

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION

'22

2022 ANNUAL REPORT





TABLE OF CONTENTS

OUR TEAM

Organization Chart	2
New Staff Members	3

CONVENE

Staff Participation	4
Ride Guide Crowdsourc Updates	5

INFORM

Crash Data Cleanup	6
Dashboards	6
Distracted Driving Campaign	8
Environmental Justice Map	9
IndyGo On-Board Survey	9
Streetlight Data	10
Indianapolis Travel Demand Model	10
ITDM Data Request Forms	10
IMPO–MIBOR Community Preference Survey	11

PLAN

Vision Zero Policy	12
Regional Freight Plan	12
Comprehensive Economic Development Strategy	14
Safety Action Plan	15

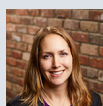
FUND

TIP By The Numbers	16
Financial Revenues	17
Responding to Federal Transportation Language	17
IMPO Technical Assistance Program	18
Certification Review	19
Pedal & Park Program Stronger Than Ever	19

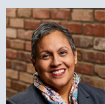
OUR TEAM



ADMINISTRATION



Anna Gremling
Executive Director



Anita Bjork
Office Manager



Sean Northup
Deputy Director

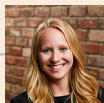
ECONOMIC DEVELOPMENT



Rose Scovel
Principal Planner I



Steve Cunningham
Principal Planner III



Kristyn Sanchez
Senior Financial Analyst



Cole Jackson
Financial Analyst II

PROGRAMMING



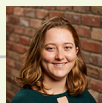
Jen Higginbotham
Principal Planner II



Annie Dixon
Senior Planner I



Andrew Magee
Senior Planner I



Andrea Miller
Senior Planner I

PLANNING



Andy Swenson
Principal Planner II



Catherine Kostyn
Data Modeler II



Jennifer Dunn
Senior Planner I

DATA



NEW STAFF MEMBERS

The IMPO was pleased to add senior planners Andrea Miller and Andrew Magee to our team in 2022. Riley Choe assisted the Planning Section as a fall intern.

ANDREA MILLER

Senior Planner

Andrea joined the Indianapolis MPO's planning section in 2022. Originally from Central Florida, she earned a bachelor of business economics degree from the University of Central Florida and moved to Indiana to pursue her master of public affairs degree at Indiana University. Prior to the IMPO, Andrea worked as a long-range planner for the City of Indianapolis. Outside of work Andrea enjoys hiking, running, and reading.



In 2022 Andrea mainly focused on managing the Safe Streets and Roads for All Safety Action Plan and researching housing needs and opportunities for the region. She will be managing a regional housing study in 2023, as well as an update to the safety action plan.

ANDREW MAGEE

Senior Planner

Andrew joined the Indianapolis MPO in 2022 as a senior planner with the planning section. An Ohio native, he earned his bachelor's degree in urban planning and development from Ball State University. Andrew came to the MPO from the City of Fishers, where he spent five years as a planner. Previously, he worked in GIS management and spatial site planning for the Boy Scouts of America in West Virginia. Outside of the IMPO, Andrew enjoys exploring new places, staying current on technology, and tackling home-improvement projects.



In 2022 Andrew updated the Central Indiana Ride Guide and created story maps and dashboards for the Regional Freight Plan update. He also assisted with Performance Measure reporting and began organizing a public data portal. In 2023 Andrew will be managing the creation of IMPO's Active Transportation Plan and updates to the Intelligent Transportation Systems Architecture.

RILEY CHOE

Intern

Riley was a fall intern focused on updating the Blue Line TOD Strategic Plan. In the land use analysis of the area around the Blue Line stations, Riley gained experience with ArcGIS Pro and the Adobe suite including Illustrator and InDesign. The final plan will be presented to the Indianapolis Metropolitan Development Commission for adoption. Riley graduated from Carmel High School, where he focused his AP Research & Government class projects on alternative modes of transportation. Riley participates in local planning processes in Carmel and has done volunteer work for safer road design in Indy.



WE CONVENE



STAFF PARTICIPATION

After a two-year hiatus due to the COVID-19 pandemic, IMPO returned to conferences and events, presenting projects, participating in panel discussions, networking with peers, and connecting with the public.

Women's Transportation Seminar (WTS)

(Indianapolis) – Anna Gremling is serving as DEI Committee Chair for the WTS Indianapolis Chapter. WTS is dedicated to creating a more diverse, inclusive, and equitable transportation industry through the global advancement of women.

Indiana Metropolitan Planning Organization Conference (Jeffersonville, IN)

– Senior Planner Andrea Miller presented on the Safety Action Plan.

Rail-Volution Conference (Miami) – Senior Planner Annie Dixon presented a case study of public transit in Central Indiana.

InnoPower Minority Business Week Conference -

Rose Scovel participated in a panel to discuss the Central Indiana Comprehensive Economic Development Strategy (CEDS). The panel was pre-recorded and broadcast on local television June 17.

Top 10 Coalition - In December, Rose Scovel served on a speaker panel during the Top 10 coalition's annual meeting. The Top 10 coalition has a goal of improving Indiana's health rating from near the bottom of the state rankings to the Top 10.

State of Aging in Central Indiana Report (SoAR)

(webinar) - Jen Higginbotham participated in a panel discussion as part of the SoAR webinar series.



Annie Dixon (left) participates in a joint presentation at Rail-Volution in Miami



Andrea Miller and Cole Jackson staff a table at Car Free Day Indy



RIDE GUIDE CROWDSOURCE UPDATES

Updated for National Bike Month, the Central Indiana Ride Guide seeks to increase the enjoyment and safety of area cycling by sharing and promoting bike infrastructure within the IMPO's eight-county region. Updates were gathered from the public during May using the IMPO Bike Amenity Crowdsourcing Map.

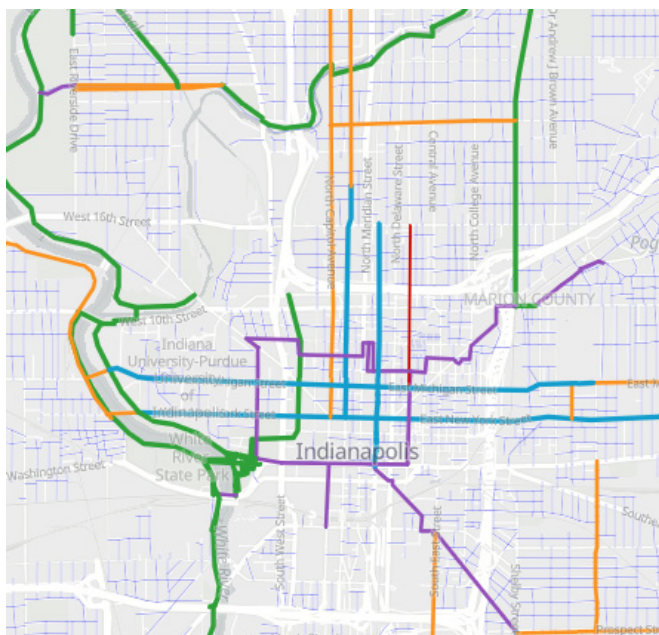
Using ESRI's Crowdsourcing Reporter tool, the Bike Amenity Crowdsourcing Map allows users to identify and locate, on a web map, amenities such as bike racks, bike-share stations, park-and-ride locations, bike shops, repair stations, non-commercial public restrooms, and secured bike parking (such as bike 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. A comprehensive review of these facilities, and the BNA model, will be conducted in 2023 as part of the upcoming Active Transportation Plan.

