

INDIANAPOLIS METROPOLITAN  
PLANNING ORGANIZATION



# 2021

## ANNUAL REPORT



# ACRONYMS

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<b>ARPA:</b>	American Rescue Plan Act of 2021
<b>CEDS:</b>	Comprehensive Economic Development Strategy
<b>FHWA:</b>	Federal Highway Administration
<b>IARC:</b>	Indiana Association of Regional Councils
<b>IMPO:</b>	Indianapolis Metropolitan Planning Organization
<b>INDOT:</b>	Indiana Department of Transportation
<b>IRTIP:</b>	Indianapolis Regional Transportation Improvement Program
<b>ITDM:</b>	IMPO Travel Demand Model
<b>LPA:</b>	Local Public Agency
<b>L RTP:</b>	Long Range Transportation Plan
<b>LUAP:</b>	Land Use Advisory Panel
<b>MDL:</b>	Manufacturing/Distribution/Logistics
<b>MDC:</b>	Indianapolis Metropolitan Development Commission
<b>MiTIP:</b>	The IMPO's interactive project database
<b>MPO:</b>	Metropolitan Planning Organization
<b>MTP:</b>	Metropolitan Transportation Plan
<b>RACS:</b>	Regional Activity Centers
<b>SPMS:</b>	INDOT's project/finance database
<b>TIP:</b>	Transportation Improvement Plan
<b>UPWP:</b>	Unified Planning Work Program

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# ADMINISTRATION

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## Welcome to Cole Jackson

Cole Jackson joined the IMPO's Programming Section in February 2021, bringing with him a wealth of experience. Originally from southern Indiana, Cole earned his undergraduate degree in anthropology from Loyola University Chicago and his graduate degree in urban and regional planning from Ball State University. Before joining the IMPO, Cole worked as a planner for the City of Danville (Illinois) then moved on to the Chicago area, where he worked for the Northwest Municipal Conference and the Village of Glen Ellyn.



## Rose Scovel Named Secretary, Treasurer of IARC

Rose Scovel, who has represented the IMPO on the board of the Indiana Association of Regional Councils (IARC) since IMPO joined the organization in 2021, has been elected to serve as the IARC's secretary/treasurer. She was chosen for the position following the departure of Neil Stevenson, of the Anderson MPO, who left after a position change.



## Annie Dixon Named to “National 40 Under 40” in *MassTransit*

Mass Transit has named the IMPO’s Annie Dixon as an honoree of the magazine’s 40 Under 40 list. The magazine honors young professionals across the U.S. who have made significant contributions to public transit. Honorees are nominated by their peers and judged on criteria that included job commitment, industry involvement and contribution, achievement in their positions, and innovation in their field.

Dixon started her career at the Central Indiana Regional Transportation Authority (CIRTA), where she interned twice before working with them full-time. After 10 months, she was promoted to mobility manager, where she investigated the feasibility of new transit routes, managed three Workforce Connector operations, completed federal transportation grants and local financial audits, and represented CIRTA at panel discussions. She also helped initiate bus shelter construction along the Workforce Connector route in Plainfield.

Since she joined the IMPO in January 2020, Dixon has helped develop transit-oriented development (TOD) plans for IndyGo’s Red Line, the soon-to-be-built Purple Line, and the future Blue Line. Dixon



on was also heavily involved in developing transit plans for Hendricks and Johnson counties. She recently led a regional Coordinated Public Transit Human Services Transportation Plan effort that identified transportation needs and opportunities for coordination with human services and public transportation providers in the eight-county region. This plan has since been adopted by the IMPO’s Transportation Policy Committee.

# Public Involvement Plan Update

Prompted by its separation from the City of Indianapolis and the COVID-19 pandemic's impact on in-person meetings, the Indianapolis MPO has revised its Public Involvement Plan (PIP). Changes to the PIP include:

Updated terms and language referencing the Transportation Technical and Policy Committees, removal of the Administrative Committee, addition of the Executive Committee, and a new organizational chart for the committees.

An updated "Meeting Accessibility" section that includes provision of public meetings, presentations, and other engagement opportunities whether they are online, over the phone, in-person, or some combination of the three. This section also outlines requirements for the IMPO to follow when advertising public meetings.

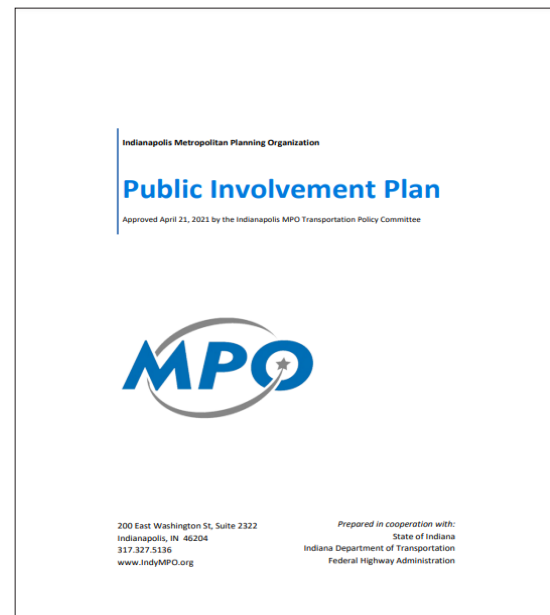
An updated Social Media section to include Instagram in the IMPO's list of social media pages.

Elimination of requirements for press releases for Metropolitan Transportation Plan and Transportation Improvement Plan amendments.

A new four-factor analysis to assess document translation and language access plan requirements; No changes were required.

The draft PIP was posted for public comment on Feb. 19, 2021, and the comment period was open until April 4, 2021. No comments were received during that time, and the PIP was approved by the Transportation Policy Committee on April 21, 2021.

Review the IMPO's PIP at [www.indympo.org/how-we-work/mpo-policies-procedures](http://www.indympo.org/how-we-work/mpo-policies-procedures).



