



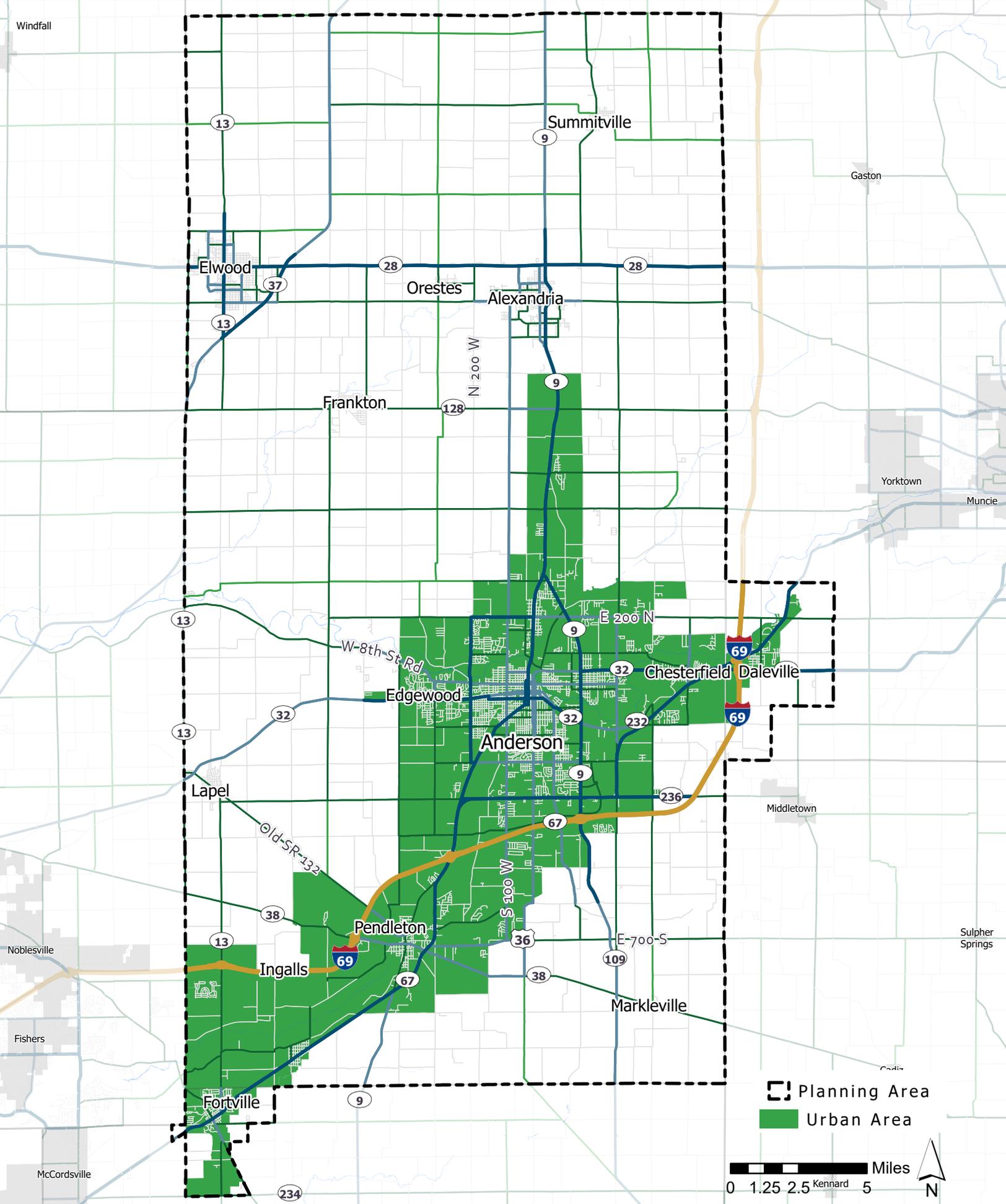
Chapter 6

Considering the Direction

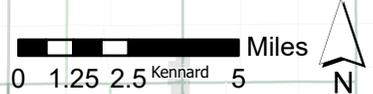
While potential disruptions and scenarios help to further define the long-term needs of the transportation system, the final recommendations must account for funding availability and the project impact. Federal, State, and local policies establish a framework for determining a project list that represents the final path for achieving the desired future. In conjunction with government policies, MPO policies & procedures play a significant role in developing the final recommendations and projects to be included in the MTP.

