

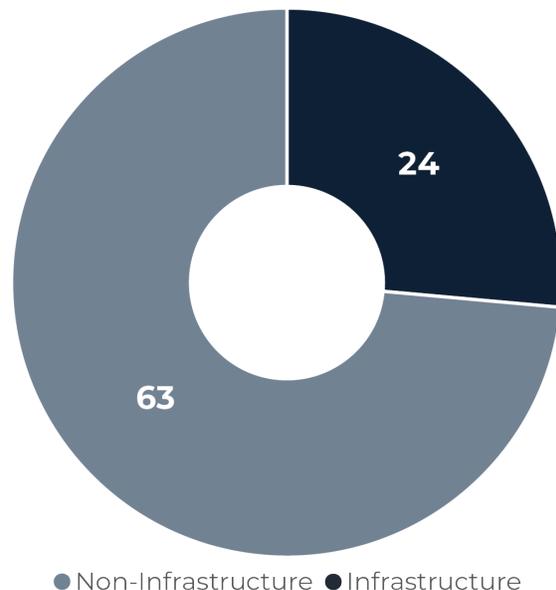
# Chapter 7

## Final Path

The route to achieve the *2050 inMotion* desired vision accounts for potential disruptions, explores the impacts of distinctly different futures, and incorporates limitations. A comprehensive list of recommendations was developed, and specific actions defined, from these considerations to adequately address the Anderson MPA's needs.

Early in the *planning process*, the stakeholder committee stressed the importance of looking at both the long-term needs of the next 30-years and the short-term activities that could result in direct, tangible 'wins' generated from the planning process. Short-term recommendations illustrate progress and assure the public that their voices have been heard. A combination of short- and long-term action items are necessary to address the Anderson MPA's wide range of challenges.

**Figure 7.01:** Number of Actions by Type



## Actions

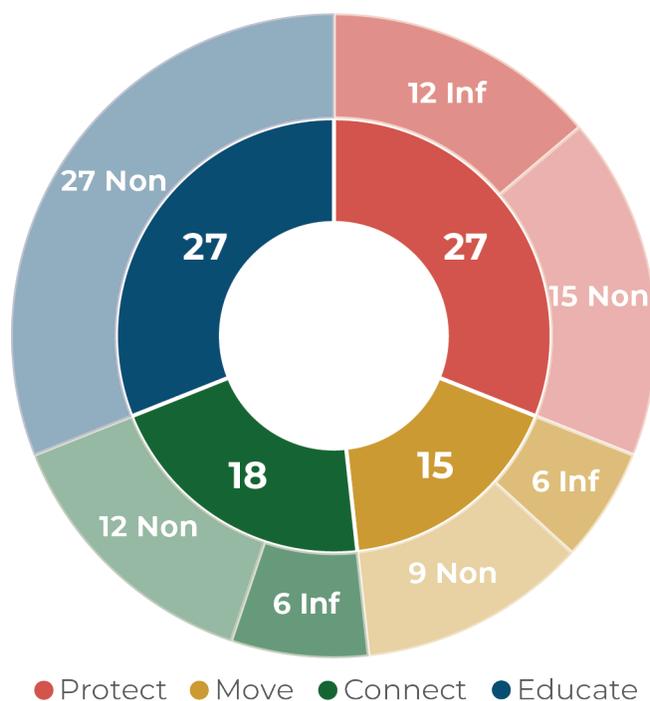
Four categories—Connect, Educate, Move, and Protect—were used to group actions depending on their primary impact on *people*.

Even though the criteria for assigning actions to one of the four categories by answering the question: “What is the impact on people?” seems relatively simple, this approach is a shift away from the conventional method of categorizing infrastructure projects by the specific project design items. The purpose of categorizing actions this way is to better align recommendations with the overall vision and mission of *2050 inMotion*.

### Protect

Actions that protect people, aim to shield them from danger. There are 27 actions in this category accounting for approximately 31% of all recommendations within *2050 inMotion*.

**Figure 7.02:** Number of Actions by Category and Type



Of the 27 actions, 12 are infrastructure projects and 15 are non-infrastructure policies, plans, or programs.

The most common infrastructure projects included in this category are centered around safety, including improvements that physically separate people from vehicles. Intersection improvements (i.e., roundabout installations) and roadway lane or width reductions (i.e., road diets) typically reduce crashes; therefore, further supporting transportation system safety.

Many of the non-infrastructure actions within this category are intended to increase technical capacity for identifying infrastructure projects that improve the Anderson MPA's overall health and safety, such as developing a transportation safety plan and integrating the MPO health impact assessment into decision-making procedures. The protect category is also intended to include actions that encourage active lifestyles and improve community health.