To view the Central Indiana Ride Guide, visit www.indympo.org/rideguide.



The Central Indiana Ride Guide uses color to differentiate bike facilities by type



Social media post for the Central Indiana Ride Guide

WE INFORM



CRASH DATA CLEANUP

During 2022 the IMPO continued efforts to correct the locations of its ARIES (Automated Reporting Information Exchange System) crash records. The ARIES records are the official crash record repository for the State of Indiana, but these records have issues with locational accuracy. These problems with location make ARIES data very difficult to analyze. Since 2017, the IMPO has contracted to have the location corrected for crash records involving fatalities or incapacitating injuries.

In the past, the IMPO project agreement required a review of all fatal and serious crashes. As crash location data has improved, the IMPO was able to change the process. Starting in 2021, the IMPO targeted the crash locations that were missing latitude and longitude locations as well as locations that were in a county that did not match the jurisdiction of the record. In addition, the location of 100% of the pedestrian, bicycle, and fatal records were reviewed and corrected. During 2022, over 4,500 crash reports from 2021 were reviewed and corrected. The IMPO Crash Dashboard (right) currently displays over 25,500 corrected crash records.

DASHBOARDS

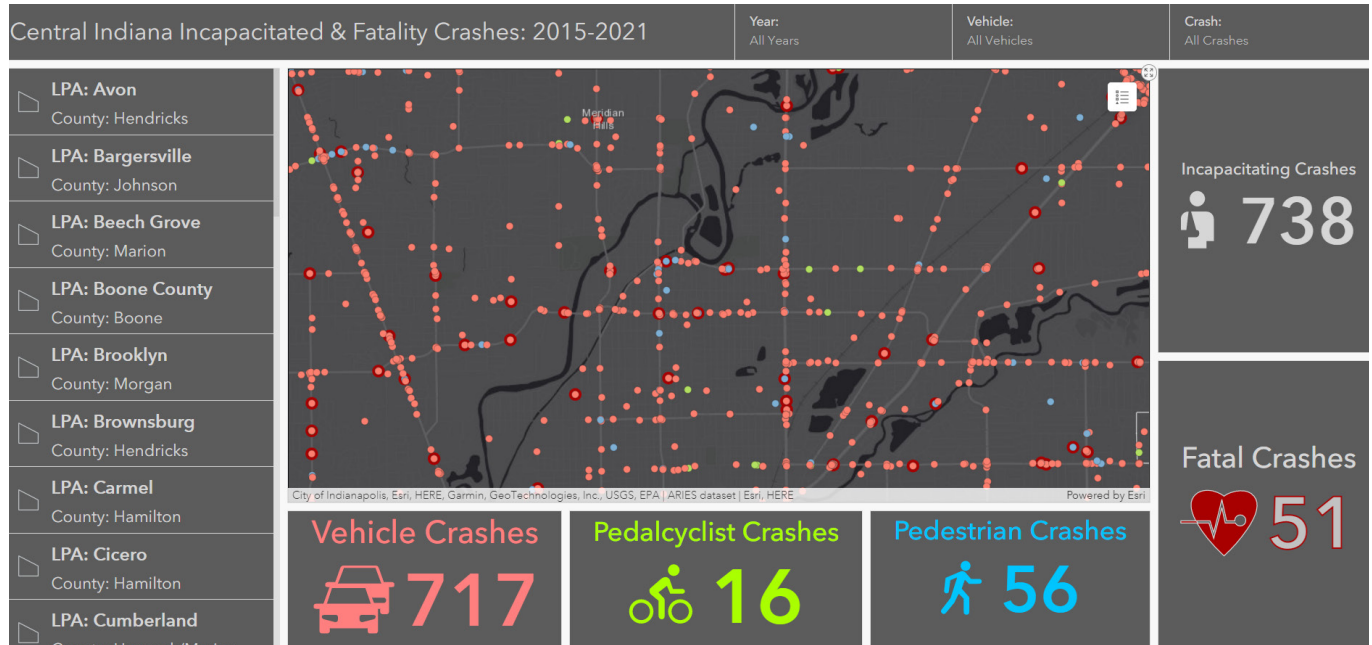
Dashboards on the IMPO's website provide a powerful tool for helping explain large amounts of data to the public and local public agency (LPA) members. These dashboards (www.indympo.org/dashboards) are powered by Esri's ArcGIS Online dashboard plug-in, which creates interactive maps with a series of filters, data indicators, and charts.

The Crash Data Dashboard provides the latest fatality and serious injury crash records for the eight-county region. Crash records come from the ARIES (Automated Reporting Information Exchange System) database, the official crash repository of the Indiana State Police. Crash locations have been checked and corrected for locational accuracy. Interactive features allow users to customize crash locations by a specific town or city, by year and by crash type (vehicle, pedestrian, or bicycle). In 2022 we added over 4,500 fatal and incapacitating crash records. The dashboard currently displays more than 25,000 fatal and incapacitating crashes that occurred between 2015 and 2021.