Funding an MPO

The Infrastructure Investment and Jobs Act currently outlines funding levels, programs, and policies for the USDOT, State DOTs, MPOs, and Transit Systems. Under this Federal Transportation Bill, the Federal Transit Authority (FTA) issues annual apportionment reports for 5307 Urban Transit & 5311 Rural Transit funding programs for eligible City and County recipients. Similarly, the Federal Highway Administration (FHWA) issues an annual Local Share of Federal Formula Apportionments Report. These reports outline the estimated funding available by funding type to each MPO based upon their Urban Area (UA) population.



□ Planning Area
■ Urban Area



Funding Availability

Title 23, Part 450 of the Code of Federal Regulations (CFR) identifies the requirements of the Metropolitan Transportation Planning Process for all MPOs. This responsibility is conducted for each area of contiguous population surrounding a community of at least 50,000 people, as defined, and updated by each decennial census.

For MPOs that share Urban Area boundaries (UAs), such as Anderson and Indianapolis, they must coordinate to adjust boundaries for affected municipalities, ultimately determining an adjusted boundary. The final adjusted boundary must be approved by FHWA and INDOT and an agreement established to update the funding split between the MPOs. UA population changes can significantly impact the amount of funds available to an MPO. In addition to the UA, a Metropolitan Planning Area (MPA) must be defined, at a minimum, to encompass the entire UA plus the adjacent area expected to become urbanized within the 20-year forecast period of the MTP.

Although there are many factors limiting funding availability, one critical rule affecting MPOs in the State of Indiana is the INDOT “Use it or Lose it” rule. Prior to 2014, the State of Indiana allowed MPOs to carry forward the remaining balance of funds from year to year, but in 2014, a revised policy discontinued the carry-over of funds. This change significantly increased requirements to monitor project timelines, which is addressed through quarterly project meetings, and significantly limited the ability to build up a balance to entirely fund the construction of larger projects.

Funding Types

Since federal apportionments are approved annually, amounts for each funding type are based upon the previous year and are subject to change. MPOs receive Federal Transportation funding from seven (7) main FHWA sources:

- Metropolitan Planning (PL/5303)
- Surface Transportation Block Grant (STBG)
- Highway Safety Improvement Program (HSIP)
- Congestion Mitigation and Air Quality Program (CMAQ)
- Carbon Reduction Program (CRP)
- PROTECT
- Transportation Alternatives (TA)

Each program includes an outline of eligible projects and set of limitations for expenditure. For example, projects using HSIP funds must include a demonstrable safety improvement component. These limitations are in place to ensure that transportation improvements meet Federal goals, as well as local.

In addition to these FHWA programs, the Anderson MPA includes transit funding from three

(3) sources:

- 5307 Urban Transit
- 5311 Rural Transit
- Indiana Public Mass Transit Funds (PMTF)

Transit funding is made available to the City of Anderson Transit System (CATS) and Transit for Rural Areas of Madison County (TRAM) each year to supplement costs of operations and capital improvements. While transit funds are

not awarded through an MPO, the tracking and accounting of transit funding expended in an MPA is required. However, MPO funds can be transferred from the FHWA to FTA to supplement transit projects including infrastructure improvements within a half mile of a transit route.

Recent Developments

The Coronavirus Aid, Relief, and Economic Security (CARES) Act was signed into law on March 27, 2020 to provide emergency assistance for individuals, families, and businesses affected by the COVID-19 pandemic. The act included provision of \$25 billion for transit agencies to prevent, prepare for, and respond to impacts of COVID-19. Across the nation, transit ridership dropped significantly during statewide stay-at-home orders and is expected to be slow in returning to pre-COVID numbers. Transit funding provided through the CARES Act is meant to alleviate operational costs from reduced fare revenue and requires no local match. Both CATS and TRAM received funding through the CARES Act.

Programming a Project

Federal transportation funding directed through MPOs is meant to support regional transportation projects. Although regional transportation needs and associated projects are identified through the MTP, they are ultimately sponsored by municipalities and must be listed in the project list of an MPO Transportation Improvement Program (TIP) document, as well as the overall state project list or STIP document. The MTP and TIP are closely related because the MTP informs the needs and intention of proposed projects by building a list of recommendations, while those projects ultimately selected for an

MPO funding award must be listed in the TIP in order for a municipality to access that funding. Therefore, when building a list of recommendations that will achieve the desired future defined through public input received, limitations and constraints of MPO funds must be considered to shift projects from conception to reality.