Since *2045 inMotion* was adopted in October 2020, 3 protect infrastructure projects and 3 non-infrastructure actions including access management policies, crash data reporting, and health impact assessment integration are moving forward.

### Move

Actions that move people, aim to advance them from one place to another with a focus on regional mobility and efficiency. There are 15 actions in this category accounting for approximately 17% of all recommendations within *2050 inMotion*. Of the 15 actions, 6 are infrastructure projects and 9 are non-infrastructure policies, plans, or programs.

The most common infrastructure projects included in this category are centered around regional transportation links and primary freight corridors. Roadway expansion, new terrain roadway construction, regional trail construction, and Intelligent Transportation Systems (ITS) installation typically support swift and efficient travel between communities; therefore, enhancing transportation system mobility.

Many of the non-infrastructure actions within this category are intended to expand connections through existing carpooling and regional transit initiatives in addition to incorporating mass transit considerations into local decision-making processes. Although a mass transit connection to Indianapolis was noted throughout the *2050 inMotion* public input process, it requires further study and land use changes before a system could be feasibly supported.

Since *2045 inMotion*, 1 move infrastructure project and 3 non-infrastructure actions including developing an I-69 Corridor Master Plan and building on the partnership with CIRTA to launch a Park & Ride Parking Lot Pilot Program are moving forward.

## Connect

Actions that connect people, aim to provide them with access to other people, places, and activities. There are 18 actions in this category accounting for approximately 21% of all recommendations within *2050 inMotion*. Of the 18 actions, 6 are infrastructure projects and 12 are non-infrastructure policies, plans, or programs.

The most common infrastructure projects included in this category are centered around the local transportation network and multi-modal integration. Roadway reconstruction, sidewalk

construction, bike lane construction, and transit operations typically increase personal reach within communities; therefore, enhancing the transportation system's accessibility.

Many of the non-infrastructure actions within this category are intended to identify opportunities for expanding multi-modal connections and supporting inclusive design. These projects are often funded at the local level, but technical assistance can improve the effectiveness of local actions by coordinating local and regional improvements.

Since *2045 inMotion*, 2 connect infrastructure projects and 3 non-infrastructure actions including ADA-Title VI integration, right-of-way dedication policies, and development of integrated comprehensive & thoroughfare plans are moving forward.

## Educate

Actions that educate people, aim to increase the knowledge, awareness, and transparency of transportation decisions. There are 27 actions in this category accounting for approximately 31% of all recommendations within *2050 inMotion*. All 27 actions in the Educate category are non-infrastructure policies, plans, or programs.

Even though all existing actions are non-infrastructure, they may lead to educational infrastructure projects in the future. For example, the Clean Air Aware Program is investigating the feasibility and impacts of installing bicycle racks with an educational display. Displays could link the shift from using a personal vehicle to walking or biking for a trip to a reduction in emissions and improvement in air quality. Similarly, installing dynamic signs to display an automatically updating number of multi-use path, bike lane, and sidewalk users per day, week, month, or year could be used as

an educational tool illustrating the importance of these facilities.

The non-infrastructure actions within this category are intended to build on existing partnerships, improve support for local decision-makers, and establish a more effective two-way communication channel between community members and professional planning staff. It is vital that the public is aware and informed of planning efforts and that planners are educated on public needs and community issues.

Since *2045 inMotion*, 4 non-infrastructure actions including establishing a Citizen Advisory Committee, expanding the Technical Advisory Committee, piloting non-motorized traffic counts, and refining local and regional scenario planning are moving forward.

### Categorizing Actions

This approach can result in identifying multiple categories for some infrastructure projects because of the breadth of elements and issues they address. Therefore, it is important

to consider more than the basic scope of a project when categorizing it.

For example, a new multi-use path construction project can:

- Connect people within a community,
- Move people between communities, or
- Protect people from vehicles.

Multi-use paths constructed along existing roadways to separate people from vehicles are categorized as Protect. Multi-use paths that are not constructed along an existing roadway and link places within a community are categorized as Connect. Finally, multi-use paths that are not constructed along an existing roadway and link people between communities are categorized as Move.

The criteria used to categorize actions should be recognized as guidelines and not strict rules that will always drive to the intent of an action. Thus, continually refining these criteria will encourage consistent treatment and reporting.

