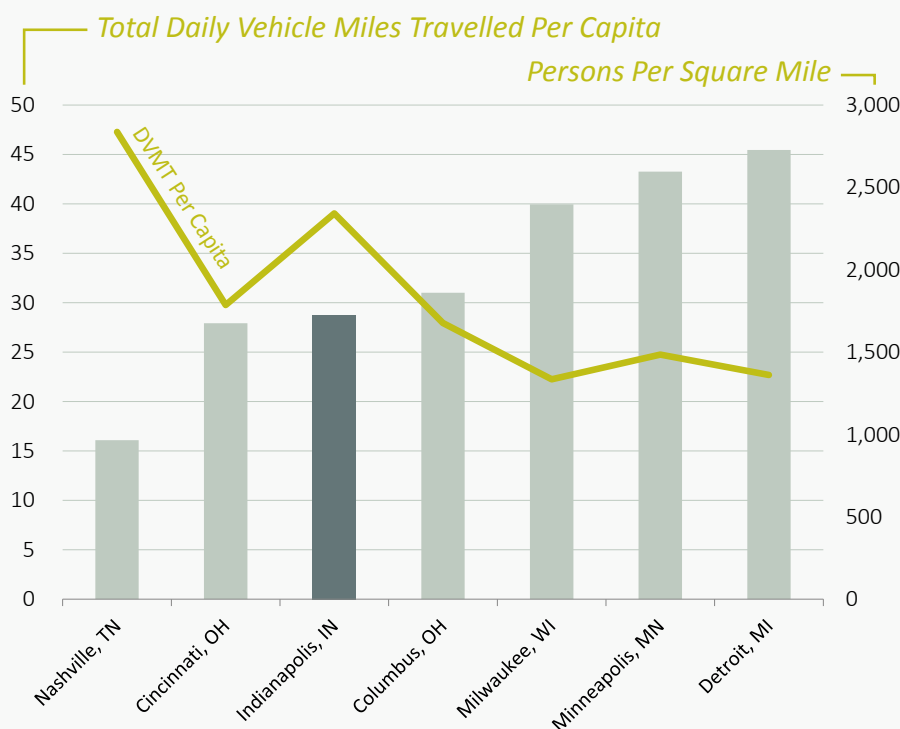
A handwritten signature in dark ink that reads "Anna M. Gremling". The signature is fluid and cursive.

Anna Gremling
Executive Director
Indianapolis Metropolitan Planning Organization

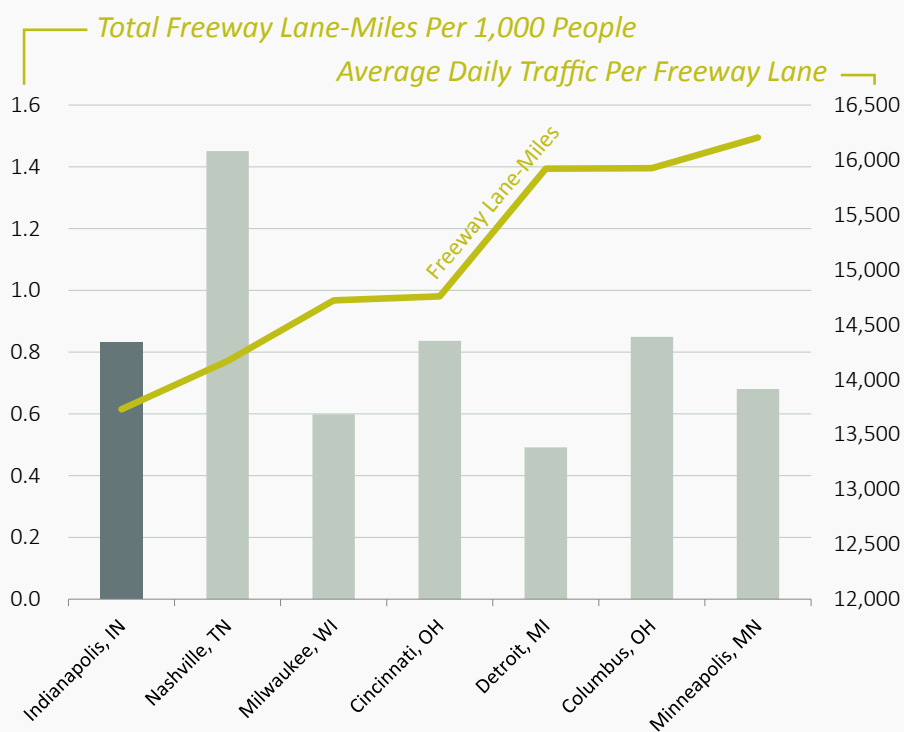
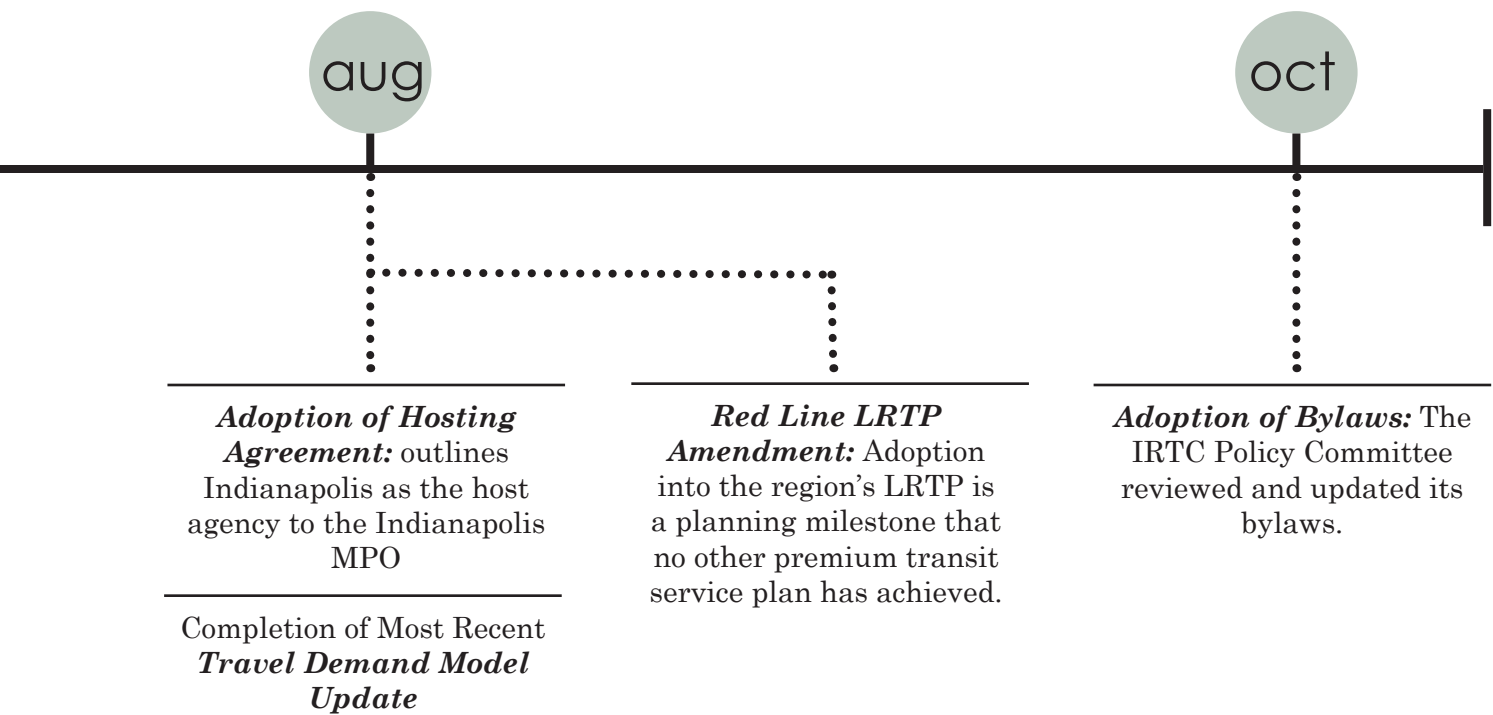
The Big Picture