Eligibility Requirements

To maintain eligibility for utilizing Federal Transportation funds municipalities must have:

- At least one full-time employee maintaining annual certification through the INDOT ERC Training Program,
- An ADA Transition Plan updated within at least the previous two years on file, and
- A Title VI Plan updated within at least the previous two years on file.

The ERC, or Employee in Responsible Charge, can be neither a consultant nor a contract employee and does not need to be a technical expert. Instead, they are required to be fully engaged in the FHWA-funded project, understanding project goals and milestones to advance toward timely completion.

Additionally, ADA Transition & Title VI Plans (often combined) must include grievance policies, procedures, and forms indicating the process for ADA & Title VI complaints that may be filed and addressed. These plans also typically include an inventory and self-evaluation to identify steps for improving access to public facilities and programs, as well as a timeline for improvements to attain ADA compliance.

Project Eligibility Review

In addition to funding eligibility, projects must meet MPO requirements. Because MPO funds are based on the UA, communities within the MPA but not within the UA such as Elwood, Summitville, and Lapel in the Anderson MPA, are not eligible for an MPO Funding Award unless no other recipient can be identified. Although not typically awarded funding through the MPO, these communities are still vital to include in the regional planning process. Projects in these areas are instead funded directly through INDOT, but still coordinated through the MPO.

In addition to project location, consideration is given to the proposed project scope and associated level of fundability. To be funded, projects must address transportation issues that align with the guiding structure of the MTP. Another consideration during the scoping process that can determine project eligibility is the functional classification of a roadway or adjacent roadway facility. Local roads are ineligible to receive federal funding except in limited cases. While projects on local roads typically do not receive funding from the MPO, they often receive technical assistance for an expanded review of conditions to provide design recommendations.

MPO policies guide the process of issuing funding awards and the recipient requirements. The funding award process is defined by a series of policies, which are coordinated through the Project Eligibility Review (PER)

policy (see appendix). Projects funded through the TIP typically follow these steps:

- MTP or TIP initiates the PER process
- Local Public Agencies (LPAs) submit general project ideas
- MPO works with LPAs to refine the project scope
- MPO completes a Red Flag Investigation (RFI) for each project submitted
- LPAs determine project cost and identify local funding year availability
- MPO prioritizes remaining projects
- MPO issues funding awards

Instead of a traditional “Call for Projects” where a specific amount of funds is made available to applicants annually, it is the intent of the Anderson MPO to promote regular collaboration and communication between MPO staff, community leaders, and elected officials within the MPA. Ongoing communication ensures that as local needs and priorities evolve projects can be planned, programmed, and funded. It is the intent that each time an update is made to the MTP or TIP, MPO staff coordinates with communities to gather project needs, wants, and ideas to build an updated list of recommendations, including a list of projects either funding or intended for a future MPO funding award.

As part of the PER Process, LPAs must provide information regarding their level of preparedness for future planning. An evaluation of existing documents and ordinances that have been publicly vetted and locally adopted establishes their level of preparedness. Communities actively maintaining regular document and ordinance updates that respond to changing local and regional

conditions, development pressures, and travel demands are considered more prepared for implementing a project that meets desired public expectations and addresses local concerns. Those project sponsors that are most prepared will be selected for an MPO funding award.

Project Cost

One of the most critical limitations to a project is its overall cost. Project ideas submitted through the PER process must be translated into a scope of work or a written description of specific elements that must be included in the project. The details included in a project scope illustrate the expected outcome and what must be included in initial cost estimates.

An inaccurate cost estimate can cause significant issues for both the MPO and LPA, but the scope development process helps to ensure that the most accurate costs associated with the project are included. The overall costs associated with the federal process can be greater than the cost of the proposed project scope. In these cases, either federal funding is not applied, or the scope is expanded to accomplish more than originally intended. To assist in scope development process, several considerations must also be applied including the MPO Complete Streets Policy, Access Management, and the information identified through the Red Flag Investigation (RFI).

Complete Streets

The MCOG Complete Streets Policy requires projects funded through the MPO to consider the complete transportation system. In a traditional roadway design process, elements such as bicycle and pedestrian facilities, street furniture like benches and trash cans, and bus stops must be justified

to be included. The Complete Streets approach essentially switches the process to require justification for the removal of transportation elements. The purpose is not to force all projects to include facilities for every mode but to ensure that the greater context of the project and system connectivity is considered prior to inclusion in the TIP and application of funding. More specifically, each project scope must be developed in manner that is consistent with the following criteria:

- Adapt to fit local community needs,
- Use to direct future transportation planning,
- Incorporate community values and qualities including environmental, scenic, aesthetic, historic, and natural resources, as well as safety and mobility,
- Design and build to adequately accommodate all users of a facility, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users,
- Contribute to a comprehensive, integrated, and connected transportation network that supports compact development,
- Accommodate all modes of transportation so that they can function safely and independently in current and future conditions,
- Ensure design solutions fit within the context of the community or area within a community, such as a known enclave, commercial area, or designated neighborhood (not subdivision).