### New Bylaws Approved

A review of IMPO's bylaws after the organization's separation from the City of Indianapolis led to the consideration of dues for transit agencies and an examination of the IMPO's committee structure. As a result of a process that included investigating a variety of options, dues for transit agencies were approved, as were changes to the bylaws that not only will support efficient and effective operations but also will position IMPO to add new committees (such as an Economic Development Policy Committee).

The Executive Committee bylaws now stand separate from others, with the Transportation Policy and Tech committees attached as an addendum that can be modified independently. Each committee has the ability to amend its own bylaws, and any added committees also will have separate addenda.

### IMPO Presentations

Director Anna Gremling presented to ULI Indiana on housing attainability in Central Indiana. Gremling also presented to the Central Indiana's WTS International in December of 2021 on INDOT funding programs.

Jen Higginbotham participated in two high school virtual career days in April 2021, for Crispus Attucks and Arsenal Tech high schools. The career day speakers were invited from fields including

development, government, and non-profit organizations. Jen also participated in the virtual MIBOR Master Professional Certification Program (MPRO) in October 2021. At the gathering designed to equip Realtors with education and experience in essential aspects of the real estate industry, Jen offered insights on land use planning and zoning laws and how they affect property rights as well as present and future use of land.



Anna Gremling



Jen Higginbotham



# PLANNING

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## A New Transportation Plan for 2050

The Indianapolis MPO has approved the 2050 Metropolitan Transportation Plan (MTP), replacing its 2045 Long Range Transportation Plan. In December, the IMPO's Transportation Policy Committee approved the updated regional MTP, a process that must be completed every four years.

The MTP must include major roadway and traffic capacity expansion projects to be eligible for federal funding within an MPO's Transportation Improvement Plan. However, the IMPO's 2050 MTP includes a lot of additional elements, including:

- A more thorough summary of the IMPO's accomplishments in the four years since the previous plan approval, including updated Regional Bikeway and Pedestrian Plans; transit expansions, planning, and funding adjustments; \$658 million in state and local roadway projects that opened to traffic from 2015 to 2020; economic development planning efforts; and more.
- Updated regional data and peer region comparisons, including population data, transit data, commuting data, and much more.
- An updated performance measures section, which revises or replaces previous measures that were difficult to report due to data limitations or that, in hindsight, were not useful.
- An update to the resource allocation, or spending goals, to shift 5% of the spending goal from capacity expansion projects to bridge and pavement preservation projects
- Updated project scoring criteria that: reallocated five points from a facilities functional classification to its importance to regional freight activities; incorporated new safety measures for the safety score; and updated the proximity scores and freight score to include the regional activity centers identified in 2020.
- A new recommended project list for years 2020-2049.
- A consolidation of the Congestion Management Plan components so that they are easier to find and reference as needed.
- Additional plan linkages for regional bikeway, pedestrian, transit, and freight planning, and bridge conditions, etc.
- Updated conclusions and recommendations.

Data Section Modeling Staff supported the project scoring process for the 2050 MTP by providing project level congestion output for the 2020 Base Year and the 2050 MTP Horizon year. Project scoring for the MTP incorporates a broad range of variables, including several project-level congestion-related outputs from the Indianapolis Travel Demand Model (ITDM) that are used in conjunction with other scoring measures to determine the final score for each project. The 2050 MTP can be found on the IMPO's website at [www.indympo.org/mtp](http://www.indympo.org/mtp).



# Scenario Planning and the Metropolitan Transportation Plan

A two-year scenario planning process has concluded that accommodating anticipated population and employment growth in the Indianapolis metro area will require an increase in developed areas.

This conclusion was reached through a scenario planning process launched in 2020 to inform the 2050 Metropolitan Transportation Plan (MTP). Using an established, off-the-shelf planning tool to develop a preferred future regional growth pattern (the IMPO chose Community Viz, an ArcGIS extension as the software product for scenario planning), the plan began with a base-line scenario developed from the future land-use plans for the jurisdictions in the IMPO counties. This was then used to normalize future land use classifications across the multiple jurisdictions and consolidate them into a single map.

While the future land-use plans were developed at different times, with different assumptions and different time horizons, they provided the best available starting point for a regional effort, which included a suitability analysis for residential, commercial, and industrial development to determine the areas that were most (and least) suitable for future development. Survey input and input from members of the IMPO land-use advisory panel guided the development and refinement of three alternative futures, which were blended into a hybrid scenario and ultimately refined into a preferred scenario.

This preferred scenario was allocated to Travel Analysis Zones (TAZ) and integrated into the Travel Demand Model (TDM) used in scoring projects for the MTP. The scenario planning process used the same 2050 population and employment numbers for each of the scenarios, changing only

the geographic allocation from one scenario to the next. All scenarios used the same density assumptions for the place types that comprised the scenarios.