REGIONAL TRENDS



This table shows that the Daily Vehicle Miles Traveled (DVMT) per Capita in the Indianapolis Metropolitan Area is not proportional to the area's density when compared to other metropolitan areas in the region, indicating a heavy reliance on cars. While comparable to Cincinnati and Columbus in Persons Per Square Mile, Indianapolis has significantly more DVMT's per capita.



While the Indianapolis Metropolitan Area has a relatively low amount of traffic per freeway lane, it has an average number of freeway lane-miles per 1,000 people.

OUR TEAM

ADMIN



ANNA GREMLING
Executive Director



SEAN NORTHUP
Assistant Director



ANITA BJORK
Office Manager



JESSICA KARTES
Planner

PROGRAMMING



STEVE CUNNINGHAM
Principal Planner



KRISTYN CAMPBELL
Senior Transportation
Finance Analyst



MATT NOWLIN
Planner

PLANNING



STEPHANIE BELCH
Principal Planner



JEN HIGGINBOTHAM
Senior Planner



JEREMY MOORE
Senior Planner



RYAN WILHITE
Senior Planner

DATA



ANDY SWENSON
Principal Planner



CATHERINE KOSYTN
Senior Planner

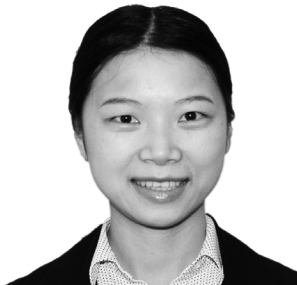


KEVIN MAYFIELD
Senior Planner

The UrbanSim Model forecasts future land use to help the MPO gauge potential outcomes of transportation policy.

*Two former interns joined the staff in 2015. **Matt Nowlin** joined the Transportation Improvement Program (TIP) section in June as a Planner after interning from April to May. **Jessica Kartes** joined the MPO in October as Planner of Special Projects.*

Xiaozhou (Lisa) Zhang, planner in the data section, left the MPO in October. Lisa spent her year at the MPO developing a comprehensive UrbanSim land use model that will help with future planning efforts.