Access Management

While no official organizational policy exists to formally require the inclusion of access management techniques in each scope of work, it is an important consideration to ensure the safe and efficient flow of traffic. Proposed projects are reviewed to identify inclusion of potential access control components such as raised center lane medians, right-in / right-out only turning channels, and reduced driveway cuts with shared access for adjacent properties. These elements generally reduce cross-access movement along a corridor to reduce crashes and improve corridor operations.

Red Flag Investigation (RFI)

The National Environmental Policy Act (NEPA) of 1969 required that a review process be conducted on all federal undertakings—projects receiving federal funding—to identify potential environmental impacts. Physical, visual, audible, and indirect impacts on both the direct project area and adjacent areas must be considered to determine if additional mitigation to negative impacts must be incorporated in the project. FHWA adopted the policy of managing the development of an Environmental Review Document (often referred to as the NEPA Document) and decision-making process as an “umbrella,” under which all applicable environmental laws, executive orders, and regulations are considered and addressed prior to the final project decision and document approval. The conclusion of the NEPA process results in a decision that addresses

multiple concerns and requirements, both federal and state, including:

- Migratory Bird Treaty Act – 1918
- Fish & Wildlife Coordination Act - 1934
- General Bridge Act – 1946
- Civil Rights Act – 1964
- Highway Beautification Act - 1965
- Land & Water Conservation Fund Act - 1965
- National Historic Preservation Act (NHPA) – 1966
- US Department of Transportation Act - 1966
- Federal Aid Highway Act - 1970
- Uniform Relocation Assistance & Real Property Acquisition Policies Act - 1970
- Clean Air Act - 1970
- Clean Water Act - 1972
- Endangered Species Act - 1973
- National Forest Management Act (NFMA) - 1976
- Resource Conservation & Recovery Act (RCRA) - 1976
- Comprehensive Environmental Response, Compensation, & Liability Act (CERCLA) - 1980
- Farmland Policy Protection Act (FPPA) - 1981
- Native American Graves Protection & Repatriation Act (NAGPRA) - 1990
- Indiana Cemetery Law

The NEPA process allows transportation officials to make project decisions that balance engineering and transportation needs with social, economic, and natural environmental factors. The first step in the NEPA process is the completion of a Red Flag Investigation (RFI)

report. According to the INDOT Site Assessment & Management (SAM) Manual, the purpose of an RFI is to provide a general overview of the environmental condition of a project area, highlight areas that may need additional environmental work or coordination, identify areas that need to be avoided, and assist in prioritizing projects. Overall, the RFI is a cursory review conducted prior to the completion of an Environmental Review Document.

The preliminary findings of an RFI and the complete findings of the NEPA Process can have a significant impact on project cost. An RFI is completed per INDOT standards by MCCOG for all projects submitted through the PER process or sponsored by an LPA to assist

“The project scope provided, and all of the elements described must be completed with the project, regardless of what length, phasing, or cost is determined. All awarded projects will be carefully monitored to ensure that the project scope, as provided by the MPO, will be specifically completed.”

the project selection and prioritization process. Because the RFI requires specific project details for completion, it is conducted after establishing an agreed upon project scope with the MPO and LPA.

The RFI Report is provided to the LPA to (1) determine more accurate cost estimates, (2) provide ongoing design guidance, and (3) for submission as an attachment to the NEPA Document submitted as part of the Project Development Process (PDP) through INDOT

(See appendix - Red Flag Investigation Policy adopted by resolution on August 1, 2013.)

Finally, although most components of a proposed or awarded project may be federally-participating—meaning they are allowable activities to apply federal funds—there are circumstances where an LPA may want to include a component that is not necessary for the project, but is within the proposed project area. For example, the LPA may want to use pedestrian-oriented lighting that matches existing installations rather than the standard lighting. The LPA is required to pay the difference between the standard and preferred option. These “betterments” can still represent significant cost savings but are typically identified during the scope development process to ensure non-participating items are not included in the MPO funding award.

