



2016
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2016

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION
A N N U A L R E P O R T

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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 governmental 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

In 2016, the Indianapolis Metropolitan Planning Organization (MPO) continued to play a key role in regional infrastructure development by allocating funds, processing projects and improvement programs, tracking progress, and more. In addition, the MPO team participated in education and outreach efforts surrounding the successful Marion County transit referendum and began work on a new Long Range Transportation Plan.

In other words, we continued our efforts to enhance Central Indiana's transportation system.

In this work, we achieved a number of exciting milestones:

- The MPO allocated nearly \$50 million for Central Indiana transportation;
- Launched a new, more user-friendly website;
- Established performance measures for the 2045 Long Range Transportation Plan; and
- Assisted with education, outreach, and planning for a countywide referendum that saw 59.2% of residents vote in favor of a dedicated income tax that would support the Marion County Transit Plan. It is anticipated that the Indianapolis City-County Council will consider adopting the tax in 2017.

As a result of that last point, we anticipate working with other area municipalities in coming years, as several have expressed an interest in seeking dedicated funding in 2018. Needless to say, transit will be a hot topic in regional transportation for years to come.

Speaking of the years to come, in 2016 we launched the 2045 Long Range Transportation Plan development process. Stakeholders, staff and committee members worked to begin to shape goals and objectives, technical memos, and performance measures. This work will continue through 2017, with the expectation that the new plan will be adopted by the end of the year. Our goal, as always, will be to ensure that the MPO continues to be responsive, innovative, and results-oriented well into the future.

One final note: This year we celebrated the work of Kevin Mayfield, who retired after a long career with the MPO. While he contributed to our mission in a number of ways, it is perhaps his work on the regional traffic counting program that will be his greatest legacy. Kevin will be missed, and we wish him well in his retirement.

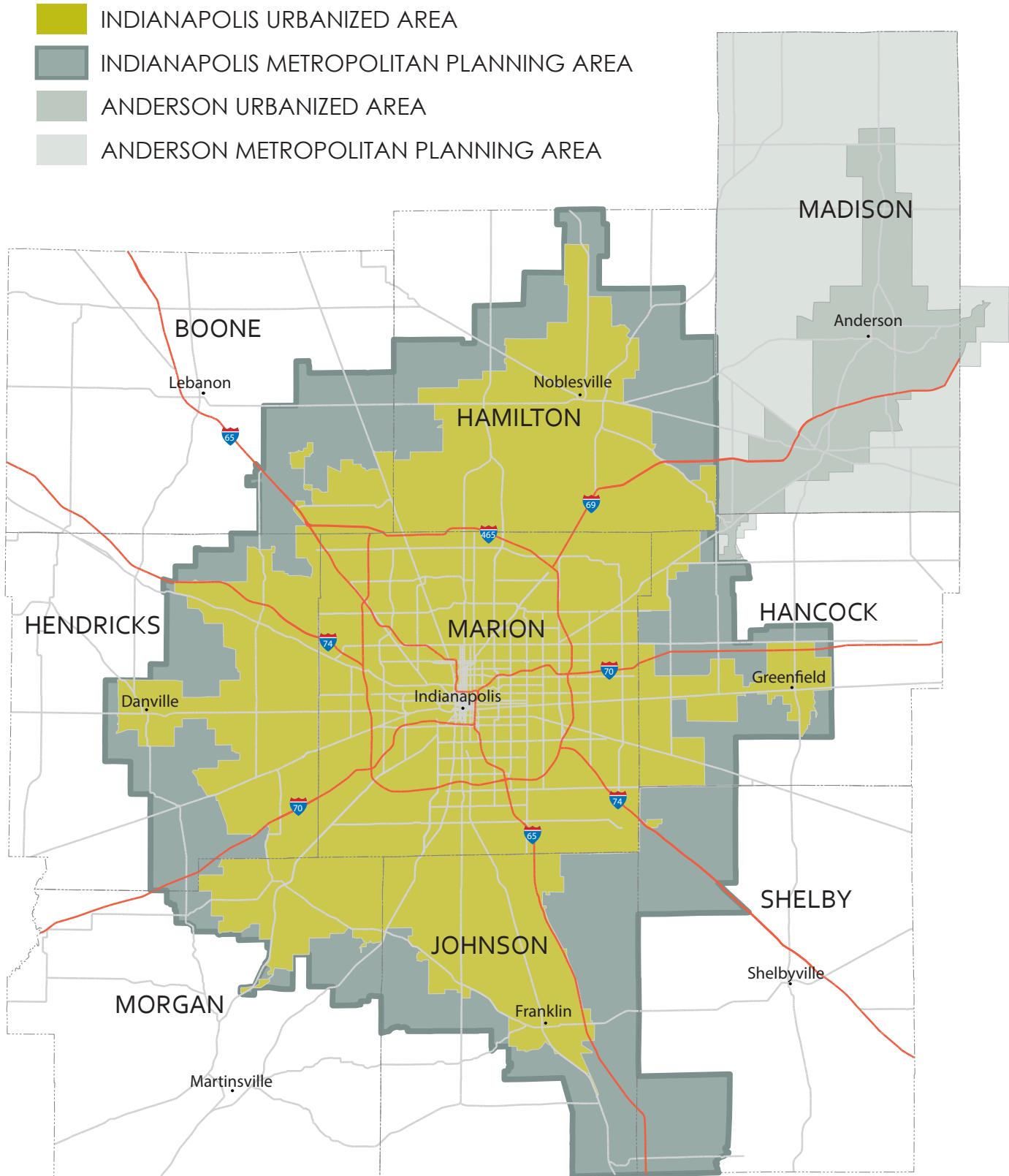
A handwritten signature in black ink that reads "Anna M Gremling". The signature is fluid and cursive, with "Anna" and "Gremling" being the most prominent parts.