XIAOZHOU (LISA) ZHANG
Planner

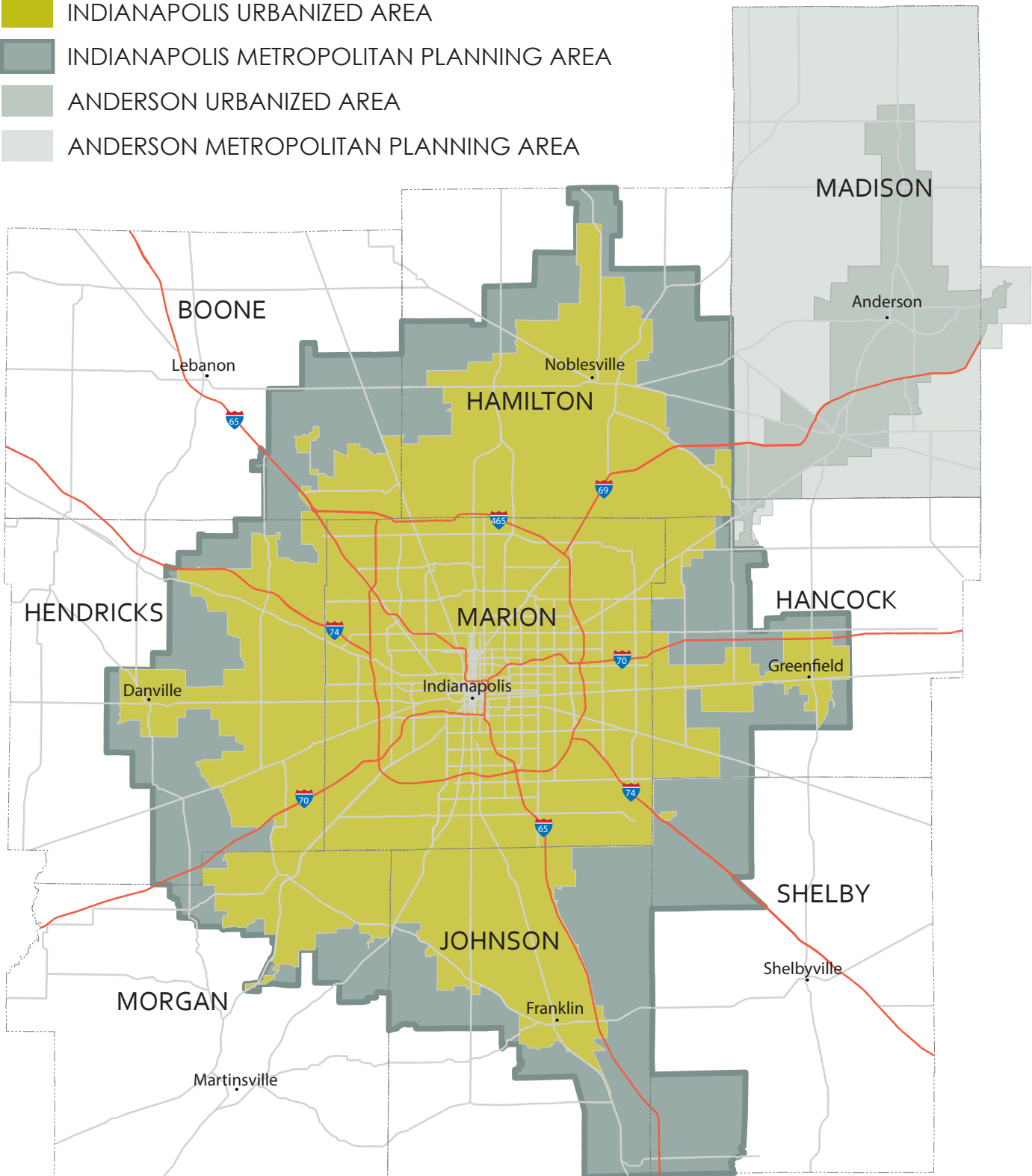


PATRICK RINGWALD
Intern

Patrick Ringwald interned with the MPO in 2015, and assisted with the development of the Bikeways Plan, transit mapping, and Long Range Transportation Plan best practices research. Austin Gibble interned from May to August and worked on Indy Connect outreach events.

INDIANAPOLIS METROPOLITAN PLANNING AREA

- INDIANAPOLIS URBANIZED AREA
- INDIANAPOLIS METROPOLITAN PLANNING AREA
- ANDERSON URBANIZED AREA
- ANDERSON METROPOLITAN PLANNING AREA



Administrative

Beginning in late 2012, the MPO completed an extensive study of its organizational structure, which recommended an update of the MPOs bylaws and the addition of a hosting agreement.

Bylaws

The IRTC Policy Committee reviewed and updated its bylaws this year as one recommendation of the Organizational Study. The IRTC last updated the bylaws in 2012. The creation of a document easier to reference by members was one objective of the bylaw update. The Policy Committee also modified the composition and size of the Administrative Committee, added three new non-voting members to the Technical Committee, and added reference to the new Hosting Agreement. The IRTC Policy Committee approved the updated bylaws at its October meeting.

Hosting Agreement

Through the Organizational Study, one key issue was the relationship between the City of Indianapolis and the Indianapolis MPO. Some IRTC members did not understand the mechanics behind the relationship. One recommendation from the Organizational Study was the creation of a document that would outline that relationship, providing both transparency and education; that document is the Hosting Agreement. The Hosting Agreement outlines the relationship between the host agency, the City of Indianapolis, and the Indianapolis MPO staff. The document provides members and administrators, both old and new alike, a clear reference to how the relationship functions. The agreement includes who pays for MPO salaries and benefits, the hiring and termination of the Executive Director of the MPO, and the provision of services to the MPO by various City of Indianapolis departments. The IRTC Policy Committee helped draft and revise the document; they approved the Hosting Agreement in August.

Central Indiana Regional Development Authority

In 2015, the IRTC policy board voted to allow the Indianapolis MPO to provide administrative services to the newly created Central Indiana Regional Development Authority (CIRDA). All administrative tasks were covered by local funding. This authority was specifically created to seek additional funding for the region through a grant program offered by Indiana Housing Community Development Authority (IHCDA) entitled Regional Cities. CIRDA is currently comprised of the City of Greenwood, City of Indianapolis, City of Carmel, and the City of Westfield.

Programming

510

Projects in the Indianapolis
Regional Transportation
Improvement Program (IRTIP).

\$282_M

Federal funds obligated for
projects in the Metropolitan
Planning Area (MPA).

34

Local projects went to
letting.

12

Local projects constructed.

"To conserve and enhance values in existing urban areas is essential. But at least as important are steps to promote economic efficiency and livability in areas of future development. Our national welfare therefore requires the provision of good urban transportation, with the properly balanced use of private vehicles and modern mass transport to help shape as well as serve urban growth."

President John F. Kennedy

The IRTIP allocates the region's limited transportation resources among the various capital and operating needs of the Indianapolis Metropolitan Planning Area based on regional priorities and cooperative input.

The programming section of the MPO is responsible for the development, maintenance, and implementation of the four-year Indianapolis Regional Transportation Improvement Program (IRTIP), which currently covers state fiscal years 2016 through 2019 including an illustrative year of 2020. The MPO works cooperatively with multiple agencies to complete IRTIP projects and is guided by the Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) regulations. As legislation, guidelines, policies, priorities, and personnel change, MPO staff work to adjust the program to meet these challenges and changes.

In 2015, staff navigated numerous new or updated policies and procedures that created challenges and required new ways of doing business. With the cooperation of our Local Public Agencies (LPAs), the MPO staff was able to successfully address the changing areas of project management, annual allocation of Federal funds, continued advancement and refinement of our processes and tools as well as the adoption of a new TIP and a call for illustrative projects.

The MPO continued to adjust to the INDOT directive put in place in 2014 known as the annual allocation or "use or lose it" policy. This directive requires the MPO and its LPAs to obligate (spend) all of the Federal funds allocated to the MPO each fiscal year. No funds are allowed to be carried over to the next fiscal year. Even though fiscal year 2015 was the first full year in which the MPO was required to operate under this policy, the MPO was able to fully obligate our entire 2015 allocation by early May.