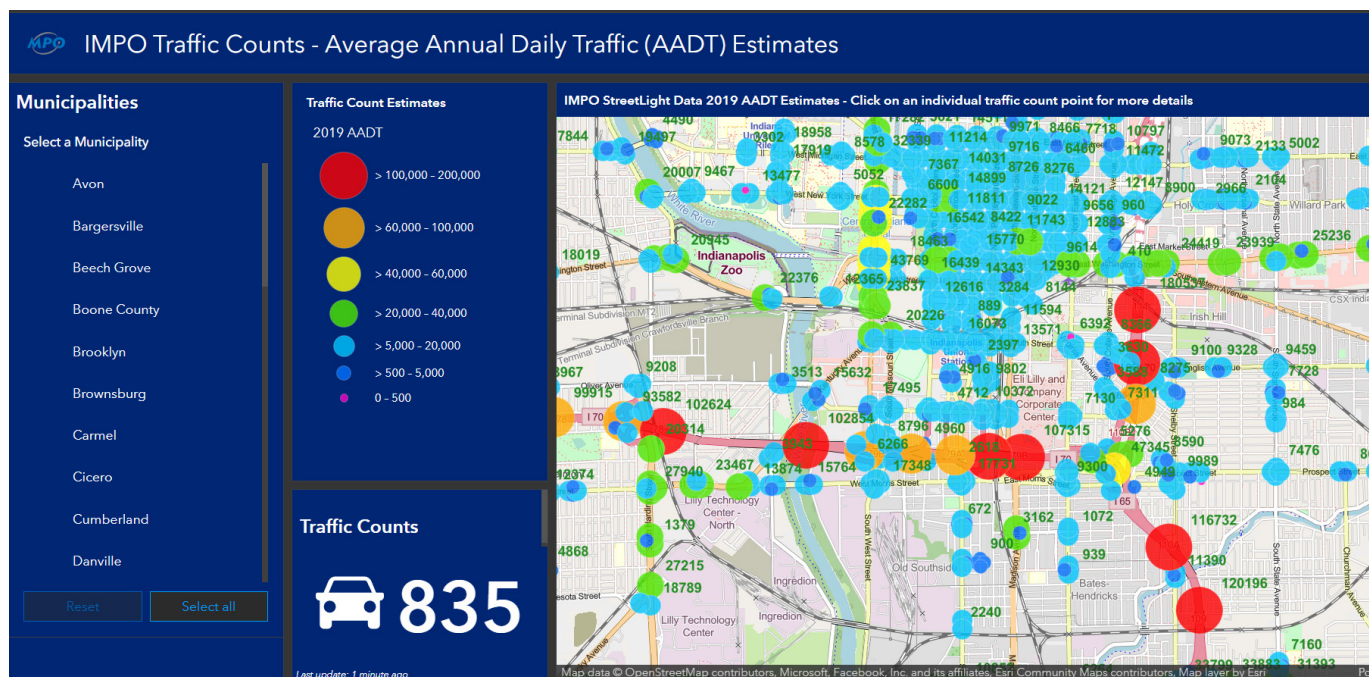
» **2022 Views: 1,745**

The Average Annual Daily Traffic Estimate Dashboard was developed in 2022. It displays Average Annual Daily Traffic (AADT) estimates for major roads in the IMPO's eight-county region. The dashboard displays over 10,000 traffic count locations and allows the user to select a particular LPA to zoom in on. The dashboard is a valuable tool for our members and the public to easily access over 20,000 AADT estimates.

» **2022 Views: 902**



Crash Data Dashboard



AADT Dashboard

DISTRACTED DRIVING CAMPAIGN

From 2015 to 2021, the number of fatalities and serious injuries resulting from vehicle crashes increased 62%. In 2021 alone, the IMPO's Crash Data Dashboard (www.indympo.org/crash) showed that 207 people died and 4,356 people suffered incapacitating injuries as a result of car crashes in the eight-county region. Distracted driving was a big factor in these crashes.

To help reduce future crashes, the IMPO launched the "Eyes Up, Just Drive" campaign during the summer to urge drivers to pay attention to their surroundings and protect themselves and those around them.

The education campaign, directed toward drivers, ran from June through August. Ads featuring the headline "Eyes Up, Just Drive" and images of pedestrians, cyclists, kids playing, and people living with a disability were displayed on billboards, IndyGo bus tails, and social media, as well as in the Indianapolis Recorder and La Voz de Indiana newspapers. Radio spots on Spotify reached 404,000 users, and ran on Radio Latina and Urban One stations.

Campaign materials are available on IMPO's website at www.indympo.org/eyesup



Campaign image formatted for social media posts



Newspaper ad as ran in La Voz de Indiana



Paid media advertising on Spotify

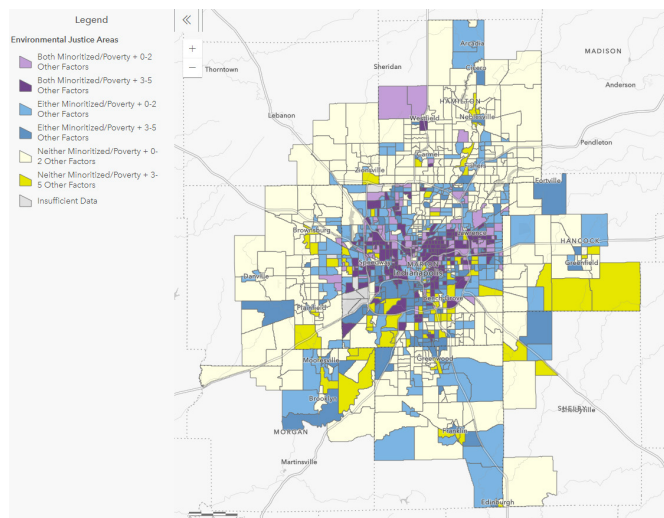
ENVIRONMENTAL JUSTICE MAP

The IMPO updates its Environmental Justice (EJ) map annually in order to ensure that projects don't disproportionately burden low-income households or minority populations.

For each census-block group within the Metropolitan Planning Area, five-year data from the 2020 American Community Survey was used to compare the rate of a specific EJ population within that census-block group to the rate of that population in the overall region. The map identifies which EJ populations for each census-block group exceed the regional rate for that population.

Because the IMPO is federally mandated to consider the benefits to and burdens of minoritized people and low-income households, those categories are highlighted in the map and considered to be Environmental Justice Areas of Attention. The map also identifies five additional EJ populations, including people with limited English proficiency, those with no college degree, households with no automobiles available, people over the age of 65, and people with disabilities. These groups are not federally mandated for consideration but are identified by the IMPO because they also can be disproportionately impacted by transportation projects.

For more information, go to www.indympo.org/maps-resources/maps/demographics-environmental-justice.



The Environmental Justice Map

INDYGO ON-BOARD SURVEY

IndyGo partnered with the Indianapolis MPO to conduct an on-board transit survey. The survey is required roughly every five years and provides IndyGo with key data for transit planning. IndyGo and IMPO contracted the services of ETC Institute to conduct the survey, which ran from August through September with a short pilot in August to test the survey instrument. Staff boarded buses to randomly survey passengers about their travel patterns. The surveyors also conducted on-to-off counts on multiple routes in the IndyGo network. On-to-off counts measure at what stops passengers board and exit the vehicle.

IndyGo uses the results of the survey for future transit planning, such as analyzing route changes for excessive negative impacts on minority populations. IndyGo also uses the survey results to understand transit riders and trip patterns. The 2022 on-board survey will benefit IMPO's travel demand model by providing data to calibrate the model's BRT mode. The Red Line bus rapid transit service began operations in 2019, which was four years after the last on-board survey. While the BRT mode has been a part of the regional TDM for many years, the results of this on-board survey will allow IMPO staff to calibrate the model with survey data. ETC will deliver the final report in early 2023.