Anna Gremling
Executive Director
Indianapolis Metropolitan
Planning Organization



SERVICE AREA

INDIANAPOLIS METROPOLITAN PLANNING AREA



HOW DO WE COMPARE?

POPULATION ('14)

1.97M

JOBS ('14)

1.23M

POP GROWTH ('10-'14)

4.4%

JOB GROWTH ('10-'14)

8.3%

Indianapolis MSA

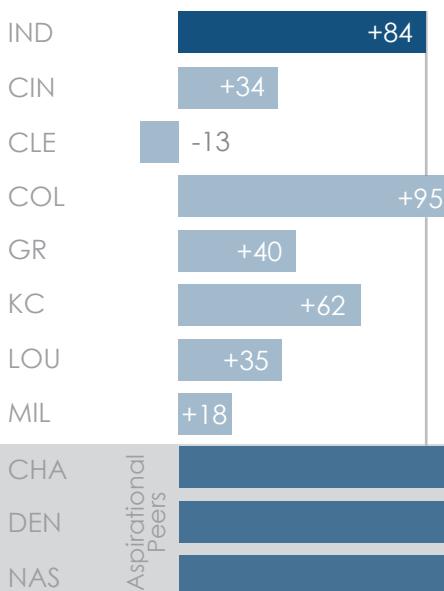
Charlotte, Denver, and Nashville are top performers in population and job growth.

Standard Peers							Aspirational Peers		
									
REGION Midwest	REGION Midwest	REGION Midwest	REGION Midwest	REGION Midwest	REGION Midwest	REGION Midwest	REGION South	REGION West	REGION South
POP 2.2M	POP 2.1M	POP 2.0M	POP 1.0M	POP 2.1M	POP 1.3M	POP 1.6M	POP 2.4M	POP 2.8M	POP 1.8M
JOBS +2%	JOBS -1%	JOBS +5%	JOBS +4%	JOBS +3%	JOBS +3%	JOBS +1%	JOBS +7%	JOBS +8%	JOBS +7%
1.3 M	1.3M	1.3M	0.6M	1.3M	0.8M	1.0M	1.4M	1.8M	1.2M
+5%	+5%	+9%	+14%	+8%	+8%	+5%	+14%	+12%	+13%