PROGRAMMING

MiTIP, the interactive database for all projects in the Indianapolis MPA, was instrumental in helping the MPO staff and LPAs fully obligate 2015's annual allocation. Real-time information can be accessed for LPAs as MiTIP provides an ease of data sharing that increases accessibility for all parties, including the public. MiTIP is now used exclusively by the region's LPAs to submit project amendments and modifications as well as quarterly reports and new project applications.

To improve the linkages between the 4-year IRTIP and the 25-year Long Range Transportation Plan (LRTP), the MPO, our consultant EcoInteractive, and the MPO's LRTP section developed a MiTIP LRTP module in 2015. All projects in the current 2035 LRTP were uploaded in the new module and are now able to be linked to the TIP. In the future, this will allow for better coordination of schedules, cost estimates, and air quality conformity reviews for both the LRTP and the TIP.

Continuing with the idea of improved linkages and coordination, the MPO worked extensively with INDOT's finance and IT staff to establish direct communication between MiTIP and INDOT's project/finance database known as SPMS. For the first

time, MiTIP is receiving data directly from INDOT's system on a nightly basis. These nightly downloads provide the MPO with purchase order data tied directly to the local projects in MiTIP by designation number. The MPO, INDOT, and EcoInteractive continue to work with the systems to refine the data and reporting features and move toward more fully integrating the two systems to maximize efficiencies and accuracy.

Beginning early in 2015, MPO staff began development of a new 4-year IRTIP that covers state fiscal years 2016 through 2019 as well as illustrative year 2020. The new TIP-incorporated projects carried over from the 2014-2017 TIP as well as new projects submitted as part of a special call for 2019 Highway Safety Improvement Program (HSIP) projects. After review by the Indianapolis Regional Transportation Council and a 30-day public review and comment period, the new Program was approved by the Policy Committee on May 20th and US DOT on July 1st. The development and approval of the 2016-2019 IRTIP took roughly 6 months, which represents a significant improvement in TIP development time, down from 12 to 18 months.

2015 BY THE NUMBERS...

The Indianapolis Regional Transportation Improvement Program (IRTIP) includes all Federally funded transportation projects in the Indianapolis Metropolitan Planning Area (MPA) included:

510
PROJECTS

and/or phases totaling nearly

\$1.15 BILLION

Each year as projects move toward implementation, Federal dollars are obligated (authorized) to pay for them. In 2015, approximately

\$282 MILLION

of federal funds were obligated for projects in the MPA.

Because the IRTIP is dynamic and continually changing as project schedules and estimates change, the MPO must amend and modify the program to keep it current. The MPO staff processed

394

AMENDMENTS & MODIFICATIONS

By administering the IRTIP, local agencies are able to move their Federally funded projects to construction and completion in a timely manner.

34

LOCAL PROJECTS
went to letting in 2015 and

12

LOCAL PROJECTS
completed construction

To ensure that project schedules and budgets are maintained as closely as possible, the MPO tracks each project from initial entry into the IRTIP through construction to completion. As a result, the MPO reviewed

696

QUARTERLY REPORTS
and

472

CONSTRUCTION STATUS OR
PROJECT STATUS REPORTS

while holding

16

QUARTERLY TRACKING MEETINGS
with

36

LPAs, INDOT, + FHWA.

By the end of 2015, the MPO had

223

REGISTERED USERS

of our secure, on-line project database, MiTIP and countless visits to the MiTIP Public Access Portal.

Long Range Planning



LONG RANGE PLANNING:

Long Range Transportation Plan

“We are a nation of travelers. You cannot write our history without devoting many chapters to the Pony Express, the stagecoach, the railroad, the automobile, the airplane...”

President Lyndon B. Johnson, on Remarks at the Signing of the Urban Mass Transportation Act of 1964

The 2035 Long Range Transportation Plan (LRTP) is the region’s policy document for transportation that has a policy focus and long term horizon, but must also include individual projects which may frequently undergo revisions in scope and schedule as environmental or financial conditions emerge.

2015 Long Range Transportation Plan Amendments

In 2015 two noteworthy projects were amended to the 2035 LRTP.

I-69 @ 106th Street Interchange

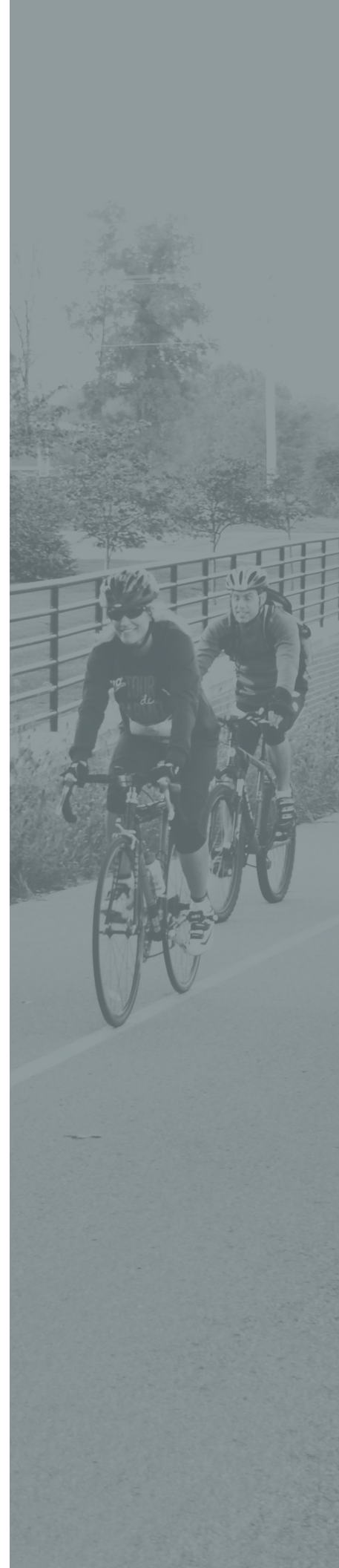
This new interchange was amended into the LRTP after the city of Fishers and Hamilton County worked with INDOT to establish a funding agreement to add a new interchange to the I-69 corridor. The Interchange Justification report, approved by Federal Highway Administration, shows positive improvements at the two adjacent interchanges (96th Street and 116th Street/SR 37). Current conditions at these two interchanges cause motorists to experience congestion and delay during peak periods, and capacity is anticipated to deteriorate over time. The addition of an interchange at 106th Street will unload congestion at the two adjacent interchanges. This project is proposed to begin construction in 2016.