Project Selection & Prioritization

Projects advanced through the PER process are scored based on several criteria focused mainly on inclusion in the MTP, ability to address issues identified within the MTP, and impacts on transportation system performance. Examples of criteria used in the project scoring process are included in Figure 6.01, though not every project is expected to address each criterion and weighted changes depending on the intent of the project. Projects are then selected comprehensively and not strictly by score to ensure that all goals and objectives are supported.

Finally, projects are prioritized before final funding award recipients are determined. The prioritization process strives to ensure that

Figure 6.01: Project Funding Prioritization



projects are awarded by level of importance and need, as defined by seven levels:

- Emergency – addressing immediate threats to health, safety, and welfare.
- Currently in the MTP
 - Committed – requiring additional funding for completion of an existing project.
 - Critical – addressing minimum compliance with performance measures, law, or LOS
 - Essential – addressing significant capacity or LOS issues
 - Desirable – necessary to obtain ideal operations or services
- Not currently in the MTP
 - Unplanned – necessary to obtain ideal operations or services
 - Non-Essential – does not improve operations or services

Projects are further split as single- or multi-segment. Multi-segment projects have a higher priority as the overall timeline to completion is expected to take more time and funding.

Programming the MTP

The MTP represents the first step to identify transportation projects that will be funded through the MPO. Potential projects are filtered through three lenses to be included in the final MTP program of projects:

- Fiscal Constraint
- Air Quality Conformity
- Performance Impacts

Fiscal Constraint

In addition to identification of transportation system needs, the MTP must conduct a financial analysis to determine if the planned projects meet federal requirements for Fiscal Constraint. Fiscal Constraint is a demonstration that the entire program of projects can



Figure 6.02: The Final Path

be implemented, accounting for estimated revenues and projected costs. *2050 inMotion* considers the available federal transportation funds and local public agency (LPA) revenues between 2020 and 2050 that can reasonably fund transportation improvement projects before producing the final, fiscally constrained project list.

To allow for flexibility within an MTP, the fiscally constrained list does not have to specify the funding year of each project but instead identifies funding periods that each project is likely to fall within. Typically, the first period is represented by the TIP and only includes the first five (5) years of the total program. Projects unable to be funded as part of the fiscally constrained list but meeting the intent of the MTP can be included in an illustrative list to support the identification and acquisition of alternative funding sources, as well as to promote local community planning efforts.