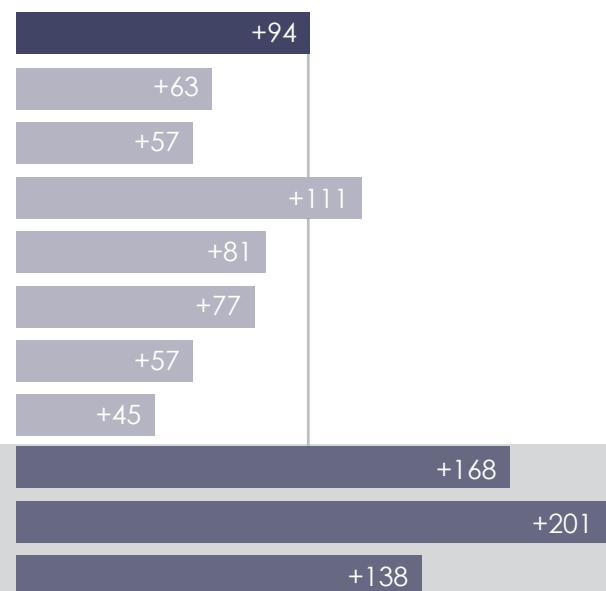
POPULATION AND JOB GROWTH 2010-14 (Thousands)

The Indianapolis region is growing at a healthy rate, but some of our peers are outpacing us.

Population Change



Employment Change



FREIGHT EXPORTS

2015 Combined Statistical Area

Our valuable biotech and machinery exports make up for our average export volume.

\$142B

Total Exports 2015

Peer Rank: 3rd

How much do we export?

Megatons of exports in 2015

52 PEER AVG



48 INDY

11 IND

How valuable are our exports?

Value per ton for exports in 2015

\$2.3M PEER AVG



\$3.0M INDY



TRANSIT INVESTMENT AND SERVICE

2015 Urbanized Area

We invest less in transit, have less service, and have lower ridership than all of our peers.

What do we spend on transit?

Operating expenses per capita

\$41 INDY



\$95 STD PEERS

\$111 ASP PEERS

The share of commuters using transit in Denver, Charlotte, and Nashville is 2.5 times larger than Indy's.

What level of service do we get for that investment?

Revenue hours per capita

0.45 INDY



0.91 STD PEERS

1.03 ASP PEERS

Revenue hours are the standard for measuring transit service. A revenue hour represents one hour that one bus is available to the public.

REGIONAL INFRASTRUCTURE INVESTMENT

Federal Aid Dollars 2011-15

Local governments, transit agencies, and the state have spent over 1 billion federal dollars since 2011.

\$1.1B



US 31
\$331M

*Project type (left to right): roads and highways, transit, bicycle/pedestrian, bridges, information technology systems, and other.

Who controlled the funding?

\$673M
INDOT

\$128M
FTA

\$276M
MPO

\$77M
ITS

\$16M
ITS

PROGRAMMING

The Indianapolis MPO Programming Section is responsible for the development, maintenance, and implementation of the current four-year Indianapolis Regional Transportation Improvement Program (TIP), which covers years 2016 through 2019 and illustrative years 2020 and 2021. In this process, the MPO works with multiple agencies and is guided by regulations from the Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA). As legislation, guidelines, policies, priorities, and personnel change, MPO staff adjust the program accordingly.

In 2016, the MPO operated for its second year under INDOT's "use it or lose it" policy, which requires that the MPO spend all annual allocation funds by May 30 or risk having to return funds to the state. With the cooperation of Local Public Agencies (LPAs), the MPO was able to fully obligate the annual allocation to the Indianapolis region by early May.

Instrumental in this process was MiTIP, the MPO's interactive project database. Providing real-time information that can be accessed by LPAs, INDOT, FHWA, and the public, MiTIP has replaced paper and .pdf versions of the TIP, increasing accessibility and making it easier to share data. The region's LPAs and INDOT now use MiTIP exclusively when

submitting project amendments and modifications as well as quarterly reports and new project applications. The MPO staff also prepared MiTIP and other materials to play a role in the annual call for projects issued on September 30.