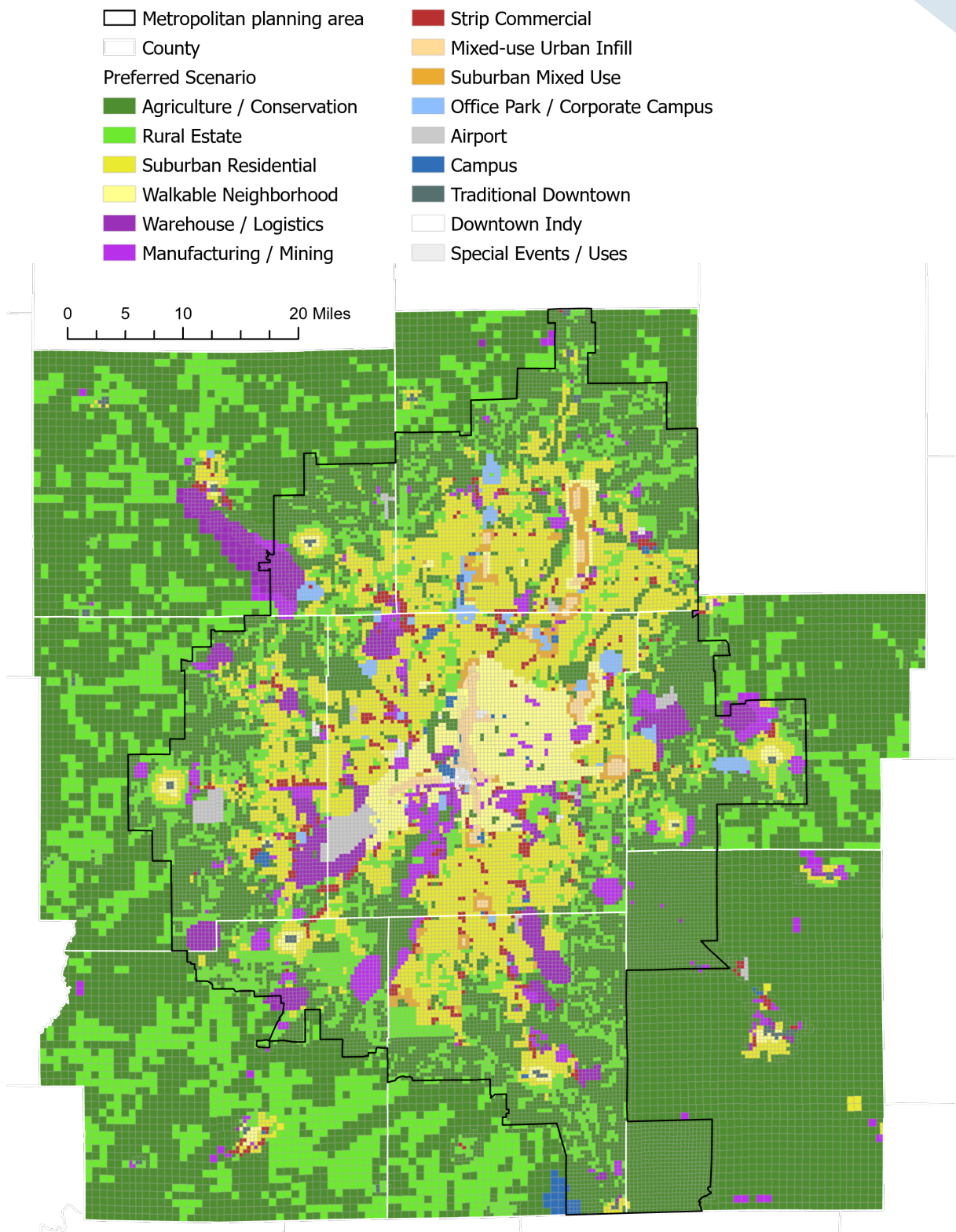
The preferred scenario, while focused on transit and building on existing developed areas, shows a considerable increase in the developed area of the region. This is primarily due to the density assumptions underlying the place types. Population and employment could have a more compact development pattern if the densities for the various place types are higher than the analysis' modest assumptions.

In order to achieve the preferred scenario, the following policy choices are recommended:

- Implementing the Marion County Transit Plan, particularly the Purple and Blue BRT lines.
- Developing the Nickel Plate rail trail corridor from Indianapolis to Noblesville.
- Adopting zoning ordinances that support mixed-use development, multi-family housing development, and gentle density increases.
- Increasing the bike mode split by improving bicycle travel routes in areas with housing, employment, and destination density.
- Improving walkability with sidewalk investment.
- Preserving parks and open spaces, as well as prime agricultural areas.

Learn more about the scenarios and explore the map at [www.indympo.org/maps-resources/data-studies/2050scenarioplanning](http://www.indympo.org/maps-resources/data-studies/2050scenarioplanning)





2050 Preferred Scenario map

# 2021 Performance Measure Update

In 2021, the IMPO complemented the regional Performance Measures (PMs) it reports annually to the IMPO Technical and Policy Committees with a new report showing three year-trends in those measures. (The IMPO adopted regional performance measures to complement federal performance measures as part of the 2045 Long Range Transportation Plan [LRTP].) Tracking metrics in categories of Move, Prosper, Make Safe, and Sustain, the IMPO reports those performance measures to the IMPO Technical and Policy Committees each year. This year, the IMPO also released a new three-year trend document covering 2019-2021 (using data from 2018-2020). Both the annual report and trend document are available on the IMPO web page.

Regional performance measures for coming years have been developed by the IMPO Policy Committee as part of the 2050 Metropolitan Transportation Plan (MTP). Most measures remain the same as the 2045 measures, with a few deletions, revisions, and additions that incorporate what the IMPO staff has learned about tracking regional performance measures since the adoption of the 2045 LRTP. These measures will be tracked and used in an annual report, a trend report, and future target setting. In contrast to the federally mandated performance measures, regional measures allow the IMPO to decide what to track, the methodology used, and related targets.

Tasked with adopting Federal Performance Measure Targets, in 2020 IMPO adopted INDOT's four-year Target Adjustments for PM2 (System Condition) and PM3 (System Performance). The IMPO also will recommended the adoption of annual PM1 (Safety) targets INDOT established in 2021.

Annual PM reports can be found at [www.indym-po.org/mtp](http://www.indym-po.org/mtp).



## Updating the Regional Freight Plan

The IMPO's updates to the Central Indiana Regional Freight Plan will provide clear understanding of the region's freight system, link freight operational performance to local industry activities, and identify freight needs and issues.

When the process is completed in 2022, information about planning needs will help prioritize multimodal infrastructure improvements and develop policy recommendations that enhance freight corridors and areas in the region. The Plan will include findings and relevant content from previous related studies and plans to provide up-to-date understanding of the region's freight network and identify existing and future freight needs in the region.