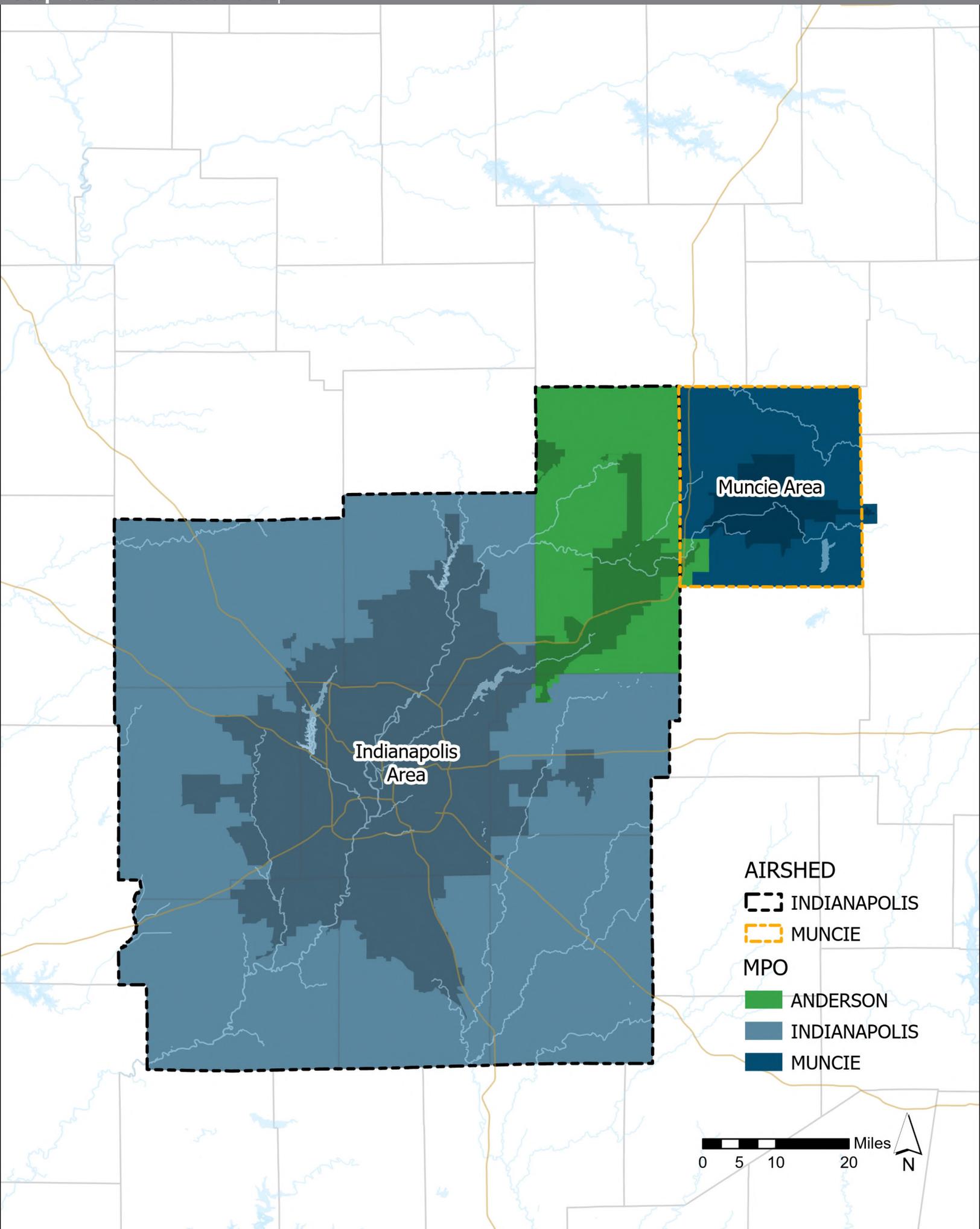
Local Constraints

Federal transportation funding is typically formulated as a match program, requiring the project sponsor to fund at least a portion of the total project cost. The MTP financial analysis must also consider the limitation for LPAs to fund their portion of a project. For example, assume the Town of Pendleton is awarded a \$2 million roundabout project using CMAQ funds with a required 20% local match. For this project, \$1.6 million of federal transportation funds (80% of the total project cost) and \$400,000 (20% of the total project cost) from the Town of Pendleton must be available to contribute to the project.

While the MTP accounts for these limitations on a less detailed scale than defining each project funding year, the requirement for local funding availability illustrates an important assumption: a single community would not typically be the only location for projects within an analysis period. It would not make sense to assume a small town would have the required match for numerous multi-million-dollar projects within a single analysis period without directly addressing why that assumption is reasonable.

Estimating LPA financial resources and availability for local match as part of the MTP considers various sources of revenue. *2050 inMotion* uses a baseline report developed by reviewing five years of disbursements and receipts from the Indiana Department of Local Government Finance (DLGF) and coordinating with LPAs to determine accuracy. These baseline values are then projected to estimate future availability of LPA funds for transportation projects.

Map 6.02: MPO Airshed Map



Air Quality Conformity

As determined by the US EPA, airsheds that are impacted by a certain level of pollution must consider air quality impacts of programmed projects. EPA establishes health-based standards referred to as the National Ambient Air Quality Standards (NAAQS) for six criteria air pollutants:

- Carbon Monoxide (CO)
- Nitrogen Oxide (NOx)
- Ozone (O₃)
- Lead (Pb)
- Particulate Matter (PM)
- Sulphur Dioxide (SO₂)

The Clean Air Act, adopted in 1963 and amended several times, requires states to develop a State Implementation Plan (SIP) that identifies the process for reducing air pollution and maintaining air quality levels to meet the NAAQS. MPOs must demonstrate transportation plans, programs, and projects conform to the SIP. The conformity process ensures that transportation projects included in the MTP, and subsequently in the TIP, do not degrade the region's air quality or impede its progress toward meeting the NAAQS.

The Anderson MPA is included in two airsheds: Central Indiana and Delaware County. MCCOG works through Interagency Consultation Groups (ICGs) to review projects in determining regional air quality impacts in each respective airshed.

- 9-County Air Quality Conformity Consultation Group – This group represents the 9-county non-attainment area of Indianapolis-Marion County. It began meeting in August 2004 and includes members from the Indianapolis MPO, Anderson MPO, Columbus MPO, INDOT

Office of Environmental Services, INDOT Office of Planning, INDOT Office of Engineering, IDEM Air Quality, FHWA/FTA, and EPA.