While MiTIP has proven to be helpful and effective, the MPO and our consultant, Ecolneteractive, continue to refine it for increased efficiency and user-friendliness. As part of this process, we have made all funding applications and scoring sheets available in the database, which means the entire application process can be accomplished within MiTIP. By automating project scoring, we allow applicants to receive instant scoring information without uploading scoring sheets. This has the added benefit of providing a check on accuracy, which saves staff time in the review and prioritization of applications. Eventually, this feature will allow staff to create project application, scoring, and prioritization reports within MiTIP, further improving accuracy and efficiency.

Also in 2016, the MPO and Ecolneteractive worked with INDOT to refine the processes for sharing data between MiTIP and INDOT's project/finance database, known as SPMS. As a result, MiTIP now receives data on purchase order activity directly from SPMS. This allows us to track local-project purchase orders more easily and accurately, which helps to ensure that our annual balance of funds is fully obligated in a timely manner.

The following are the meanings for acronyms used in this report, in alphabetical order.

FHWA:	Federal Highway Administration
INDOT:	Indiana Department of Transportation
IRTC:	Indianapolis Regional Transportation Council
IRTIP:	Indianapolis Regional Transportation Improvement Program
LPA:	Local Public Agency
LRTP:	Long Range Transportation Plan
MiTIP:	The MPO's interactive project database
MPO:	Metropolitan Planning Organization
SPMS:	INDOT's project/finance database
TIP:	Transportation Improvement Plan

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

510

PROJECTS
AND / OR
PHASES



TOTALING NEARLY
**\$1.15
BILLION.**



To ensure 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
472

and

16

QUARTERLY
REPORTS
CONSTRUCTION
OR PROJECT
STATUS REPORTS

TRACKING
MEETINGS
with 36 LPAs



34
local projects

WENT TO
LETTING

and

12

local projects

COMPLETED
CONSTRUCTION



By the end of 2016,
the MPO had
242
REGISTERED USERS
of our secure, online
database (MiTIP) and
countless visits to the MiTIP
Public Access Portal.

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



As projects move
toward implementation,
Federal dollars are
obligated (authorized)
to pay for them. In
2016, approximately

**\$282
MILLION**

of federal funds were
obligated for projects in
the MPA.

Because the IRTIP is
dynamic, reflecting
project schedule and
estimates changes, the
MPO must amend and
modify the program to
keep it current. MPO
staff processed

394

AMENDMENTS &
MODIFICATIONS



PROGRAMMING

A similar process allowed us to coordinate MiTIP with the Federal Highway Administration's Financial Management Information System. This coordination allows MiTIP to receive data downloads from the FHWA on a nightly basis, putting federal obligation data for local projects directly into MiTIP by designation number. In 2017, the MPO, INDOT, and EcoInteractive will further refine data and reporting in order to integrate the systems even more fully. Staff presented MiTIP at the AMPO Annual Conference, generating interest in the database and our business process by other MPOs around the nation

Developing a New TIP

Late in the year, the MPO staff began the process of developing a new four-year TIP. Designed to

incorporate new projects as well as those that carry over from the current TIP, the new TIP will cover years 2018 through 2021, as well as an illustrative year in 2022. It is expected to be approved in May of 2017.

As a result of changes to policies and procedures over the last several years, in 2016, we recognized the need to review and revise our TIP policies and procedures. Staff worked with a sub-committee of the Indianapolis Regional Transportation Council (IRTC) to develop a TIP Guidance document that clearly defines standard procedures and guidelines to be used for developing, maintaining, and implementing the TIP. A draft document was developed and reviewed by the IRTC sub-committee, and work on a final document will continue in 2017.



The 106th St. & Cumberland Rd. intersection in Fishers was converted from a signalized intersection to a roundabout in Fall 2016 using CMAQ funding.