During 2021, a summary of regional existing freight conditions was created—including a summarizing video—and key stakeholders associated with freight activities were consulted on the strengths, weaknesses, opportunities, and threats for the regional freight system. A public survey was created and distributed, and the information gathered from these activities will inform the updated Regional Freight Plan, to be completed in mid-2022. The plan also had significant contribution from the IMPO's Data Section, providing the following data:

Data Source Provided by IMPO	Primary Use in the Freight Plan
National Performance Management Research Data Set (NPMRDS)	Truck speed profile analysis; identification of truck travel time delays; Truck Travel Time Reliability (TTTR) Index calculation
StreetLight Data	Extracting truck activity index (a measure of truck volume) for truck origin-destination mapping and analysis; truck congestion index mapping and analysis
Tiered Highway System in the IMPO Region - Shapefile	Developing freight system maps; use in conjunction with other data such as NPMRDS and StreetLight for mapping and analysis
Automated Reporting Information Exchange System Crash Data (ARIES)	Truck safety analysis in the IMPO region and identifying high crash density locations
Regional Freight Activity Centers - Shapefile	Comparison with StreetLight truck origin-destination analysis results
Freight MDL Centers	Comparison with StreetLight truck origin-destination analysis results

For more information on the Regional Freight Plan, including a timeline for activities, visit [www.indympo.org/whats-underway/regional-freight-plan](http://www.indympo.org/whats-underway/regional-freight-plan).



### A Shift in Public Transit Funding Sources

A study of Central Indiana transit services has resulted in recommended changes to the way not-for-profit transit agencies report their activities and the way those agencies are funded, as well as the suggestion that future funding for urban transit operations be overseen by IndyGo.

The study focused on how Central Indiana transit services use federal transit funding, which is designated for either rural or urban operations. Those operating mostly within the “urbanized area”—or “UZA”—should mostly or entirely use urban funding. However, it was observed that several not-for-profit (NFP) transit operators in Central Indiana were using rural funding but providing service within the urbanized area, which grows after each decennial census.

To review this situation, a study was conducted to identify how much of each operator’s service was in the urban or rural areas and make recommendations in two areas: adjustments to their service reporting responsibilities and funding that better matches the service areas.

Using real past trip data for each of the four NFP transit providers (Access Johnson County, Janus Development Services, LINK Hendricks County, and Hancock Area Rural Transit), the study determined that all or nearly all trips provided by each provider were either between two locations within the urbanized area or from an urban area to a rural area (or vice versa). Very few trips happened entirely within rural areas.

Financial information for each agency was also reviewed, showing that when the providers transition to urban transit funding, the total amount of urban transit funding to the region would increase, but it would not be enough to offset the high amount of rural transit funding the region had already been receiving, resulting in a net loss of funding.

The study also found that, per federal regulations, in order to switch over to the urban funding source, the counties in which each NFP transit provider operates (Johnson, Hamilton, Hendricks and Hancock) would need to begin using a procurement process to select transit providers, and the NFP transit providers would need to compete to provide the service for a county. (NFP transit providers previously have been permitted to use rural transit funding without competition.)

The study's resulting recommendations to the four counties addressed:

- How each provider should report their trip information moving forward
- How the region's future allocation of urban transit funding should be divided up among all eligible agencies/counties operating transit in the urbanized area
- A recommendation for IndyGo to oversee the urban transit funding program

The final report can be found at [www.indympo.org/rtp](http://www.indympo.org/rtp).



**Johnson County  
Public Transit**



**Hancock Co. Senior Services**



# Human Services Coordinated Plan

With many different transportation providers operating throughout the eight-county region, one might wonder, “Do these providers communicate with one another?” The Coordinated Public Transit-Human Services Transportation Plan—the Coordinated Plan for short—works to ensure that they do, brings the providers together to discuss transportation options and identifies goals to increase efficiency and coordination among providers.

The most recent review of the Central Indiana Coordinated Plan resulted in four overarching goals : improved coordination to support efficient scheduling and dispatching; improved accessibility of bus stops; increased awareness of the need for funding; and increased mobility for all regardless of age, race, income, or disability status.

Updated every four years, the Coordinated Plan explores areas for collaboration and efficiency, and identifies unmet needs and gaps in service and goals as well as strategies for addressing them. Because the Coordinated Plan is tied heavily to Section 5310 funds—federal funds specifically for transportation for individuals with disabilities and older adults—agencies that seek 5310 funds must include a related goal in the Coordinated Plan.

In the past year, IMPO staff worked with RLS and Associates, a Coordinated Plans consultant chosen by INDOT, to update the Central Indiana plan. The project drew input from the public and from stakeholders (including public transportation providers, human services providers, a Medicaid provider, Veterans Affairs, and the Indiana Statewide Independent Living Council) as well as a public survey, provider survey, individual stakeholder interviews, and group stakeholder discussions.

To develop the current goals, stakeholders met to review the public survey results as well as review the goals and strategies from the 2017 plan. Stakeholders discussed progress on prior goals and the applicability of those determined four years prior. The planning team presented draft goals and strategies from the first stakeholder meeting and surveyed the stakeholders prior to conducting another meeting to finalize goals.

The Coordinated Plan can be found at [www.indympo.org/rtp](http://www.indympo.org/rtp).



*Cover of the Human Services Coordinated Plan*



## IMPO Staff Support Transit-Oriented Development

With the Red Line bus rapid transit (BRT) route entering its third year of service and the construction of the Purple Line already beginning, it's vital to pursue transit-oriented development (TOD) for the limited land acreage with access to these high-frequency transit corridors.

The IMPO have been monitoring planning cases that request rezonings or variances within a half-mile of existing and proposed BRT corridors, which makes up only two square miles, or 4%, of Marion County's total land area. If a planning case requests zoning changes that would make the corridor more TOD-friendly, such as construction of higher density residential units or a mixed-use development, IMPO staff would submit a letter of support to the Indianapolis Metropolitan Development Commission (MDC) for the proposal. Conversely, for zoning changes that would make the corridor less favorable to TOD, such as construction of a drive-through or a request for extra surface parking, staff would submit a letter of opposition to the MDC. Moving forward, the IMPO is looking into methods of expanding its documentation of planning cases with impacts on TOD in the region.