LONG RANGE TRANSPORTATION PLAN

Red Line Bus Rapid Transit (BRT)

The central Indiana region has invested five years of planning on the Indy Connect transit plan, carefully gathering input, analyzing modes, and refining routes. The recommendation of those accumulated studies is the implementation of the Red Line, a premium transit service. The route will connect the cities of Westfield, Carmel, Indianapolis, and Greenwood.

Adoption into the region's LRTP is a planning milestone that no other premium transit service plan has achieved. Inclusion in the LRTP will allow the project to move forward into the federal grant process through the Federal Transit Administration (FTA).





LONG RANGE PLANNING:

Multi-Modal

2015 Central Indiana Regional Bikeways Plan

The 2015 Central Indiana Regional Bikeways Plan kicked off in January as an update to the 2012 Regional Bikeways Plan. As data was gathered about the state of the bikeways network in 2015, it was found that it had grown by 24%. That includes over 136 miles of new bikeways facilities that keep our residents safe and allow them to access more and more places using a bike. The 2015 Regional Bikeways Plan draft was completed near the end of the year and was provided to the steering committee for review. The plan is expected to be available for a public comment period in January 2016 and brought before the IRTC for adoption at their February meetings.

The MPO would like to give a big THANK YOU to the steering committee members who served in this process. The steering committee consisted of 38 members; with IRTC technical representatives from 16 communities, IndyGo, the Central Indiana Regional Transportation Authority (CIRTA), FHWA, FTA, and 10 additional cycling and health-related organizations. Their collective guidance proved extremely valuable to MPO staff. While the members represented specific communities and organizations, each exemplified the spirit of regional cooperation.

The cornerstone of the bikeways plan has been providing solid bikeways project recommendations that build up our communities and transportation connectivity in an objective and equitable way. In 2012, a new scoring system was developed from

MULTI-MODAL

scratch, primarily based around the amount of population and employment within a short distance as well as what types of community assets could be accessed in that same area. In 2015, MPO staff and the steering committee really dove in and looked at how the scoring criteria from the 2012 plan addressed the needs of both the region and individual communities as well as how well they reflected the needs of actual cyclists.

As a result the system was vastly improved, moving from just 10 scoring criteria to 18 that address a much broader range of factors including regionalism, economic opportunity, connectivity, and equity.

A significant challenge presented in the update was that the number of bikeways projects requiring scores tripled from 500 to 1,500. Lisa Zhang, of the MPO Data section, was instrumental in this process by using ESRI ArcGIS ModelBuilder to automate functions of creating buffers, analyzing data, and reporting it for each bikeway project. The MPO also relied heavily on ESRI Community Analyst to be able to gather population, employment, and other Census-based data for the projects (something that wasn't available to us in 2012). These tools allowed us to score projects much more quickly.

The 2012 plan was adopted as a component of the 2035 Long Range Transportation Plan and provided fiscally constrained recommendations for bikeways projects through 2035. That plan was used as a reference for comparing bikeways projects funded through the MPO, but there was no real requirement for a project to be in the plan to receive funding. With the 2015 update and its significant improvements, the way that the regional bikeways plan gets integrated into project requirements and scoring for funding programs will be the subject of much discussion.

Indy Connect

The agencies who form the Indy Connect partnership (the MPO, IndyGo, and CIRT) met consistently throughout 2015 to share information, discuss various transit projects, and plan for/execute public engagement.

The Red Line

In September 2014, IndyGo was awarded a TIGER VI grant for environmental assessment and engineering of the Red Line rapid transit corridor. IndyGo is the project manager and awarded the contract for this work to consultant CDM Smith. The Red Line was broken into three phases: a first phase from the University of Indianapolis through Downtown Indianapolis to Broad Ripple, a second phase north through Carmel to Westfield, and a third phase south through Southport to Greenwood. All phases will receive an environmental assessment as part of that work, but only the first phase will receive complete design and engineering to make it shovel ready. IndyGo submitted an application to the Federal Transit Administration (FTA) in September 2015 for a Small Starts grant that could cover the costs of constructing the first phase of the Red Line. The FTA will announce grant awardees in March 2016. In the meantime, public input continues to be gathered for all proposed corridor designs. IndyGo, with the support of MPO staff, has held dozens of public meetings, open houses, and stakeholder interviews, as well as created a page on the IndyGo website dedicated to the Red Line project so that the public can easily access information, submit comments, and view up-to-date design proposals via an interactive map (www.indygo.net/redline).

“Transit is a driver of local and regional economic development, helps reduce highway congestion and greenhouse gas emissions, and provides people better access to job centers, schools, medical services and other vital daily activities.”

Therese McMillan,
Acting Administrator, Federal Transit Administration
Before the Committee on Banking, Housing and Urban Affairs, U.S. Senate
April 21st, 2015

The Green Line

The Green Line Draft Environmental Impact Statement (DEIS) was submitted to the Federal Transit Administration in the fall of 2015. Much of 2015 was spent reviewing and working through the actual document content, in particular how to handle sections regarding impacts to historic and archeological resources. The overarching alternatives for the Green Line continue to be bus rapid transit or light rail using the Hoosier Heritage Port Authority corridor from downtown Indianapolis to Fishers and Noblesville. As the year ends, the MPO is working with the FTA on the appropriate timing for a public comment period and hearing regarding the DEIS. It is expected that following the public comment period, the IRTC will come to a decision on whether to advance this project as bus rapid transit or light rail when the project moves into the Final Environmental Impact Statement (FEIS).

The Hamilton County Transit Forum (HCTF)

Formed in July 2014, MPO staff supported this group throughout 2015, particularly in the Network Design and Governance & Finance working groups. As of December 2015, the HCTF's leadership continues to circulate and vet a draft plan to provide opportunities for feedback and changes to the plan. In early 2016, MPO staff will assist in finalizing the plan. This plan is part of the future vision for transit within the Central Indiana Region.

The Indy Connect Plan

The MPO led an effort to distill a great deal of information about Indy Connect into a single plan document, planned for public release in early 2016 as “The Central Indiana Transit Plan.” The plan is organized by topic and question, is highly visual, and will be a useful tool for planners, regional residents and stakeholders, community leaders, and others.