LONG RANGE PLANNING

In 2016, the 2045 Long Range Transportation Plan Steering Committee continued the planning work it began in late 2015 by developing and approving goals, objectives, and performance measures. With members from the Indianapolis Regional Transportation Council Policy and Technical Committee, the steering committee spent 2016 reviewing existing conditions, discussing the regional vision, and reviewing performance measures in preparation for project selection. In 2017, the team will begin the process of scenario planning and project selection.

Performance Measure Retreat

A 2016 retreat at Eagle Creek Park gave the 2045 Long Range Transportation Plan (LRTP) Steering Committee a chance to review, discuss, and choose draft performance measures for the 2045 LRTP.

Jim Hubbell from the Kansas City MPO opened the retreat by providing an overview of Kansas City's 2010 LRTP experience with performance measures. In addition to describing how stakeholders helped shape the process and outcome, Hubbell shared lessons learned from Kansas City's first attempt and suggestions for the Indianapolis experience. Other sessions included a safety presentation by Rick Drumm, from the FHWA's Indiana Division, and

opportunities for large- and small-groups discussions of performance measures. As part of those discussions, attendees suggested changes, met in groups to review comments, and presented their own draft performance measures.

Transportation for America Performance Measure Academy

In 2016, the Indianapolis Metropolitan Planning Organization was selected to participate in Transportation for America's Performance Measure Academy. In compliance with new requirements under the federal government's FAST (Fixing American's Surface Transportation) Act, the academy focused on best practices, regional exercises, webinars, and transportation performance measures. Information learned throughout the academy already has been integrated into the performance measure process for the development of the 2045 Long Range Transportation Plan. Attendees from the Indianapolis region included:

- Tom Klein, Town of Avon
- Lori Miser, City of Indianapolis
- Melody Park, City of Indianapolis
- David Holt, Conexus
- Michael Smith, INDOT
- Anna Gremling, Indianapolis MPO
- Ryan Wilhite, Indianapolis MPO



Left to right: Erica Young (Smart Growth America), Tom Klein (Avon), David Holt (Conexus), Mike Smith (INDOT), Anna Gremling (MPO), and Ryan Wilhite (MPO).

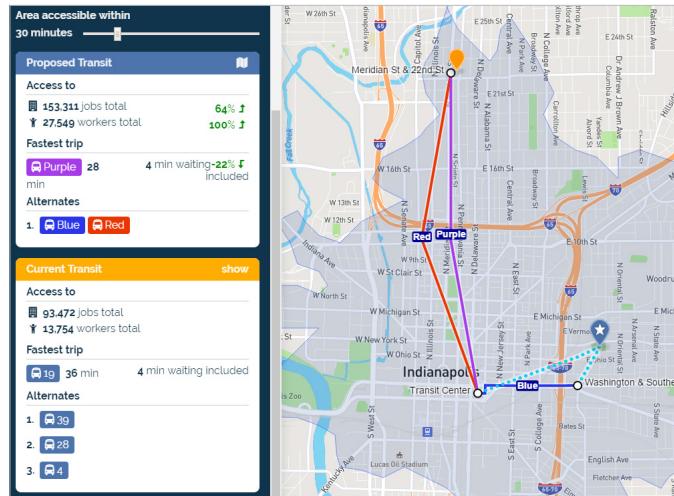
Transportation Education and Outreach

As part of Indy Connect and the Central Indiana Transit Plan, the MPO hired Conveyal, a consultant specializing in open-data and open-source technology for transportation, to create an interactive online visualization tool for transit. This technology will enable a person to see their access to the community via transit, as well as compare what a trip between two destinations looks like today versus using the 2021 proposed transit network.

Key features of this tool will allow a user to:

- take into consideration the time it takes to walk to or from the nearest transit stop as part of total trip time
- show how many workers and jobs are accessible from a specific location within a customizable trip time ranging from 10 to 110 minutes
- compare the 2016 transit network and the 2021 proposed networks in terms of:
 - the difference in total trip times
 - the change in number of accessible jobs
 - the change in number of workers accessible to employers

This tool will make it easy for a person to understand how proposed improvements to the transit system could affect his or her daily life in terms of access to work, leisure, education, healthcare, and worship locations.