IMPO Staff also collaborated with the City of Indianapolis on the creation of the new TOD overlay zoning district, providing input on the types of low-density, auto-oriented uses that should be restricted within 1,000 feet of the bus rapid transit lines. The TOD Overlay District was approved by the City-County Council in August 2021, along with county-wide changes to promote walkable, mixed-use communities.

In addition to approving the TOD Overlay District, the MDC also adopted an update to the Red Line TOD Strategic Plan and Purple Line TOD Strategic Plan, both originally produced by the IMPO. These plans provide a market analysis that gauges a station's propensity for transit-oriented development and identifies ways to catalyze development based on current market conditions surrounding a station, as well as a summary of land use and infrastructure conditions. The TOD strategic plans are designed to help planning agencies and developers alike understand the current conditions within ½ mile around each individual BRT station (existing and planned Red Line, Purple Line, and Blue Line stations). IMPO partnered with IndyGo and the Department of Metropolitan Development to update the plans.

# Northern Johnson County Transit Plan

Following the successful referendum for transit that took place in Marion County in 2016, other counties and townships that share a border with Marion County became eligible to conduct their own transit referenda. Johnson County as a whole as well as Pleasant Township, White River Township, and Clark Township are currently eligible to conduct a referendum for transit. With local match dollars contributed by the City of Greenwood and IndyGo, the Indianapolis MPO and its contractors HNTB and RLS and Associates developed the Northern Johnson County Transit Plan.

As a chapter in the Central Indiana Transit Plan – Central Indiana’s planning tool for regional public transportation – the Northern Johnson County Transit Plan draws from existing travel patterns, population and employment trends, stakeholder interviews, public survey results, and ongoing stakeholder engagement to provide an evaluation of current transportation services as well as options for improving transit. The planning team also projected potential revenue dollars that could be generated by a referendum in White River Township, Pleasant Township, and Franklin Township. While Franklin Township is not currently eligible to conduct a referendum for transit, stakeholders were clear in their desire to see the township included in planning efforts. The study area included White River Township, Pleasant Township (containing most of the City of Greenwood), and Franklin Township.

The project team deployed a public survey via the polling software MetroQuest and released this online survey in English, Spanish, and Hakha Chin. Additionally, the team deployed an on-board survey with Access Johnson County drivers to solicit rider feedback. Stakeholders reviewed data on existing commuting, population, and employment data as well as the survey results and determined the goals of the transit network to include evenly dividing resources between a ridership model and coverage model, focusing some resources on improved employment transportation, improving east-west connectivity, and improving Access Johnson County’s demand response service.

Stakeholders were interested in both improving fixed-route service to support the economic growth and workforce movement and devoting more resources to improving the existing Access Johnson County service to provide better service for individuals who cannot drive, seniors, and people with disabilities. Service scenarios included ways to improve Access Johnson County’s existing service with their projected budget after the 5307 transition, expansion scenarios connecting all three townships with fixed routes, and scenarios for expansion of transit in Pleasant Township. Additionally, the plan includes some point-in-time projections of revenue and potential service that could be achieved with an economic improvement district targeting employment centers east of I-65.



*A wheelchair accessible vehicle used by Access Johnson County, a public transportation service*

None of the townships or the county are currently considering a referendum, so the plan is structured to provide a foundation of information and scenarios that a community could further develop. The planning process generated conversations in the region related to transit and offered local stakeholders options for guiding the future of public transit in the region.

The Northern Johnson County Transit Plan can be found at [www.indympo.org/rtp](http://www.indympo.org/rtp).

### CEDS: Where Are We Now?

A process required for communities seeking certain federal funds and necessary for the creation of an Economic Development District (EDD) was launched in early 2021 with the IMPO and representatives from eight counties meeting with consultants from TIP Strategies.

The Central Indiana Comprehensive Economic Development Strategy (CEDS) brought together a broad strategy committee from Boone, Hamilton, Madison, Hendricks, Marion, Hancock, Morgan, and Johnson counties to collaborate with the TIP Strategies team. Focusing first on discovery – considering data, past planning efforts, and stakeholder input—the process continued with summer focus groups, working groups, the strategy committee, and consultants working to develop initiatives for the region in the areas of Talent, Innovation, and Place.

The resulting CEDS draft document will be ready in early 2022, and available for public comment in early/mid-2022. In addition to the strategy document, the consulting team will provide recommendations on development and funding strategies for a future EDD to benefit Central Indiana communities. More information about the CEDS is available at [www.indympo.org/whats-under-way/ceds](http://www.indympo.org/whats-under-way/ceds).

A CEDS is required for eligible communities in the region to apply for US Economic Development Administration (EDA) funding in the Economic Adjustment Assistance and Public Works programs, which are regularly funded by Congress. The strategy document can be used to support grant applications for a period of five years. An Economic Development District extends the eligibility for funding within the region and allows, in some cases, for direct non-competitive funding.





## Support for READI and ARPA Grant Applications

2021 came with unusual opportunities for state and federal funding for local and regional projects due to the COVID-19 pandemic. The 2020 CARES Act provided additional funding opportunities (including financial support for the CEDS), but the READI and ARPA programs were larger in scale.

READI, the State of Indiana initiative for regionally-transformative projects, was launched in early summer. It provided the opportunity for self-defined regions to submit for planning funds that would allow them to quickly plan for investments of up to \$50 million, with a significant local public, private, or philanthropic match. Regional Development Authorities (RDAs) or non-profits were eligible to apply on behalf of a region. The Central Indiana RDA was the applicant for the White River Regional Opportunity Investment (ROI) application that includes Hamilton, Madison, and Marion Counties, and Zionsville and McCordsville. Communities that are participating include Carmel, Fishers, Noblesville, Westfield, Anderson, and Indianapolis.