Staff training for the on-board survey

STREETLIGHT DATA

In March of 2020, the IMPO signed an agreement to license data and analysis tools maintained by StreetLight Data, Inc. StreetLight amalgamates data from companies brokering mobile (cell phone, tablet, and GPS-based navigation systems) data from GPS sources, as well as data from location-based service providers (mobile applications running on cell phones). The resulting data can be used to access travel volume estimates, trip origins and destinations for specific locations, and other travel data.

The IMPO has found many ways to use this data. For example, it was a key data source for the 2022 update of the Central Indiana Regional Freight Plan, and Average Annual Daily Traffic (AADT) data for our Functional Class Update Process and for Before and After Studies. It also was used to create two online maps: a [StreetLight IMPO AADT Estimate Map](#), which shows AADT estimates for over 10,000 locations in the eight-county region; and an [IMPO StreetLight Bike Activity Map](#), which shows bike traffic estimates for major bike trails in the eight-county region.

The data is licensed for use by IMPO member agencies in support of their IMPO-funded projects or for IMPO grant applications. To date, the IMPO has answered 13 data requests from LPAs and provided StreetLight access to 10 consultants. The online tools are available for short-term use by consultants working on IMPO member projects.

To request StreetLight data, go to www.indympo.org/maps-resources/data-studies/request-streetlight-data.

INDIANAPOLIS TRAVEL DEMAND MODEL

The Indianapolis Travel Demand Model (ITDM) is a set of advanced mathematical models used to forecast transportation demand and for other purposes that include supporting Metropolitan Transportation Plan (MTP) Updates and Amendments, Annual Performance Measures and LPA support. After the major 2019-2021 update focused on the modules related to freight movement forecasting, 2022 updates focused on replacing all legacy code still remaining in the ITDM with current GISDK, the programming language. Additional work modernized the code in all associated modules to create efficiencies and allow for easier code management; this included creation of parameters, where possible, for existing automated reports and dashboard outputs to make them more transparent and easier to update.

ITDM DATA REQUEST FORMS

In 2022 the Indianapolis MPO published two data request forms on the website for the Indianapolis Travel Demand Model (ITDM) to streamline the request process for output from the ITDM. IMPO members may request model output for planning support and project development, while non-IMPO member agencies and members of the general public may request link level modeled flows and Vehicle Miles Traveled (VMT) from official Metropolitan Transportation Plan runs.

For more information, go to www.indympo.org/maps-resources/data-studies/request-travel-demand-model-information.

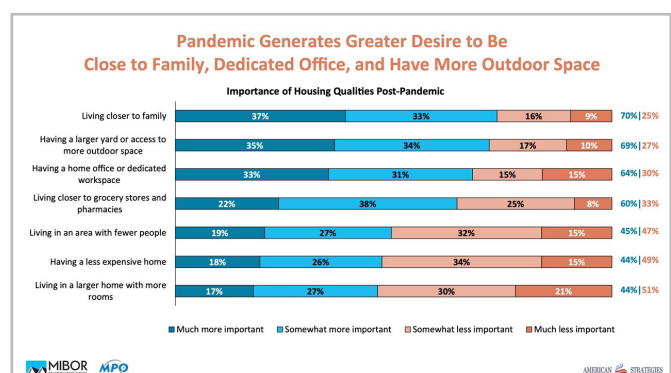
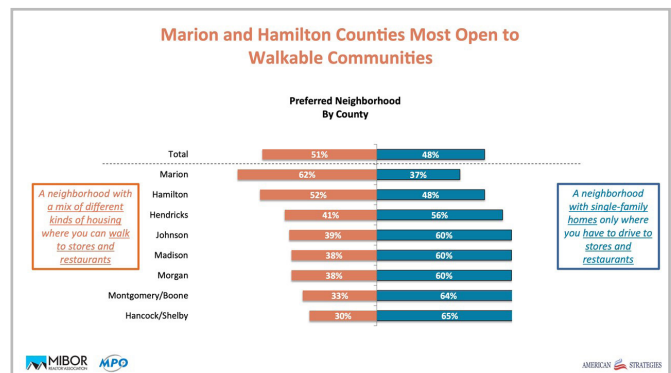
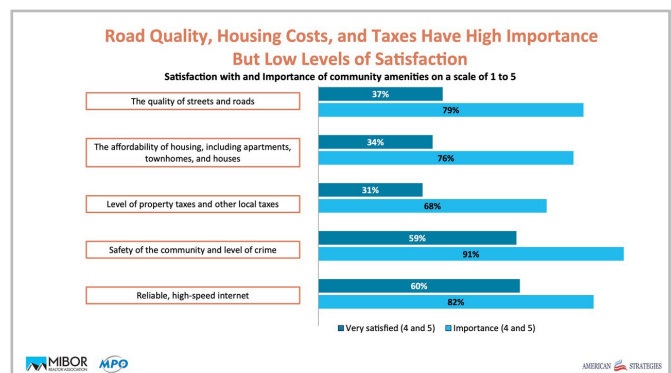
IMPO-MIBOR COMMUNITY PREFERENCE SURVEY

The IMPO partnered with MIBOR REALTOR® Association (MIBOR) on a region-wide Community Preference Survey to reveal the factors Central Indiana residents consider most important when making their housing decisions, what their future aspirations are related to housing, and how satisfied they are with their communities and overall quality of life. This is the third time IMPO has partnered with MIBOR to conduct this study which is based on the long-running National Association of Realtors® (NAR) Community and Transportation Preference Survey. IMPO staff made a full presentation of findings, including trends from the 2012 and 2018 surveys, at the Transportation Policy Board's August meeting.

The 2022 Survey was once again very large: 1,500 adults, collected via cellphone, online, and landline responses in April 2022, with an overall margin of error of +/- 2.5%. Responses were weighted to reflect key demographic indicators, and residents were selected randomly from a third-party vendor file (American Strategies).

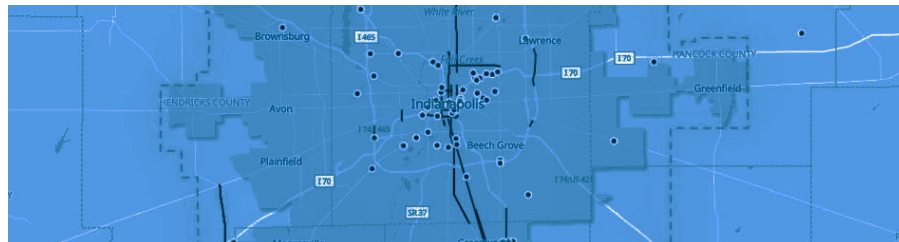
Among the many interesting findings:

- » General sentiment and the region's positive view of local quality of life remained high across the region.
- » Housing affordability and quality of roads and streets were rated as particularly important, but with low satisfaction ratings.
- » People were more likely to stretch their budget than in previous years, particularly higher income people and those with children.
- » Though nearly 90% of new housing units are built in housing-only subdivisions, people were evenly split between wanting a walkable, mixed-use neighborhoods and single-family home neighborhoods.
- » Across all age groups and almost all geographies, there was a significant uptick in people who prefer a townhouse or apartment.
- » Since the pandemic, women and people with children are more likely to want to live closer to family, people with children want larger yards or access to more outdoor space, and younger people and people with children expressed a greater desire for dedicated home office space.