Regional Freight Plan

Because it is moved by an entire private sector of logistics companies, freight is often an overlooked component of transportation. However, the public sector does play an important role in freight movement through its long-term planning processes and programming efforts. Thanks to its location, Central Indiana plays an important role in U.S. freight movement, moving goods through a complex network of railroads, roads, and air facilities.

In recognition of the importance of this sector to Central Indiana, in 2016 the MPO developed the Regional Freight Plan. Led by CDM Smith, the Regional Freight Plan documents the region's freight network and locates clusters of warehouses and distribution facilities to aid in the understanding of how vehicles move from the highway network to the local network. Additional analysis aided in the creation of a tiered roadway network that will allow the Indianapolis MPO to focus projects along regionally significant freight corridors. The plan process also helped to develop recommendations for education and policy changes to elevate Central Indiana freight planning.

Central Indiana Transit Plan

Indy Connect had a big year in 2016! After the Indiana General Assembly passed SEA 176 in 2014, amending Indiana Code 8-25, six counties were authorized to hold advisory public referenda

Left: A screenshot of an interactive map created by Conveyal. This tool allows users to compare the current transit system against proposed changes, providing information on access to jobs along routes, trip times, etc.

LONG RANGE PLANNING

on transit during general election years. Marion County certified their referendum in April 2016, and adjacent townships of Clay (Hamilton County) and Pleasant (Johnson County) decided to wait for a future election.

With a question on the ballot in Marion County, the MPO, IndyGo, and CIRTA assumed the role of educating as many Marion County residents and businesses as possible about the specifics of the Marion County portion of the Central Indiana Transit Plan, which we isolated and labeled the Marion County Transit Plan (MCTP). With clarity of purpose and sheer scale, 2016 became the biggest year of Indy Connect, which was already the largest public engagement campaign in Central Indiana's history.

- In February 2016, the MPO launched an updated version of the website, www.IndyConnect.org. The website has a regional focus ("The Central Indiana Transit Plan"), but a page was created within the site entirely devoted to the MCTP, with numerous links to specific information. It also included an animated video explaining the plan and the referendum process.
- In May 2016, the MPO released a 64-page document: The Central Indiana Transit Plan. The question-and-answer format makes it an easy reference material for the media, local decision-makers, and the public. An audio version of the document was released in June 2016. In addition to the full document, summary handouts were produced in both English and Spanish.
- The MPO, in partnership with CIRTA and IndyGo (dubbed "Indy Connect"), launched a large public education effort to ensure that Marion County residents understood the MCTP and the referendum question. Multiple forms of community engagement were employed:
- In 2016, the Indy Connect partnership provided 653 education and engagement opportunities to educate voters on the MCTP and the referendum question.
- Street Teams, sent to community events and festivals, attended 55 events and engaged with approximately 2,880 individuals. They were armed with handouts, a quick reference sheet, and a remote control bus for the kids (and adults) to play with.
- Ambassador Teams, sent to key community locations throughout the county, talked with residents and business owners and left behind handouts and contact information for patrons. They visited approximately 250 community centers, barber and beauty shops, clinics, grocery stores, community centers, and other locations. They also staffed a table at the Downtown Transit Center for the two weeks prior to the referendum to answer questions from riders.
- Staff held approximately 37 public meetings (presentation and Q&A sessions) in key locations within the community, where dates and times were advertised.
- Staff organized 52 special events, open to the public, but not necessarily with a Q&A opportunity. These included panel discussions and dinner series events.
- Staff attended approximately 74 community meetings with groups at their already scheduled meetings. These included neighborhood association meetings, meetings of local agencies and not-for-profits, and lunchtime presentations to employees at their place of work.
- Staff had approximately 37 meetings with key constituents to explain the plan, as well as elected officials, small stakeholder groups and media briefings.
- Media outreach, via audio advertisements on local radio stations and Pandora, as well as online advertisements with local news websites and a strategic social media campaign using Facebook and Twitter. This included 20 interviews with radio and print media.
- Staff distributed a summary folder and handouts of the MCTP to groups at meetings, branch libraries, and at the requests of grassroots organizations.
- Staff also met with trustees in Hamilton County and Johnson Counties to brief them on the Central Indiana Transit Plan and their options for township referendums.
- Staff held a transit planning workshop in Hamilton County to help them prepare for a potential 2018 ballot question.
- Staff created an interactive engagement-tracking map so that the community can see all of the sites of public education since 2010, when Indy Connect began educating in earnest.