Successfully awarded funds, the region submitted a portfolio of projects to the state in September, which is expected to make decisions on READI investment in late 2021 or early 2022.

The American Rescue Plan Act (ARPA) made federal Economic Development Administration (EDA) funding available in six separate programs: Build Back Better Regional Challenge; Good Jobs Challenge; Economic Adjustment Assistance; Indigenous Communities; Travel, Tourism, and Outdoor

Recreation; Statewide Planning, Research and Networks; and Coal Communities Commitment (embedded in other programs). The IMPO has provided letters of support connecting local applications to the regional CEDS for projects in Hamilton County, Hendricks County, and Indianapolis.

Both grant programs are one-time special programs or extensions of existing programs with different criteria and funding than is typically available. The state funding opportunities generally need to be connected to an RDA, while federal funding opportunities need to be connected to a regional strategy/CEDS. The IMPO supports communities in Central Indiana in applying for (and managing, if applicable) state funding opportunities through the Central Indiana RDA, and supports federal long-term funding opportunities through updating the CEDS and pursuing designation as an Economic Development District (EDD).

# Central Indiana Ride Guide

A resource for locating bike infrastructure within the IMPO's eight-county region, The Central Indiana Ride Guide seeks to increase the enjoyment and safety of area cycling by sharing key information: the current and proposed bikeway facility information included in the 2020 Regional Bikeways Plan, and information gathered in the IMPO Bike Amenity Crowdsourcing Map created in the summer of 2021.

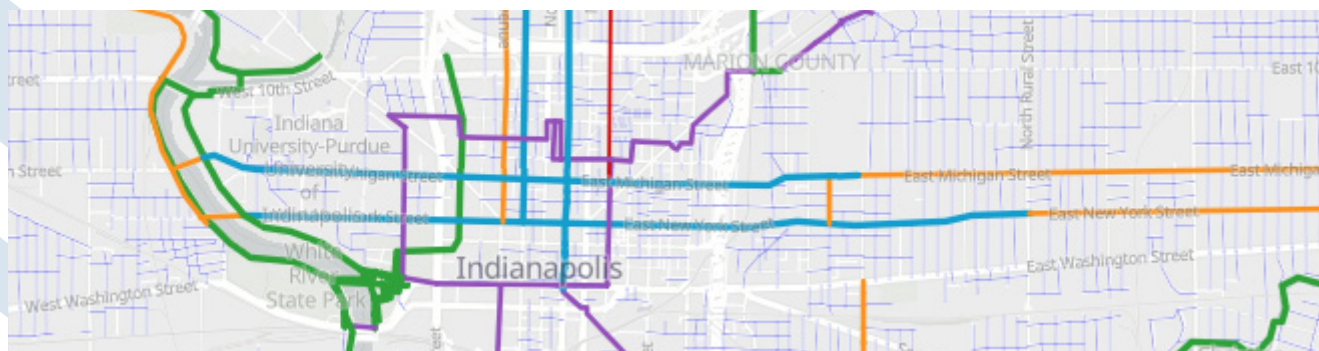
Created using ESRI's Crowdsourcing Reporter tool, the Bike Amenity Crowdsourcing Map allows users to identify and locate on a virtual map amenities such as bike racks, bike-share stations, park-and-ride locations, bike shops, repair stations, non-commercial public restrooms, and secured bike parking (such as bike lockers), as well as the amenity's condition. The responsive tool, which can be used on either mobile or PC platforms, will be reopened periodically each year for crowdsourcing updates.

In addition to amenities, the Ride Guide displays routes for existing trails, side paths, protected bike lanes, painted bike lanes, and sharrows. It also shows roadways designated as "low-stress

roads for bikes" based on the Bike Network Analysis (BNA) model in the 2020 Regional Bikeways Plan. This model calculates how stressful it is to ride a bike on a particular roadway using multiple inputs, including number of roadway lanes, width of those lanes, presence of protected bikeway infrastructure, posted speed limits, and annual daily traffic volume.

The Central Indiana Ride Guide is one of the most comprehensive bike information resources in Indiana, and as local communities continue to build out bike networks and amenities, the inventory of current and proposed bikeway facilities and amenity locations will continue to improve.

To view the Central Indiana Ride Guide, visit [www.indympo.org/rideguide](http://www.indympo.org/rideguide).



# DATA

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## Completion of the Travel Demand Model Update

In 2021, the IMPO and its consultants completed a multi-year process to the Indianapolis Travel Demand Model (ITDM), a set of advanced mathematical models used to forecast transportation demand. The process began in late 2018 and wrapped up in February 2021, focusing on updates to ITDM modules related to freight movement forecasting. These new model components were developed and calibrated using data derived from the trucking industry and from vendors who process data recorded by the mobile applications used by travelers on regional roadways. A significant number of short-term traffic counts

also were taken specifically for this project. The mobile data, together with the new traffic counts, were also used to calibrate the entire model to support realistic model results for all travel purposes. The model was available for use during the 2050 MTP project evaluation process.

## Asset Management Plan Completion

In 2021, the Indianapolis MPO completed an Asset Management Report summarizing the pavement and bridge asset management plans from our member Local Public Agencies (LPAs). Using information the LPAs submitted to Purdue's Local Technical Assistance Program (LTAP), the report (required by IC.36-7-7.7-11 to be completed before Oct. 1, 2021) compiles and analyzes transportation asset management plans of each eligible political subdivision that is a member of the IMPO.

Living documents, the asset management plans provide a structured framework of asset information to help determine when it is most appropriate to repair, replace, or rehabilitate a particular asset. It also serves to inform a long-term funding

strategy to ensure sufficient funds will be available to implement improvements. The Asset Management Report summarizes the 2020 Pavement Inventories, 5-Year Treatment Plans, and Bridge Priority Lists for the eight-county region, and calculates Pavement Surface Evaluation and Rating (PASER) and Pavement Condition Index (PCI) scores for the region based on the LPA's Pavement Inventories. Overall Bridge Condition scores also were calculated based on the 2020 National Bridge Inventory (NBI) scores.