Selected slides from the presentation to the Transportation Policy Board

WE PLAN



VISION ZERO POLICY

The Safe Streets and Roads for All (SS4A) Committee updated the Vision Zero Resolution with a concrete goal to reduce serious and fatal crashes by more than a third in less than 20 years.

First adopted in 2018, the Vision Zero Resolution states that traffic deaths and serious injuries are not inevitable and that no number should be acceptable on our roadways. While this resolution represented a serious step forward, no dates or goals for reducing or eliminating crashes were set at that time. The 2022 Safety Action Plan provided the IMPO with an opportunity to revisit this goal. Guided by the IMPO, the SS4A Committee convened and drafted an updated Vision Zero resolution that states, "This Vision Zero Resolution sets forth a goal of reducing serious and fatal crashes by 35% by the year 2040."

This new Vision Zero statement represents the next step in addressing this critical safety issue in IMPO member communities and allows for monitoring progress toward the goal of eventual elimination. The Annual Safety Report will be the benchmark for measuring advancement on this issue.

For more information on our Vision Zero Resolution, go to www.indympo.org/safety.

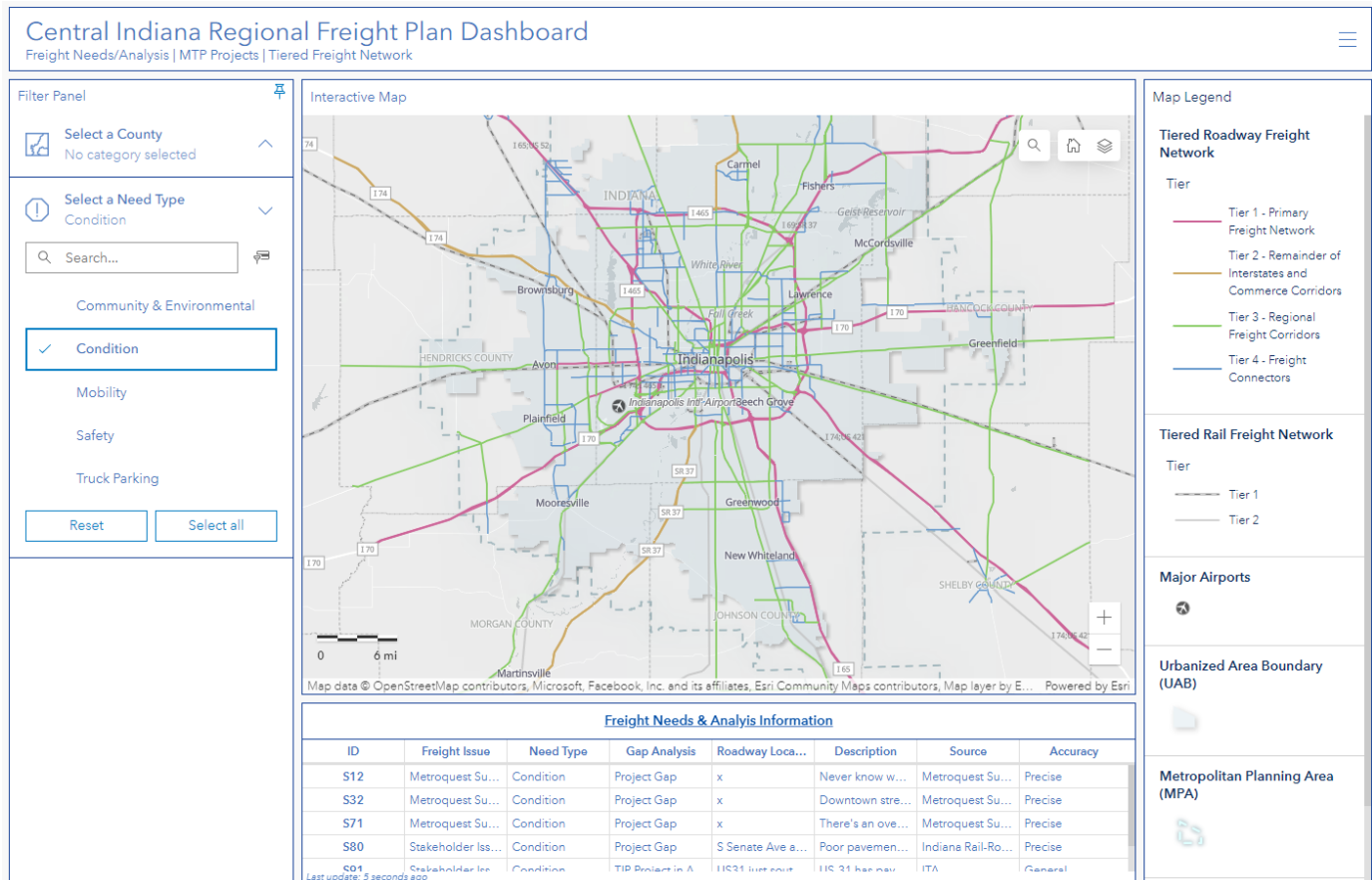
REGIONAL FREIGHT PLAN

IMPO's updated Regional Freight Plan seeks to increase safety and efficiency and reduce environmental impact in a metropolitan area that sees more than 180 tons of good moving along its arteries.

The plan addresses a multimodal freight system consisting of multiple highways and rail lines, the Indianapolis International Airport, and a pipeline system connecting the region to major domestic and international markets. In 2020, it was estimated that more than 180 million tons of goods moved to, from, and within the region, with expectations that the freight tonnage will grow by 42.4% by 2045. The plan also acknowledges freight's economic impact in the region, which has eight identified freight-reliant industries that contributed 39% of the regional GDP and supported 32% of the Central Indiana employment in 2019.

Identifying 173 issues for consideration in the areas of safety, mobility, condition, and community/environmental impacts, the plan compares these issues to projects listed in the Metropolitan Transportation Plan and Transportation Improvement Program to note where planned projects could address this information during design phases.

Also receiving attention was the Regional Tiered Freight Network, which largely shows roadway corridors that are already heavily accommodating freight movement in the region. 2019 StreetLight Truck Count data was used to review the identified corridors and add corridors with a minimum



The Central Indiana Regional Freight Plan Dashboard

functional classification and a minimum load of trucks per day (while 2020 data was available, it was not used due to the pandemic's impact on freight movement).

A StoryMap and dashboard have been created to give Local Planning Agencies and the general public access to the Tiered Freight Network and identified issues.