The Indy Connect Website

The website is under construction and is planned to be launched in a new format in early 2016. This new version of IndyConnect.org will be more user friendly, identifying which parts of the old site were most accessed by the public and prioritizing those sections. The site will include up-to-date information, integrate social media outreach, and provide new interactive tools that will allow site visitors to experience how the future vision for transit can affect their personal trips.

MULTI-MODAL

The Indy Connect Financial Model

A new model was created to estimate the potential revenue that could come from successful referenda passing in Marion and Hamilton Counties, as enabled by the Indiana State Legislature in 2014. This model was reviewed by members of the Indy Chamber and the OneZone chambers of commerce and was the basis for both local and rapid transit route planning within the two counties.

IndyGo Forward

IndyGo Forward is a planning study that analyzes how our transit system operates today and how best to plan for the future of transit in Indianapolis. The Indianapolis MPO worked with IndyGo and consultant Jarrett Walker & Associates to develop short- and medium-term transit service plans. This effort began in 2014 and concluded in June of 2015. The products of this effort include:

- ▶ A small set of service redesigns for 2016, motivated mostly by the new Downtown Transit Center, but also by the opportunity to make some other low-cost, high-value changes.
- ▶ Conversations with key stakeholders, agency partners, and the IndyGo board about how to balance conflicting goals for transit service.
- ▶ New policies that guide IndyGo's transit service design and planning.
- ▶ A set of local networks for 2018 that illustrate the level of transit funding and the level of focus on high ridership.

The IndyGo Forward study was produced as a set of three documents. Volume I is the Existing Conditions Report, which provides information on the current network and its performance. Volume II is called Service

Changes for 2016 and details the plan for the network in the short term when the downtown transit center opens. Volume III is called Transit Choices for 2018. It describes the funding and ridership choices that must be made by Indianapolis and how the choices could be implemented in 2018.

The IndyGo Forward planning process began with a conversation among IndyGo staff, key stakeholders, the public, and agency partners about the purpose of transit in Indianapolis. While some aspects of transit planning are technical in nature, and there is a “correct” answer, there are no correct answers about transit purpose. It’s a question of values.

The biggest distinction of transit purpose is between maximizing ridership and providing coverage. Maximizing ridership involves thinking like a business that wants to maximize its customers per unit of cost. A business would only enter markets where it believes it can succeed in this goal. Transit often tries to serve a goal counter to the ridership goal, which is providing coverage. Providing coverage in transit is generally spreading resources over a larger geographic area in order to provide a little bit of service to everyone or those that may be in the greatest need but aren’t located in a “transit friendly” market. It’s about equitable distribution of service rather than efficiency and returns.

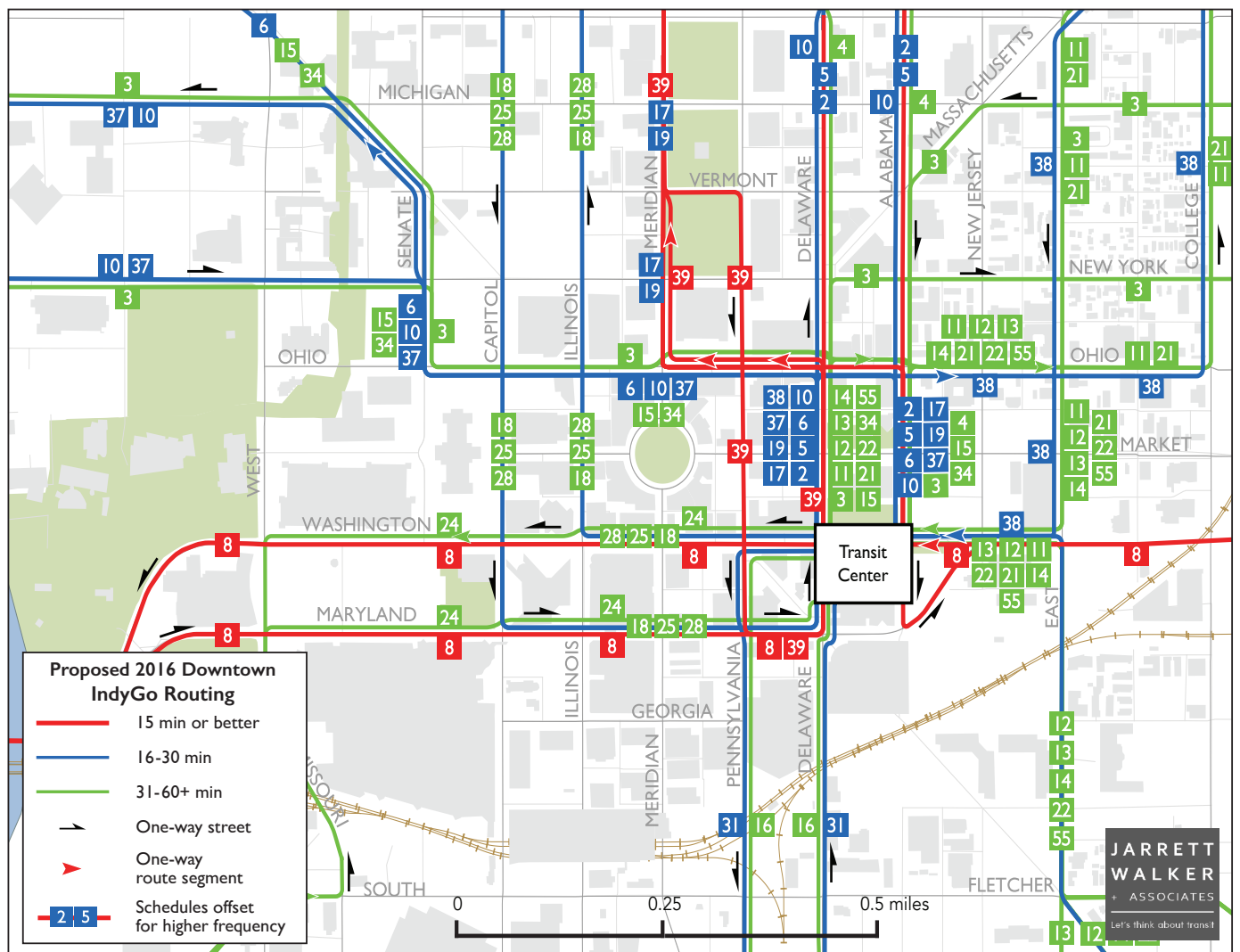
Because these important but conflicting needs cannot be met with limited resources it is important for a transit agency to be clear about its policy intent to pursue high ridership or provide coverage. In Stakeholder Advisory Group meetings, at public meetings, and in surveys, IndyGo asked people how the agency should balance these goals. The result from all of the input and discussion is that policy will be to shift from today’s balance of 60% ridership goals and 40% coverage to an 80% ridership and 20% coverage model

with new funding. This means that IndyGo intends to move towards a more efficient system that provides better transit service in areas where they can maximize ridership while still providing some coverage service.