The full report can be found at [www.indympo.org/maps-resources/data-studies/technical-studies](http://www.indympo.org/maps-resources/data-studies/technical-studies).

### 2020 Fatal and Serious Injury Crash Data

In 2021 the IMPO continued its multi-year effort to correct the locations of the region's ARIES (Automated Reporting Information Exchange System) crash records. The official crash record repository for the State of Indiana, the ARIES records have been found to have issues with locational accuracy, issues that make ARIES data very difficult to analyze.

Since 2017, the IMPO has contracted to have the location corrected for crash records involving fatalities or serious injuries; however, as crash location data has improved, the IMPO was able to change the process. Now it is able to target 2020 crash locations that were missing their latitude and longitude locations as well as locations that were in a county that did not match the jurisdiction of the record. The data improvements also allowed the location of 100% of the pedestrian, bicycle, and fatal records to be reviewed and corrected.

Through this process, the Indianapolis MPO's Crash Dashboard has been updated with 4,127 fatal and incapacitating 2020 crash records. This additional set of records brings the total number of records on the dashboard to over 20,000 records for crashes that took place between 2015 and 2020. The Crash Dashboard allows users to select a specific town or city to see only those crash locations, as well as to filter data by year and by crash type (vehicle, pedestrian, or bicycle).

The dashboard can be accessed at [www.indympo.org/crash](http://www.indympo.org/crash).



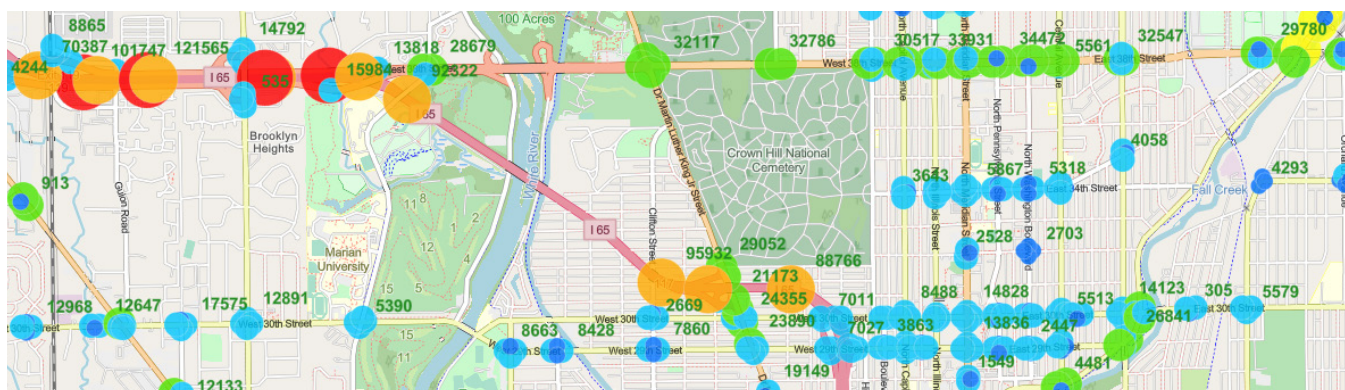


## New StreetLight Data Availability for LPA Members

Data and tools available through an agreement with StreetLight Data, Inc., have given the IMPO access to estimates of travel volume, trip origins and destinations for specific locations and other travel data helpful in planning. In March of 2020, the IMPO signed an agreement to access the data and analysis tools from StreetLight, which obtains its data from companies brokering mobile data (e.g., cell phone, tablet, and GPS-based navigation systems) from GPS sources as well as data from location-based service providers (mobile applications running on cell-phones (LBS data).

StreetLight processes the data and offers the resulting data products and online tools through its web-services interface. The agreement, which runs through March of 2022, allows IMPO member agencies to use the data for supporting MPO-funded projects or addressing MPO grant applications. The online tools also are available for short-term use by consultants working on IMPO member projects.

To learn more about the IMPO's StreetLight data, visit [www.indympo.org/streetlight](http://www.indympo.org/streetlight).



## Employment Data Licensing

A pair of data sets licensed by the IMPO in 2021 supports ongoing planning with accurate employment figures and projections.

Woods and Poole Indiana forecast data provides regional employment and population estimates and forecasts that the IMPO uses to provide county and regional control values to help properly constrain IMPO small-area estimates and forecasts. This data is licensed for internal IMPO study only.

The second data set, Data Axel (formerly InfoUSA), provides licensed access to U.S. business information collected through employer surveys, mostly by phone. The IMPO uses the Data Axel data primarily to identify local employment locations and the number of employees working in each location, but it also provides business contact information that can be used for planning. This data is licensed for use by all MPO agency members. The IMPO's download was made in March of 2021.

## 2020 Census Data

While most of the attention paid to the U.S. 2020 Decennial Census data focused on how it would affect voting districts, the data also is informative for regional planning. Made available to the public by the U.S. Bureau of the Census on August 12, 2021, the 2020 Census Redistricting Data (Public Law 94-171) Summary File included 2020 Census population counts by race, Hispanic origin, voting age and housing unit data for counties, places, census tracts, and blocks.

The first analysis of this data by the IMPO compared place data from 2010 to 2020 (see Figure 1). Additional development of this data will include the update of all IMPO data files to reflect this authoritative demographic source. Population change data from 2010 to 2020 for all of the IMPO's member cities and towns is available on the following page.