Some recommendations from the plan include:

- » continue stakeholder engagement
- » consider freight movement, particularly truck movements, in future safety studies
- » improve safety at rail crossings in southeast Indianapolis, Greenwood, and Franklin

- » continue to work to relieve bottleneck locations for freight trucks (two locations identified on a national list – both have projects in progress)
- » review local truck routing and consider appropriate routing to relieve conflicts between truck activity and local land uses

The IMPO will continue to monitor travel time reliability, crash rates, pavement and bridge conditions, and railroad incidents rates.

The updated Regional Freight Plan was approved by the IMPO's Transportation Policy Committee in August 2022. For more information, go to www.indympo.org/freight.

COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY

In completing the Central Indiana Comprehensive Economic Development Strategy (CEDS), the IMPO has met the requirements of its first non-transportation federal grant (and matching fund partners). The plan and supporting materials are available at www.indympo.org/whats-underway/ceds.

The process began in 2020 when the IMPO secured funding for the project: \$30,000 from the Indy Chamber, \$30,000 from the Indiana Economic Development Corporation (IEDC), and \$120,000 from the U.S. Economic Development Administration (EDA).

The planning process began in 2021 with the consultant team from TIP Strategies and a regional strategy committee of approximately 100 people. The committee met frequently and provided guidance on the issues and opportunities facing economic development in the region. The plan coalesced around three major themes: talent, innovation, and place.

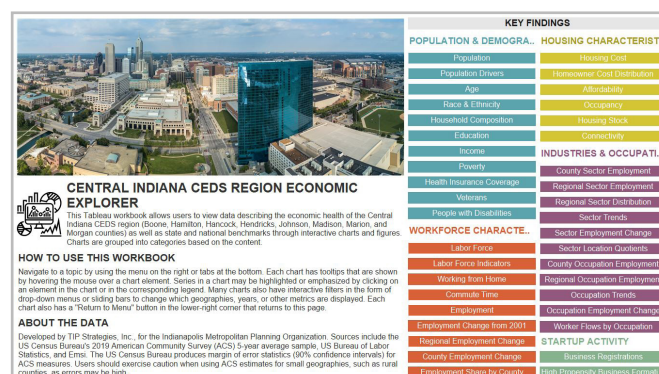
In May 2022, the IMPO Executive Committee adopted the strategy and IMPO staff began seeking resolutions of support from the seven participating counties and the Consolidated City of Indianapolis and Marion County. This work was completed in late summer and the strategy submitted to the IEDC.

The work of the CEDS continues with talent, innovation, and place implementation committees meeting bi-monthly. Implementation partners meet to discuss initiatives that support the plan and learn from speakers in topical areas. A May 2023 gathering is being planned for delivering an annual report on the performance measures, celebrating accomplishments, and discussing the future.

Communities may apply to the EDA for public works and economic adjustment assistance grant funding, which typically has a 1:1 match requirement, in qualified Census tracts (those with high unemployment or low income) for eligible projects. IMPO staff are able to assist with finding the right program, confirming eligibility, introductions to the regional office program staff, and developing an application. More information about EDA grant programs is available at <https://eda.gov/funding-opportunities/>.



Cover of the adopted CEDS document



Excerpt from the CEDS



Rose Scovel presenting the CEDS

SAFETY ACTION PLAN

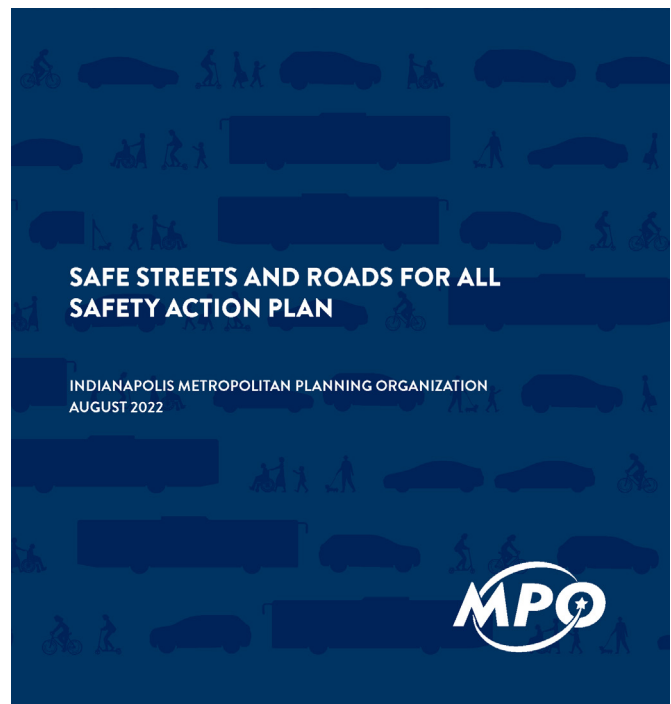
The Metropolitan Planning Area has recently seen significant rises in fatal and incapacitating car crashes, a trend which, without intervention, is unlikely to reverse itself. In May 2022 the U.S. Department of Transportation (USDOT) published a notice of funding opportunity for the Safe Streets and Roads for All (SS4A) Discretionary Grant. This program provides funding for both planning and implementation of infrastructure and initiatives designed to prevent death and serious injury on roads and streets. Building on its previous work on safety, the IMPO developed a Safety Action Plan that will enable members to pursue implementation grants in 2022.

The planning process began in July and the 2022 Safety Action Plan was adopted by the IMPO Policy Committee in August. The plan consists of several components: goal setting, safety analysis, public engagement, equity analysis, policy and process proposals, and progress reporting.

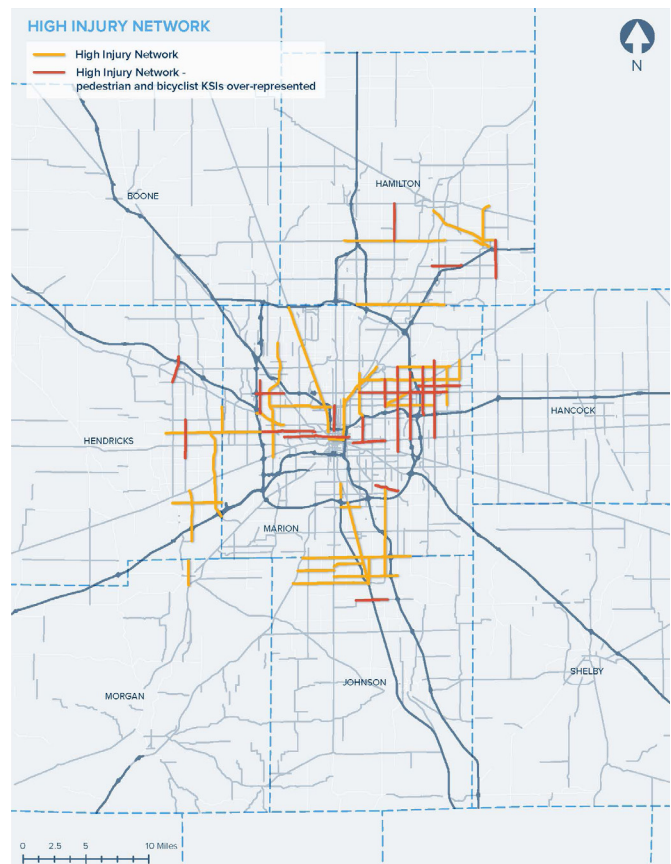
One particularly important outcome of the plan was outlining the High Injury Network (HIN) which identifies the top intersections and roadway segments for fatal and incapacitating crashes. The HIN covers 10% of collectors and arterials but represents 29% of these serious and fatal crashes, presenting Central Indiana with the opportunity to focus its safety efforts in the areas where it will have the strongest impact.