beginning of the project have heavily influenced the outcomes of the transit service plans for both 2016 and 2018. More information can be found at <http://www.indygo.net/news/indygo-forward/>.

The policy goals that were set at the

PROPOSED 2016 DOWNTOWN INDYGO ROUTING



Regional Freight Plan

Central Indiana has long been known as the “Crossroads of America” as the region continues to be a center of commerce. With seven interstates running through the region, warehouses, distribution centers, and light manufacturing continue to thrive and grow in central Indiana.

The Indianapolis MPO sought to understand the areas of freight importance in the region as part of a good regional transportation planning process. Beginning in early 2015, the Indianapolis MPO kicked off a year-long study into the state of freight in central Indiana. Working with consultant CDM Smith, MPO staff and a freight steering committee have examined regional freight movement and areas of freight importance. Consultants have helped identify freight clusters, areas where large (>50,000 square feet) industrial buildings exist throughout the region. Understanding the clustering of large warehouses and how commercial vehicles are accessing the transportation network is instrumental in helping the MPO and its member LPAs target surface transportation funds to improve roadways. By potentially targeting investment dollars

in existing and future freight clusters, the region can continue to grow its national advantage in the logistics sector.

The Regional Freight Plan steering committee was comprised of representatives from the International Airport Authority, the private sector logistics interest, a number of local public agencies, transit representatives, and INDOT. The steering committee provided pivotal input on the goals and objectives, performance measures, and clusters.

The Regional Freight Plan is anticipating a first quarter 2016 IRTC Policy Committee approval.

IMPO's Complete Streets Policy Update

The Complete Streets policy-compliance survey was integrated into MiTIP for the 2015 call for 2020-21 projects. Fifty-five project applications were reviewed for compliance with the policy. In addition, the IMPO was featured in Mass Transit Magazine's July/August 2015 issue for its Complete Street's Policy. Read the entire article at <http://www.masstransitmag.com/article/12084496/embracing-complete-streets>.

Indianapolis, Ind.

THE INDIANAPOLIS METROPOLITAN Planning Organization (IMPO) has long been a supporter of allowing people choice in their transportation options by encouraging the construction of multi-modal facilities.

The IMPO adopted a Complete Streets Policy (CSP) in March 2014. The CSP is intended to ensure streets are designed, built, operated and maintained to be safe and accessible for everyone, regardless of whether they travel by bus, bike, foot or personal vehicle. By embracing the complete streets



Anna M. Gremling
Executive Director
Indianapolis Metropolitan Planning Organization

concept in the region, the IMPO is helping to create balanced transportation systems by providing accessible, safe and efficient connections between destinations.

IMPO requires projects with federal funds include complete streets elements.

This moves multi-modal facilities from being accessory of road projects to being equal in terms of their transportation value and benefit to the overall health, access and potential to generate economic opportunity within the community.

In 2014, the IMPO's CSP was ranked as the fourth-highest regional policy by Smart Growth America.

Beyond that, the IMPO encourages all of its community members to integrate sidewalks, bike facilities, transit amenities and safe crossings into the initial design of projects, even those that aren't proposed to the IMPO, to spare the expense and complications of retrofits implemented at a later date.

Functional Classification System/National Highway System/National Truck Network

Beginning in 2013, the MPO began work on updating three core systems: the Functional Classification System, the National Highway System, and the National Truck Network. These three networks are typically reviewed after the decennial census.

The review of the systems in 2013 was different than in years past. One of the main factors was the passage of the newest surface transportation bill, Moving Ahead for Progress in the 21st Century, or MAP-21. MAP-21 introduced performance measures as a measuring tool for the nation's surface transportation infrastructure. As part of this effort, the National Highway System (NHS) was expanded to include all principal arterials. Performance measures would use the data collected on the NHS to understand whether national, state, and regional goals were being satisfied through the use of federal transportation dollars.

Indianapolis MPO staff met with staff from the Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) to understand the federal and state perspective in updating these systems. From this meeting, MPO staff met and discussed a process to begin updating the networks.

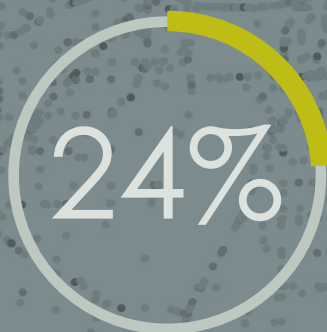
Functional Classification System (FCS) was the first system to review; all other systems would follow. The MPO staff reviewed the existing FCS for the region, made initial suggestions, and then contacted each local public agency (LPA) within the region to discuss the system. This cooperative process occurred at two different points within the update and helped shape the final version of the system.

After draft changes for the FCS were reviewed and confirmed by the LPAs, the NHS was considered. The MPO staff reviewed the statutory requirements for the NHS and provided recommended modifications to the NHS.

The National Truck Network (NTN) is intended to reflect the routes that carry the most large truck traffic for the nation. In Indianapolis, these routes mirrored those of the NHS. Consequently, the MPO staff felt that equating the NTN to the NHS made sense and recommended such an action.

During the course of the process, the MPO staff was pleased with the cooperation from its planning partners, including the technical staffs of the LPAs.

Data



24% of all crashes from January through October 2015 in Boone, Hamilton, Marion, Hancock, Shelby, Johnson, Morgan, and Hendricks counties resulted in injury or fatality.

110
fatalities

In total, there were 110 crash-related fatalities in this 8-county region (crash data from Madison County was not analyzed).