- Category**
- Connect
  - Educate
  - Move
  - Protect

- Type**
- I Infrastructure
  - NI Non-Infrastructure

Table 7.01 - Recommendations Overview		
Type	Action	Community
I	22nd Street Corridor Improvement Project	Elwood
I	Beulah Park Trail Construction Project	Alexandria
I	Indiana Railroad Trail Construction Project	Anderson
I	Transit Bicycle & Pedestrian Construction Program	Anderson
I	Transportation Center Construction Project	Anderson
I	Washington Street Corridor Improvement Project	Alexandria

## Recommendations Overview

Type	Action	Community
●	NI ADA Transition & Title VI Plan Development Program	MPA
●	NI Asset Management Assistance Program	MPA
●	NI CATS Urban Transit Operations Study	Anderson
●	NI Comprehensive Transportation Planning Program	MPA
●	NI Driveway Permit Review Program (INDOT & LPA)	MPA
●	NI LPA Micromobility Development Program	MPA
●	NI MPO Bike & Pedestrian Plan (Updates)	MPA
●	NI Public Transportation Corporation Feasibility Study	Anderson / Madison County
●	NI Right-of-way Dedication Policy Integration Program	MPA
●	NI Sidewalk Gap Identification & Prioritization Tool	MPA
●	NI Street Design Standards Development Program	MPA
●	NI Transit Bicycle & Pedestrian Connectivity Program	MPA
●	NI Citizen Advisory Committee Program	MPA
●	NI Clean Air Aware Program	MPA
●	NI Community Development Assistance Program	Anderson
●	NI Environmental Awareness & Education Program	MPA
●	NI Financial Forecast Tool Development	MPA
●	NI Geographic Information System Management	MPA
●	NI Impact Fee Development & Coordination Program	MPA
●	NI INDOT-MPO Project Programming & Coordination Program	MPA
●	NI Metropolitan Transportation Plan (Updates & Amendments)	MPA
●	NI Microsimulation Study Development & Integration Initiative	MPA
●	NI MIRE Database Development & Management	MPA
●	NI MPO Public Involvement Plan (Updates)	MPA
●	NI Performance Target Monitoring Program	MPA
●	NI Planning Academy Initiative	MPA
●	NI Project Eligibility Review Program	MPA

## Recommendations Overview

Type	Action	Community
NI	Quarterly Tracking Program	MPA
NI	Red Flag Investigation Report Development Program	MPA
NI	Regional Household Travel Survey Coordination Program	MPA
NI	Regional Transportation Summit Education Program	MPA
NI	RPO Traffic Count Program	INDOT
NI	Scenario Planning Development & Integration Program	MPA
NI	SO-NSOFAR Traffic Count Program	INDOT
NI	Technical Project Review Program	MPA
NI	TIP Development & Management	MPA
NI	Transportation Education Outreach & Training Program	MPA
NI	Travel Demand Model Management	MPA
NI	Underserved Community Coordination Program	MPA
I	67th Street Extension Project	Anderson / Pendleton
I	CR 800 S (136th Street) Corridor Improvement Project	Ingalls
I	Madison Street (SR 13) Extension Project	Fortville
I	Traffic Signalization Systems Modernization Project	Anderson
I	US 36 Corridor Relocation / Water Street Extension Project	Pendleton
I	White River Trail Extension Project	Anderson
NI	Commuter Connect Integration Program	MPA
NI	Congestion Management System Program	MPA
NI	County Connect Integration Program	MPA
NI	Functional Classification & NHS Evaluation Program	MPA
NI	I-69 Corridor Development Planning Program	MPA
NI	Mass Transit Simulation & Feasibility Tool Development	MPA
NI	Park and Ride Lot Program	MPA
NI	TRAM Rural Transit Operations Study	Madison County
NI	Workforce Connect Integration Program	MPA

## Recommendations Overview

Type	Action	Community
I	11th Street SRTS Project	Alexandria
I	6th Street SRTS Project	Alexandria
I	Arrowhead Trail Construction Project	Pendleton
I	Business Park Trail Construction Project	Pendleton
I	Central Avenue SRTS Project	Alexandria
I	CR 200 W & Fortville Pike Intersection Improvement Project	Fortville
I	Main Street Pedestrian Improvement Project	Fortville
I	Mt. Vernon Trail Construction Project	Fortville
I	Panhandle Trail Transit-Pedestrian Connector Project	MPA
I	Silver Street Corridor Improvement Project	Anderson
I	State Street & Heritage Way Intersection Improvement Project	Pendleton
I	US 36 (SR 9/SR67) Pedestrian Connectivity Project	Pendleton
NI	Access Management Policy Integration Program	MPA
NI	Active Anderson Initiative	Anderson
NI	Complete Streets Policy Coordination Program	MPA
NI	Crash Data Reporting Program	MPA
NI	Health Data Linkage Program	MPA
NI	Health Impact Assessment Integration Initiative	MPA
NI	Healthy Places for Healthy People Program	MPA
NI	MPO Transportation Safety Plan	MPA
NI	Non-motorized Monitoring & Data Collection Program	MPA
NI	Road Diet / Road Right-Sizing Tool Refinement	MPA
NI	Road Safety Audit Report Program	MPA
NI	Safe Routes to School & Wellness Planning Initiative	MPA
NI	Safety Technical Assistance Program	MPA
NI	Traffic Incident Management Program	MPA
NI	Transportation & Air Quality Conformity Program	MPA