## Population by Census Place, 2010 and 2020

Geographic Area	2010	2020	2010-2020 Change	2010-2020 % Growth
Avon town	12,446	21,474	9,028	73%
Bargersville town	4,013	9,560	5,547	138%
Beech Grove city	14,192	14,717	525	4%
Brooklyn town	1,598	2,511	913	57%
Brownsburg town	21,285	28,973	7,688	36%
Carmel city	79,191	99,757	20,566	26%
Cicero town	4,812	5,301	489	10%
Cumberland town	5,169	5,954	785	15%

*Source: US Bureau of the Census, 2020 Census Redistricting Data (Public Law 94-171) Summary File*

Geographic Area	2010	2020	2010-2020 Change	2010-2020 % Growth
Danville town	9,001	10,559	1,558	17%
Fishers town	76,794	98,977	22,183	29%
Franklin city	23,712	25,313	1,601	7%
Greenfield city	20,602	23,488	2,886	14%
Greenwood city	49,791	63,830	14,039	28%
Indianapolis city (balance)	820,445	887,642	67,197	8%
Lawrence city	46,001	49,370	3,369	7%
McCordsville town	4,797	8,503	3,706	77%
Mooresville town	9,326	9,411	85	1%
New Palestine town	2,055	2,744	689	34%
Noblesville city	51,969	69,604	17,635	34%
Pittsboro town	2,928	3,682	754	26%
Plainfield town	27,631	34,625	6,994	25%
Southport city	1,712	2,123	411	24%
Speedway town	11,812	13,952	2,140	18%
Westfield town	30,068	46,410	16,342	54%
Whiteland town	4,169	4,599	430	10%
Whitestown town	2,867	10,178	7,311	255%
Zionsville town	14,160	30,603	16,443	116%

# PROGRAMMING

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## Coronavirus, Response, and Relief Supplemental Appropriations Act (CRRSSA)

On Feb. 24, 2021, the U.S. Department of Transportation issued implementation guidance on the \$9.8 billion in supplemental Highway Infrastructure Program (HIP) funds apportioned to state departments of transportation by the Coronavirus, Response, and Relief Supplemental Appropriations Act (CRRSAA). The legislation provided additional funds through the Federal Highway Administration (FHWA) to address the significant impacts of the COVID-19 pandemic on the nation's transportation systems.

The State of Indiana was allocated \$236,385,835 in CRRSAA funds, and the Indianapolis MPO's urbanized area was allocated \$13,398,652 of those funds. The funds were made available immediately and continue to be available until Sept. 30, 2024.

The IMPO staff evaluated the current Transportation Improvement Program and how best to utilize these additional funds in the IMPO's existing program of projects. After careful consideration and at the IMPO staff's recommendation, the IMPO Transportation Policy Committee adopted a resolution in June directing the IMPO to apply the region's allocation of CRRSAA funds to existing infrastructure projects scheduled for State fiscal year 2022. Because State fiscal year 2022 was heavily programmed, this application of CRRSAA funds will allow more projects to go to construction sooner.



## Federal Funds Exchange Program

As reported in the last year's Annual Report, in 2020 the IMPO executed an agreement with the Indiana Department of Transportation (INDOT) to exchange the IMPO's annual allocation of Federal transportation program funds for State funds. This program, known as the Federal Fund Exchange Program, changes the way funds are distributed to local public agencies and the way they build transportation projects. Ultimately, the shift should result in important regional projects moving from funding award to completion in a more efficient and timely manner, benefiting all of Central Indiana.

This past year, the IMPO worked with local public agencies, a subcommittee of the Transportation Technical and Policy Committees, and our

consultant, American Structurepoint, to create a guidance document that outlines policies and procedures for developing and funding projects under the Federal Funds Exchange Program. Adopted by the Transportation Policy Committee in August, ahead of the late-summer call for projects, the agreement will address projects that can go to construction in 2025 and 2026, the first to be funded under the Federal Funds Exchange Program.

More information on the Federal Fund Exchange Program can be found at [www.indympo.org/tip](http://www.indympo.org/tip).



*Transportation Policy Committee meeting, August 2021*

## TIP By The Numbers

**372** *Unique Projects in the 2022-25 TIP*

**\$4.6 Billion** *Total Cost of Projects in the TIP*

**33** *Local Projects Were Under Construction in 2021*

**\$409.5 Million**

*Federal Funds Obligated to Central Indiana in 2021*

PROJECT TYPE	Road & Highway	\$275.6 Million
	Bridge	\$68.9 Million
	Transit	\$25.5 Million
	Bike & Ped	\$25.4 Million
	Other	\$14 Million

**89 Amendments** *Processed by IMP Staff*

- **13 INDOT**
- **34 Administrative**
- **42 Local**

***Funded in 2021***



**Miles of New Roadway**



**Bridge Replacements**



**Bike and Pedestrian Projects**



**Intersection Safety Upgrades**



### Project Spotlights

#### *146th Street West - Phase 4 (Hamilton County)*

In the fall of 2021, Hamilton County finished construction on phase four of its 146th Street project. Phase four of this road expansion project brought the project from Shelborne Road to the Boone County line and included roundabout intersection improvements. Funding for two-thirds of the \$11 Million construction cost for this project came from MPO-managed federal funds.



#### *Main Street & Meadowview / Yorktown Roundabout (City of Greenwood)*

The City of Greenwood recently completed construction of a roundabout project on the Main Street and Yorktown Road/Meadowview Lane intersection. Construction of this project was 80 percent funded by federal Surface Transportation Block Grant (STBG) funds. The project builds upon several other recent intersection improvements throughout Greenwood meant to reduce congestion and increase safety.





### *Monon Trail Bridge over 38th Street (City of Indianapolis)*

In March 2021, the Indianapolis Department of Public Works opened the new Monon Trail bridge over 38th Street. The bridge is intended to improve safety for users of the Monon trail. With the opening of the bridge, trail users no longer need to cross 38th Street at grade. The project

also added sidewalks along 38th Street near the Indiana State Fairgrounds. The total construction cost of the project was nearly \$4.6 Million and had MPO-managed federal funds supporting nearly 60% of the construction cost.





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