- Madison-Delaware County Air Quality Conformity Consultation Group – This group represents those MPOs covering Delaware County, which includes members from the Anderson MPO, Muncie MPO, INDOT Office of Environment, INDOT Office of Planning and Engineering, IDEM Office of Air Quality, FHWA, FTA, and EPA.

Title 23 CFR 450.324(c) mandates that the MTP must be updated at least every four years when the MPO is in a nonattainment or maintenance area to confirm the MTP's validity. Any update or amendment to the MTP must be accompanied by a Transportation Conformity Determination Report. This report demonstrates that the total emissions projected for the MTP are within the "on-road" Mobile Source Emission Limits or "budgets" as established by the SIP to protect public health. To achieve project-level conformity, the

Definitions:

Airshed – The geographic area that produces a significant amount of the emissions that contribute to atmospheric deposition in a watershed.

Atmospheric Deposition – The process whereby airborne particles and gases are deposited on the earth's surface by wet deposition (precipitation) or by dry deposition (process such as settling, impaction, and adsorption).

Watershed – The land area that drains into a river, stream, or lake. Watershed boundaries follow the highest ridgeline around the stream drainage area. The bottom of the watershed or pour point is the lowest point of the land area where water flows out of the watershed.

determination must demonstrate the project is consistent with the regional conformity determination and that potential localized emission impacts on health-based pollutant standards are addressed. This process of ensuring Fiscal Constraint in coordination with projected airshed emissions, must also be considered when developing a fiscally constrained project list for both the MTP and the TIP documents as the project list cannot include the programming and award of MPO Funds that would negatively impact the state emissions budget.

Recent Developments

On February 16, 2018, the US Court of Appeals for the District of Columbia Circuit issued a decision on the case *South Coast Air Quality Management District v. EPA* that challenged the EPA's final rule for implementing the NAAQS issued in 2008 for Ozone. The 1997 standard revoked via amendment in 2008 required nonattainment and maintenance areas to track air quality impacts over a 20-year period. Areas required to track impacts for 20 years but re-designated as attainment in 2008 no longer needed to complete the 20-year tracking. The court case challenged the legality of revoking this tracking period and the resulting decision defined areas that were re-designated in 2008 as "orphan maintenance areas." These orphan areas, which include both the Indianapolis and Muncie Airsheds, must continue tracking air quality impacts to fulfill the original 1997 requirements.

Performance-Based Planning

The IIJA continues requirements for performance measurement, established in the Moving Ahead for Progress in the 21st Century Act, to ensure the efficient investment of Federal Transportation Funds. These laws require states and MPOs to invest resources in projects to make progress in seven key national goal areas:

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement & Economic Vitality
- Environment
- Reduction of Project Delivery Delays

Each state DOT is required to establish baseline performance levels and adopt targets for maintaining or improving performance within each of the national goals. MPO targets must meet or exceed the DOT targets. Currently, MCCOG has adopted the same performance targets as INDOT. Whether MPOs adopt the same targets as the state DOT or more aggressive targets, they must ensure that projects are selected to move the region and state forward to improve the national goal areas. The following tables provide an overview of the performance measures for Indiana and the targets that have been set.

Safety

The safety measures are the most comprehensive at this time. Extensive data is collected and reported on annually across the country. Tracking the number and rate of serious injury and fatal crashes enables agencies to measure success in reducing the number and severity of crashes. Due to the inconsistency in the number and severity of crashes each year, safety performance is measured by averaging the previous five years. Indiana used averages from 2016 to 2020 and 2018 to 2022 to establish a base line understanding of performance and set the first targets in 2022. Official averages for 2023 and 2024 have not been completed yet.

Table 6.01 - Indiana Safety Performance Measures					
Year	2021	2022	2023	2024	2025
Number of Crash Fatalities					
5-Year Average	883.0	895.0	902.6	×	--
Target	817.3	876.0	894.2	876.3	812.4
Crash Fatality Rate (per 100 million VMT)					
5-Year Average	1.102	1.082	1.082	✓	--
Target	1.006	1.076	1.088	1.072	1.009
Number of Serious Injuries					
5-Year Average	3,295.0	3,402.0	3,453.6	×	--
Target	3,311.4	2,998.2	3,348.1	3,281.1	3,031.9
Rate of Serious Injuries (per 100 million VMT)					
5-Year Average	4.112	4.104	4.130	×	--
Target	4.088	3.675	4.068	3.987	3.402
Number of Non-Motorized Fatalities & Serious Injuries					
5-Year Average	518.0	529.4	501.4	×	--
Target	393.6	344.5	399.6	391.6	363.4

Infrastructure Condition

The infrastructure condition measures highlight the state of interstate, non-interstate, and bridge conditions for roads and bridges on the National Highway System (NHS). Pavement conditions are reported using the International Roughness Index (IRI) combined with INDOT's full distress measure that assesses pavement using 4 to 19 different considerations depending on pavement type. Bridge conditions are reported using documented inspections from initial construction, routine monitoring, and damage impacts.