## Regionally Significant Projects

Infrastructure projects noted in Table 7.02 are defined according to the *Interagency Consultation Group Conformity Consultation Guidance* as *regionally significant*, meaning they are not exempt from project-level air-quality analysis. They must be evaluated to ensure that the resulting air pollution is in accordance with National Ambient Air Quality Standards (NAAQS). More information on air quality conformity can be found in Chapter 6.

Table 7.02 - Regionally Significant Projects					
DES	Sponsor	Location & Description	Phase	Cost	Period
<b>MPO-Funded Project Phases</b>					
2100092	Ingalls	<b>CR 800 S (136th Street) Corridor Improvement Project: Phase 1</b> , E. CR 168 (Atlantic Road) to SR 13	PE	\$1,026,354	2020 to 2029
2100092	Ingalls	<b>CR 800 S (136th Street) Corridor Improvement Project: Phase 1</b> , E. CR 168 (Atlantic Road) to SR 13	RW	\$150,100	2020 to 2029
2101290	Ingalls	<b>CR 800 S (136th Street) Corridor Improvement Project: Phase 2</b> , Roundabout @ E. CR 168 (Atlantic Road)	RW	\$1,500	2020 to 2029
<b>LPA-Funded Project Phases</b>					
2100092	Ingalls	<b>CR 800 S (136th Street) Corridor Improvement Project: Phase 1</b> , E. CR 168 (Atlantic Road) to SR 13	CN	\$11,449,620	2020 to 2029
2101290	Ingalls	<b>CR 800 S (136th Street) Corridor Improvement Project: Phase 2</b> , Roundabout @ E. CR 168 (Atlantic Road)	CN	\$2,025,730	2020 to 2029
1592299	Anderson	<b>67th Street Extension Project: Phase 1</b> , Layton Road (CR 400) to .13 miles west of Foster Branch Ditch	PE	\$3,484,700	2020 to 2029
1592299	Anderson	<b>67th Street Extension Project: Phase 1</b> , Layton Road (CR 400) to .13 miles west of Foster Branch Ditch	RW	\$70,000	2020 to 2029
1592299	Anderson	<b>67th Street Extension Project: Phase 1</b> , Layton Road (CR 400) to .13 miles west of Foster Branch Ditch	CN	\$8,136,025	2020 to 2029
<b>INDOT-Funded Project Phases</b>					
1702936	INDOT	<b>US 36 (SR 9/SR 67)</b> , .28 miles S. of SR 38 to N. Junction of SR 9/SR 67	PE	\$192,400	2020 to 2029
1702936	INDOT	<b>US 36 (SR 9/SR 67)</b> , .28 miles S. of SR 38 to N. Junction of SR 9/SR 67	RW	\$960,000	2020 to 2029
1702936	INDOT	<b>US 36 (SR 9/SR 67)</b> , .28 miles S. of SR 38 to N. Junction of SR 9/SR 67	CN (RR)	\$125,000	2020 to 2029
1702936	INDOT	<b>US 36 (SR 9/SR 67)</b> , .28 miles S. of SR 38 to N. Junction of SR 9/SR 67	CN	\$7,514,000	2020 to 2029
1802854	INDOT	<b>SR 9/SR 67</b> , US 36 N. Junction to Huntsville Rd (Pendleton).	PE	\$177,000	2020 to 2029
1802854	INDOT	<b>SR 9/SR 67</b> , US 36 N. Junction to Huntsville Rd (Pendleton).	RW	\$146,000	2020 to 2029
1802854	INDOT	<b>SR 9/SR 67</b> , US 36 N. Junction to Huntsville Rd (Pendleton).	CN (RR)	\$50,000	2020 to 2029
1802854	INDOT	<b>SR 9/SR 67</b> , US 36 N. Junction to Huntsville Rd (Pendleton).	CN	\$3,610,000	2020 to 2029

## Regionally Significant Projects

DES	Sponsor	Location & Description	Phase	Funds	Period
1900171	INDOT	<b>SR 13 @ CR 800 S</b>	PE	\$125,000	2020 to 2029
1900171	INDOT	<b>SR 13 @ CR 800 S</b>	RW	\$41,900	2020 to 2029
1900171	INDOT	<b>SR 13 @ CR 800 S</b>	CN	\$2,214,056	2020 to 2029