ADMINISTRATIVE

The Administrative Section of the Indianapolis MPO has been hard at work in 2016. Not only has the section been focusing on the logistics of the organization ensuring that everything runs smoothly according to necessary regulations, but this year we focused on improving public interaction tools. Providing a conduit for agency/public information sharing is paramount in the MPO's continued focus on cooperative and comprehensive planning.

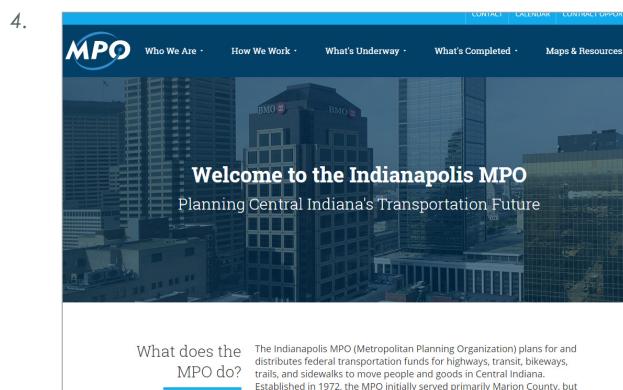
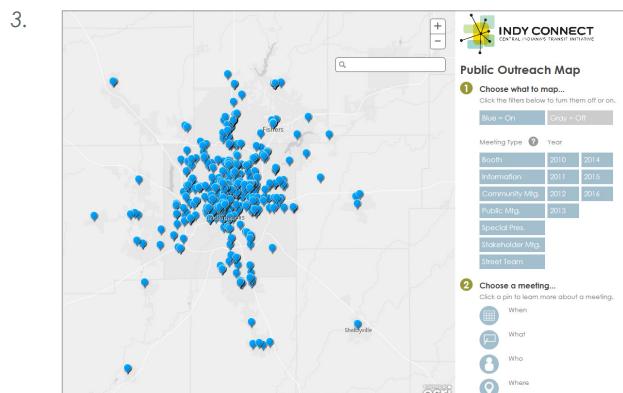
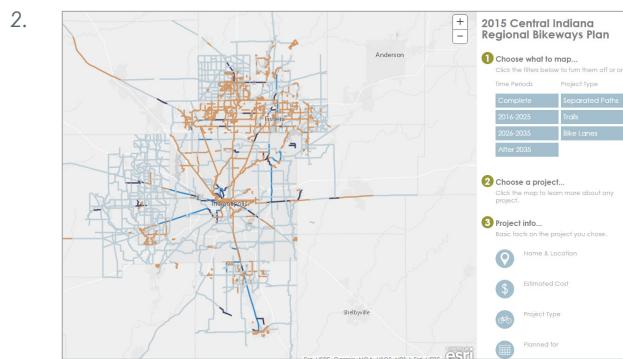
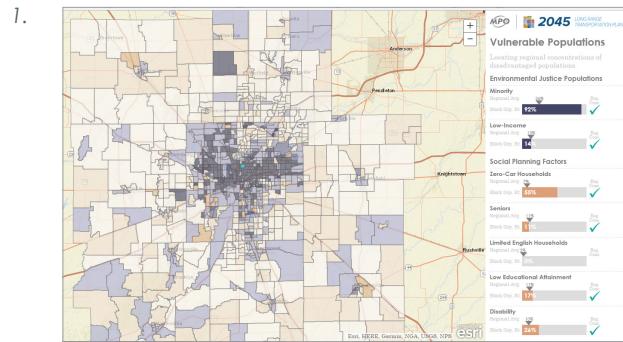
Visualizing Data

The Indianapolis MPO continually strives to find direct, easy-to-understand ways of communicating regional data. MPO staff completed several interactive maps during 2016 that clearly communicate complex spatial information. Some of the maps were utilized during the planning process, while others were utilized to display information directly to Central Indiana residents. A few examples include: (1) an environmental justice map, (2) regional bikeways plan map, and (3) a dynamic map of transit education meetings, opportunities, and events. The MPO plans as much as possible to continue to employ this story-telling technique with future data resources.