Table 6.02 - Indiana Infrastructure Performance Measures					
Year	2021	2022	2023	2024	2025
Percent of Interstate Pavement in Good Condition					
Condition / Performance	73.2	71.0	--	--	--
Target	--	--	60.0	--	62.0
Percent of Interstate Pavement in Poor Condition					
Condition / Performance	0.4	0.4	--	--	--
Target	--	--	1.0	--	1.0
Percent of Non-Interstate NHS Pavement in Good Condition					
Condition / Performance	--	55.5	--	--	--
Target	--	--	50.0	--	48.0
Percent of Non-Interstate NHS Pavement in Poor Condition					
Condition / Performance	--	0.7	--	--	--
Target	--	--	1.5	--	1.5
Percent of NHS Bridges in Good Condition					
Condition / Performance	50.6	52.4	--	--	--
Target	--	--	49.0	--	47.5
Percent of NHS Bridges in Poor Condition					
Condition / Performance	2.3	2.2	--	--	--
Target	--	--	3.0	--	3.0

System Performance

The system performance measures identify the reliability of travel time estimated using the National Performance Management Research Data Set (NPMRDS). The NPMRDS contains field-observed travel time and speed data collected anonymously from a fleet of probe vehicles (cars and trucks) equipped with mobile devices. System reliability is estimated by comparing travel times to the base line established in 2022. An additional measure, the Truck Travel Time Reliability Index, focuses specifically on the ability for trucks to reliably travel across the transportation system to provide timely deliveries and support economic vitality.

Table 6.03 - Indiana Reliability Performance Measures					
Year	2021	2022	2023	2024	2025
Percent of Person Miles Reliable on Interstate					
Condition / Performance	94.3	93.8	--	--	--
Target	--	--	93.0	--	93.5
Percent of Person Miles Reliable on Non-Interstate					
Condition / Performance	96.7	96.7	--	--	--
Target	--	--	93.0	--	93.5
Interstate Truck Travel Time Reliability Index					
Condition / Performance	1.26	1.24	--	--	--
Target	--	--	1.32	--	1.30

Emissions Reduction

The emissions reduction performance measures focus on the impact of Congestion Mitigation and Air Quality (CMAQ)-funded projects for decreasing on-road, mobile source air pollutants. Note that because the goal is to reduce emissions, the desired trend is to have a higher number in the reported values compared to the target values.

Table 6.04 - Indiana Emissions Reduction Performance Measures					
Year	2021	2022	2023	2024	2025
PM 2.5 Reduction through CMAQ Projects					
Condition / Performance	--	--	--	--	--
Target	--	--	--	--	--
PM 10 Reduction through CMAQ Projects					
Condition / Performance	168.058	--	--	--	--
Target	--	--	0.020	--	0.030
Nitrogen Oxides (NOx) Reduction through CMAQ Projects					
Condition / Performance	3,373.765	--	--	--	--
Target	--	--	690.000	--	725.000
Carbon Monoxide (CO) Reduction through CMAQ Projects					
Condition / Performance	--	--	--	--	--
Target	--	--	--	--	--
Volatile Organic Compounds (VOC) Reduction through CMAQ Projects					
Condition / Performance	863.370	--	--	--	--
Target	--	--	590.000	--	600.00

Conclusion

Each of these targets must be met annually and as a contributor to the statewide targets, MCOG must account for project impacts annually as well. Accountability toward these targets is linked to the ongoing availability of annual funding allocation. Although individual projects do not necessarily have to improve every measure, project impacts must be considered even within specific years or range of years to mitigate the potential for cumulative negative effects on performance targets.

Unfortunately, the need for improvements in the planning, design, and funding of the transportation system is far greater than the availability of funding. Analysis of current regional operations and trends; input from system users, gathered through the public engagement process; and consideration of what disruptions the future will bring, highlight project priorities. However, the final plan must also consider and respond to fiscal limitations, air quality impacts, and performance targets. Through these filters, the final path is determined.