This Safety Action Plan represents the beginning of a more concentrated effort to improve safety in the Central Indiana MPA and provides a foundation for the IMPO to pursue supplemental planning work on this topic. The plan will be updated annually throughout the life of the five-year federal program to better understand the issues facing our region. Additionally, the creation of an Annual Safety Report (which is currently being drafted) will enable Central Indiana to better monitor progress in achieving safety goals and assess whether current policies are effective.

Read the full Safety Action Plan at www.indympo.org/whats-underway/regional-safety-action-plan.



Cover of the Safety Action Plan



Map of the High Injury Network

WE FUND



TIP BY THE NUMBERS

Number of projects in the 2022-2025 TIP: 447

Total cost: \$4,811,378,157

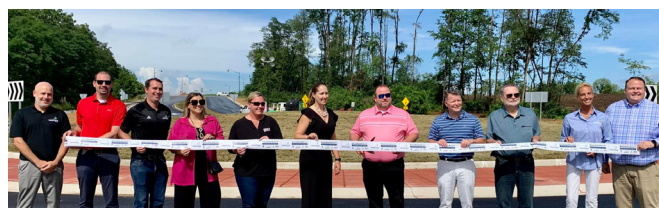
- » Road and Highway: **\$559,267,387 (69%)**
- » Transit: **\$117,461,645 (14%)**
- » Bridge: **\$114,012,746 (14%)**
- » Other: **\$11,914,468 (1%)**
- » Bike and Pedestrian: **\$11,511,689 (1%)**

Funded in 2022:

- » Lane-miles resurfaced or rehabbed roadway: **1.25**
- » Miles of new or expanded roadway: **0.7**
- » Bridge replacements or rehabs: **3**
- » Intersection upgrades: **6**
 - » Roundabouts: **5**
 - » Realignment: **1**
- » Miles of dedicated bike & pedestrian projects: **2.8**
 - » Multi-use path projects: **2**
 - » Trail projects: **1**
- » Pedestrian and transit safety projects: **5**
 - » Pedestrian crash focuses areas: **3**
 - » Safe Routes to Transit: **1**
 - » School Zone Project: **1**
- » Federal funds obligated to Central Indiana in SFY 2021: **\$814,167,934**
- » Amendments processed by staff: **170**



IMPO Director Anna Gremling (left) with City of Beech Grove Mayor Dennis Buckley



Ribbon-cutting of an IMPO-funded project attended by Anna Gremling (center)



FINANCIAL REVENUES

Most of the funding for metropolitan planning organizations comes from the U.S. Department of Transportation budget, in amounts defined by the most recent transportation bill under 49 U.S. Code Chapter 53 Section 5303. The federal government allocates transportation funding to the states – the Indiana Department of Transportation (INDOT) – which then make grant agreements with each metropolitan region in their state. This federal funding pays for all overhead (salaries and benefits, office space, IT, supplies, etc.) and contract planning work for the year, and it is matched by member organizations at a split of 80% federal / 20% local.



Anna Gremling presenting funding to the Town of McCordsville

In 2022, IMPO revenues included:

Source		Federal	Local	Total
2022 Combined Planning Grant (FHWA Planning (PL) funds + FTA 5303 funding)	»	\$2,110,915	\$527,729	\$2,638,644
Rollover 2021 Combined Planning Grant (FHWA Planning Funds + FTA 5303 funding)	»	\$1,632,073	\$408,018	\$2,040,091
Rollover 2021 Surface Transportation Block Grant Funding	»	\$59,923	\$14,981	\$74,904
		\$3,802,912	\$950,728	\$4,753,640

RESPONDING TO FEDERAL TRANSPORTATION LANGUAGE

Signed into law on November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) reauthorizes several surface transportation programs for FY2023-FY2026, including the federal-aid highway program, transit programs, and highway-safety programs. The Act includes increased funding for existing programs, including the core Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, Highway Safety Improvement Program (HSIP), and Transportation Improvement Program (TIP) federal transportation funding programs managed through IMPO. The Act also expands project eligibility for some funding sources

and includes new funding sources for a variety of project types that may be available to Local Public Agencies, including PROTECT and the Carbon Reduction Program. The several competitive grant opportunities in the IIJA include the Safe Streets and Roads for All (SS4A) grants, for which several IMPO members have applied in cooperation with the IMPO. Next year the IMPO will work with the Transportation Technical and Policy Committees to incorporate the legislation into the Metropolitan Transportation Plan update.

IMPO TECHNICAL ASSISTANCE PROGRAM

This year's call for IMPO Technical Assistance Program (IMTAP) project applications resulted in \$375,000 in grants for projects across Central Indiana.

Providing funds to Local Public Agencies for completion of plans or studies and in support of local or regional planning efforts, the IMTAP seeks to support the implementation of the IMPO's Metropolitan Transportation Plan (MTP) and improve the region's performance on federal performance measures.

The IMTAP successfully funded projects 17 plans for 16 jurisdictions in 2017 and 2018, and the 2022 call sought to continue the program's success with updated goals, project focus areas, and selection criteria.

At its October meeting, the IMPO Transportation Policy Committee awarded \$75,000 grants for five IMTAP planning projects in Fishers, Greenfield, Indianapolis, and Lawrence.

City of Fishers Greenways and Trails Study

The City of Fishers will use its grant to produce a citywide greenways study to identify primary pedestrian routes and priority gaps in the pedestrian network. With the new Nickel Plate Trail and Geist Greenway, city leaders want to expand the Fishers 2040 Bike and Pedestrian Map.

IndyMoves 2.0

The City of Indianapolis will update the IndyMoves integrated transportation plan, which incorporates the county's Pedestrian Plan, Greenways Plan and Thoroughfare Plan, as well as the IMPO's Regional Freight Plan, Regional Safety Plan and relevant plans and policies. The updated plan will help the city identify capital needs.