Website

Launched on December 16, 2016, the revamped MPO website (www.IndyMPO.org) will improve the MPO's communications with the public, Local Public Agencies, Indianapolis Regional Transportation Council members, and partner agencies. The public will find it easier to get information about upcoming meetings, follow current projects, and provide feedback to the MPO, and the MPO staff will be able to share information more efficiently. The site also provides quick and easy access to helpful data, maps, and regional plans and policies.

1. Environmental Justice Map of Vulnerable Populations
2. 2015 Central Indiana Regional Bikeways Plan Map
3. Indy Connect Public Outreach Map
4. Homepage of the new MPO website



ADMINISTRATIVE



ANNA GREMLING
Executive Director



SEAN NORTHUP
Assistant Director



ANITA BJORK
Office Manager



TAYLOR FIRESTINE
Planner

PROGRAMMING



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RYAN WILHITE
Senior Planner

DATA



ANDY SWENSON
Principal Planner



CATHERINE KOSTYN
Senior Planner



JENNIFER DUNN
Senior Planner



JOE FLOOD
Planner

INTERNSHIP PROGRAM

The Indianapolis MPO continued its program of hiring planning students as interns. The program continues to benefit both the interns and the Indianapolis MPO; the interns get great experience and the MPO gets critical staff resources for ongoing projects. In the past, some interns have proven to be so valuable that they have been hired for full-time positions.

In 2016, four interns contributed to a variety of projects. Summer intern Cory Banacka assisted the 2045 Long Range Transportation Plan staff in reviewing and completing work on the System Performance Report, and also worked with the National Performance Management Research Data Set. In addition, Cory completed a project evaluation as part of his own school work and assisted the MPO in understanding the performance of federally funded projects. His fellow summer intern, Ellen Forthofer, assisted Sean Northup in completing white papers on transit topics and education efforts for the Central Indiana Transit Plan.

Fall interns Andres Nieto and Ibrahim Galeza assisted the 2045 LRTP planning effort, with Andres completing white papers on scenario planning and trends, and Ibrahim completing work on the System Performance report.

INTERNS



CORY BANACKA



ELLEN FORTHOFER



IBRAHIM GALEZA



ANDRES NIETO

NEW HIRES

Joe Flood

A native of Plainfield, Joe holds bachelor's degrees in mathematical statistics and brain and behavioral sciences from Purdue University, and master's degrees in civil and environmental engineering and applied mathematics from the University of Washington in Seattle. Joe is responsible for developing the land-use forecast model and providing analytical support for the development of performance measures.

Jennifer Dunn

Jennifer comes to the MPO with a bachelor's in biology and environmental studies from Oberlin College, and a master's in environmental science from Indiana University's School of Public and Environmental Affairs. A Bloomington native, she works with the MPO's Data/Asset Inventory, which includes traffic count, pavement, and crash data.

Taylor Firestine

With a bachelor's degree in urban planning and development, and a master's in urban design from Ball State University's College of Architecture and Planning, Taylor joins the Indianapolis MPO as the Planner for Special Projects. In this role, the Fort Wayne native develops annual reports and analytical mapping, leads the Request for Qualification process, and assists with other administrative tasks.

RETIREMENT



KEVIN MAYFIELD

When Kevin Mayfield retired from the Indianapolis MPO on July 19, he brought to a close a long career of public service. A graduate of Indiana University, Kevin had served as an invaluable member of the MPO staff for 23 years.

Kevin's work made a significant impact over the years. Kevin has helped make Central Indiana a better place. Everyone at the MPO and on the Indianapolis Regional Transportation Council applauds Kevin's efforts, and we wish him well in his future adventures.

CONTACT

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