Analytical Tool Use, Development, and Maintenance

In 2015, Data Section staff continued its use of the Travel Demand Model (TDM) and other analytical tools in support of all major MPO initiatives, including road and transit investments, congestion, and air quality emissions. During the year, we continued our efforts to maintain and improve our model and its inputs in anticipation of next year's long range plan update. We finished a project to further update our model code from a simple peak/off-peak model to a model of 5 different daily time periods. This will help us better match model output to actual travel flow.

One of the constant challenges for the Data Section is to keep key model data inputs up-to-date. In 2015, we spent time building road and transit networks that will take us from 2015 to a future year of 2045. We also worked extensively on models that will help us forecast population, employment, and land use to 2045. In October, data staff finished a draft UrbanSim land use simulation model of the 9-county area that will be used as the foundation of a new Cube Land market model to be developed and used in 2016.

The Data Section supports the analysis of projects submitted for funding under the federal Congestion Management and Air Quality (CMAQ) program. The section has a set of spreadsheet tools that help evaluate different types of projects. In 2015, we had these worksheets updated to use new emissions rates generated using the Environmental Protection Agencies (EPA's) MOVES2014 tool.

Performance-Based Planning

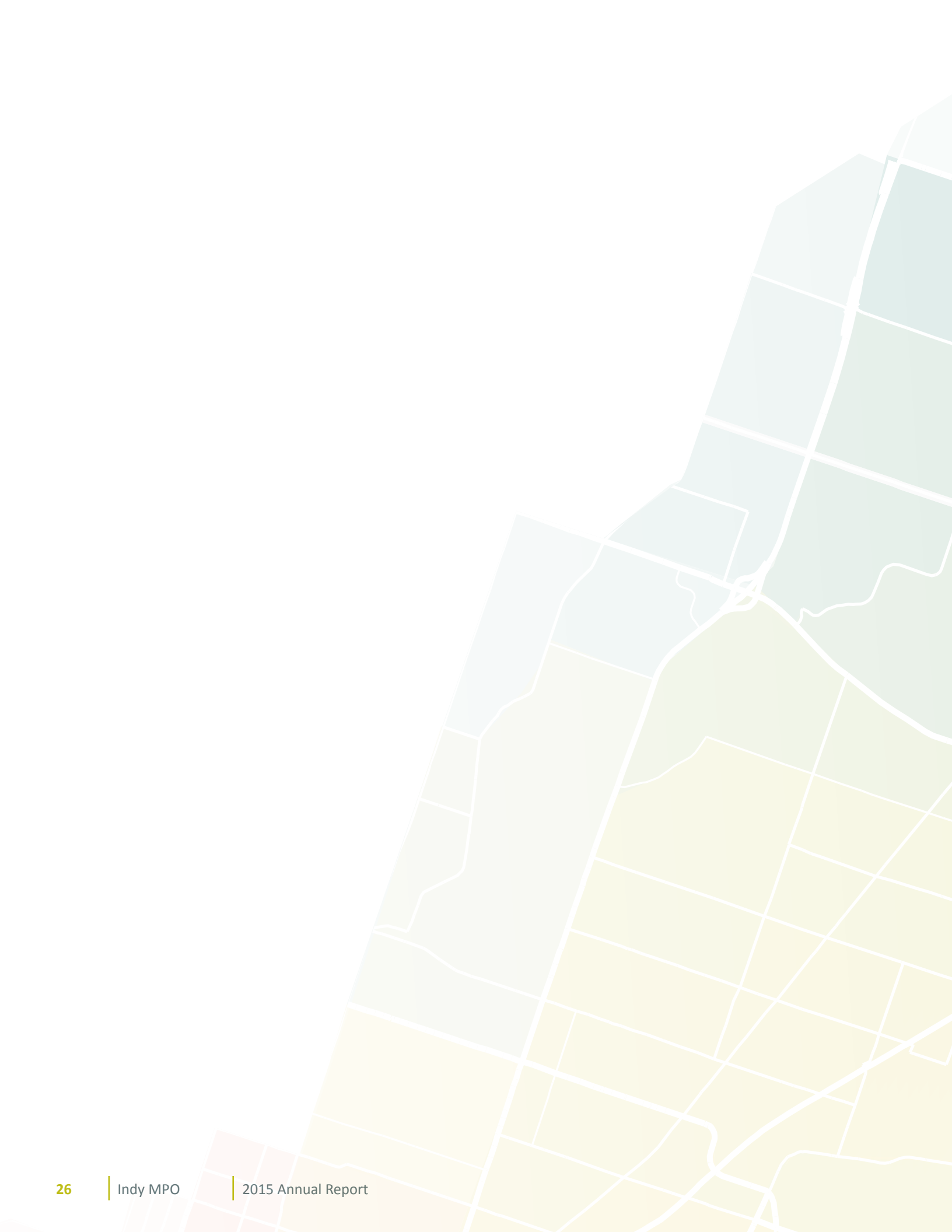
Under MAP-21, performance measures to support performance-based planning are being developed for 7 goal areas. The Data Section provides data collection and repositories to support these measures. In 2015, we focused on measures of traffic (freight, congestion), pavement quality (asset management), and regional crash incidents (safety). We also continued work on processing regional speed data (congestion and system reliability).

In 2015, using the MiTIP system as a base, we created a pavement condition data repository complete with simple pavement management system (PaMS) tools and populated that repository with the pavement condition measures of several of our IRTC local public agencies. Our traffic count program, which has always included counts for the federal Highway Performance Management System (HPMS) has been expanded to include additional counts in heavily used freight corridors.

In 2015, the MPO initiated a Bicycle and Pedestrian counting program as well. We have expanded our work downloading and evaluating data from the state's ARIES system (<https://www.ariesportal.com>) to better understand that data's potential uses.

Special Award for Bicycle and Pedestrian Counting

The MPO was one of 10 U.S. communities selected by the FHWA to participate in a Bicycle-Pedestrian Count Technology Pilot Program in 2015. As a participant, the MPO received a \$20,000 grant to purchase the equipment needed to initiate a bicycle and pedestrian automated counting program. The MPO completed equipment purchases under this grant and will be finishing testing of this equipment in early 2016.



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