Charging Greenfield

The City of Greenfield will study and plan for Electric Vehicle Charging Stations in the community. The plan will provide information needed to pursue public-private partnerships for the infrastructure.

City of Lawrence Capital Improvement Plan & Program

The City of Lawrence will establish a Capital Improvement Plan & Program that prioritizes needed infrastructure projects over 20 years and develops a revenue-constrained list for the first five years of the plan period.

Charging Lawrence

The City of Lawrence will study and plan for Electric Vehicle Charging Stations in the community. The plan will provide information needed to pursue public-private partnerships for the infrastructure.

CERTIFICATION REVIEW

Every four years, the U.S. Department of Transportation must certify that each metropolitan planning organization serving a population larger than 200,000 residents is carrying out the metropolitan planning process in accordance with all applicable federal statutes and regulations. The Federal Transit Authority (FTA) and Federal Highway Administration (FHWA) conducted their review of the IMPO's planning process June 7th and 8th, 2022. The final report was issued on October 7, 2022, finding that the IMPO's planning process "complies with the spirit and intent of Federal metropolitan transportation planning laws and regulations... Subject to addressing the corrective action, FHWA and FTA jointly certify the planning process." IMPO staff submitted a plan of action to address the one corrective action (increasing environmental partner involvement in the development of the metropolitan transportation plan) on November 21st.

PEDAL & PARK PROGRAM STRONGER THAN EVER

The Pedal & Park program provided bike parking facilities at 25 events in 2020 (a dip due to the pandemic), 43 events in 2021, and a whopping 50 events in 2022. In 2021 and 2022 that included being present for three weeks at the Indiana State Fair. For a list of events, visit www.pedalandpark.org. The program has provided parking facilities for tens of thousands of bicycles since its launch in 2010.



The Indiana State Fair bicycle parking area was well-utilized by attendees (above/below)



Title VI

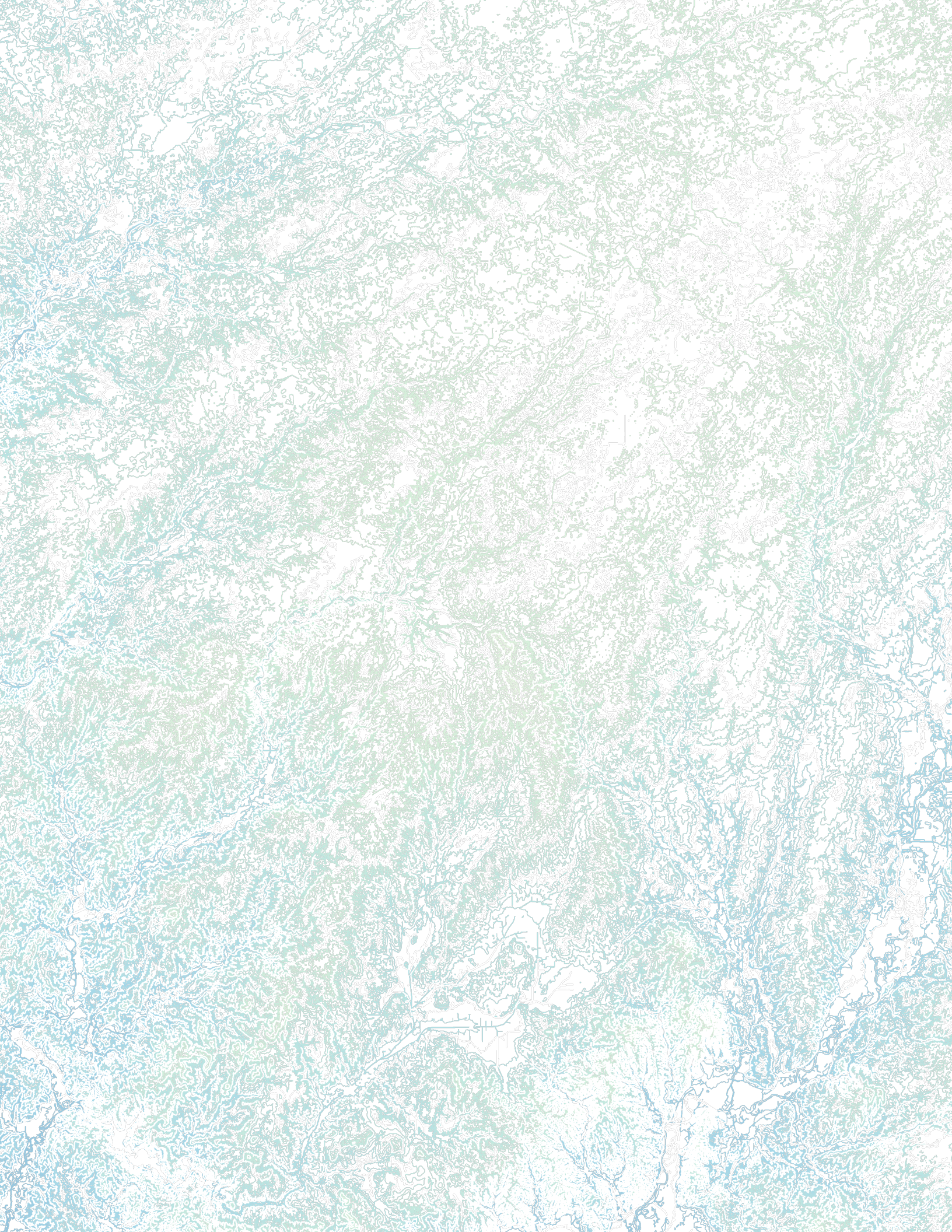
The Indianapolis Metropolitan Planning Organization (IMPO) values each individual's civil rights and wishes to provide equal opportunity and equitable service. As a recipient of federal funds, the IMPO conforms to Title VI of the Civil Rights Act of 1964 (Title VI) and all related statutes, regulations, and directives, which provide that no person shall be excluded from participation in, denied benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance from the IMPO on the grounds of race, color, age, sex, sexual orientation, gender identity, disability, national origin, religion, income status or limited English proficiency. The IMPO further assures every effort will be made to ensure nondiscrimination in all of its programs and activities, regardless of whether those programs and activities are federally funded. For any and all inquiries regarding the application of this accessibility statement and related policies, please view the IMPO Title VI page at www.indympo.org/policies.

Language Access

If information is needed in another language, contact 317-327-5136. Si se necesita información en otro idioma, comuníquese con 317-327-5136.

INDOT/FHWA

This plan was prepared in cooperation with the State of Indiana, the Indiana Department of Transportation, and the Federal Highway Administration. This financial assistance notwithstanding, the contents of this document do not necessarily reflect the official view or policies of the funding agencies.



A detailed topographic map of a region, likely around Indianapolis, Indiana, showing a complex network of rivers, streams, and land features. The map is rendered in shades of blue and white, with the land areas in white and water bodies in blue. The map is oriented with North at the top.

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