### MPO- or LPA-Funded Anticipated Project Phases -- Not in Current TIP --

NO AWARD	Anderson	<b>67th Street Extension Project: Phase 2</b> , Replacement of the Foster Branch Bridge	RW	\$1,148,434	2040 to 2049
NO AWARD	Anderson	<b>67th Street Extension Project: Phase 2</b> , Replacement of the Foster Branch Bridge	CN	\$17,992,134	2040 to 2049
NO AWARD	Anderson	<b>67th Street Extension Project: Phase 3</b> , Foster Branch Bridge to Old SR 132. (approx. 1.87 miles)	RW	\$831,625	2040 to 2049
NO AWARD	Anderson	<b>67th Street Extension Project: Phase 3</b> , Foster Branch Bridge to Old SR 132. (approx. 1.87 miles)	CN	\$13,028,787	2040 to 2049
NO AWARD	Pendleton	<b>US 36 Corridor Relocation / Water Street Extension Project</b> , SR 9/SR 67 @ Water Street to west side of US 36 Bridge over Spring Branch	PE	\$268,185	2040 to 2049
NO AWARD	Pendleton	<b>US 36 Corridor Relocation / Water Street Extension Project</b> , SR 9/SR 67 @ Water Street to west side of US 36 Bridge over Spring Branch	RW	\$134,093	2040 to 2049
NO AWARD	Pendleton	<b>US 36 Corridor Relocation / Water Street Extension Project</b> , SR 9/SR 67 @ Water Street to west side of US 36 Bridge over Spring Branch	CN	\$2,681,853	2040 to 2049

## Performance Impacts

The actions developed through *2050 inMotion* are intended to align with federal and state goals for performance-based planning and positively impact performance measures while supporting the defined guiding direction. Although the MCOG travel demand model, Prometheus, does not currently include functionality for estimating impacts on all performance targets, a range of metrics provides insight into expected impacts and can be assessed in conjunction with qualitative information. Several non-infrastructure actions specifically improve the ability to track and project performance, including the continued refinement and enhancement of Prometheus.

As indicated in Chapter 5, the Investing in Connected Places scenario, identified as the preferred scenario or future direction, provides a base to forecast the impact and performance of the transportation system. The preferences for redevelopment, investment in the current system, support of small business, and management of growth were all incorporated in Prometheus to assess proposed transportation system improvements. Where feasible,

measures are evaluated for underserved populations as well as the Anderson MPA to gain a better understanding of community impacts.

Each analysis topic highlights key metrics and, where possible, provides a comparison between today, a no-build scenario (the future without *2050 inMotion*), and a build scenario (the future with *2050 inMotion*). These metrics are intended as high-level indicators of impacts to performance measures.

## System Utilization and Reliability

There are many measures to track the transportation system's use and the effects that over-use can have. *2050 inMotion* includes four primary metrics:

- Vehicle miles traveled (VMT)
- Annual vehicle miles traveled per capita
- Percent of time spent in congestion
- Average commute times

In each case, the desire is to reduce overall travel and travel times to improve reliability. The guiding structure, preferred scenario, and final action items are intended to mitigate existing issues while encouraging more localized

**Table 7.03 - Annual Vehicle Miles Traveled**

Type	Desired Trend	Base	Without 2050 inMotion	With 2050 inMotion
Total		1,391 (in millions)	2,156 54.99% 	2,158 55.13% 
Per Capita		10,458	13,199 26.20% 	13,211 26.32% 

**Table 7.04 - Percent of Annual Time Spent in Congestion**

Desired Trend	Base	Without 2050 inMotion	With 2050 inMotion
	46.98%	48.19% 2.58% 	44.94% -4.34% 

**Table 7.05 - Average Commute Time (minutes)**

Type	Desired Trend	Base	Without 2050 inMotion	With 2050 inMotion
MPA		17.44	18.01 3.28% 	16.74 -4.00% 
Under-served		13.27	14.11 6.36% 	12.52 -5.66% 

travel to decrease long-distance trips. Overall travel, as measured by either VMT or Annual VMT per Capita, is projected to continue following current trends while new terrain facilities, such as the 67th Street Extension Project, induce additional demand compared with the no-build scenario.

Despite the trend of increasing VMT, the overall time spent in congestion is estimated to slightly decrease due to the additional projects included in the fiscally-constrained project list. Similarly, average commute times for both the MPA as a whole and specific underserved communities indicate improvements through 2050 *inMotion*.

By improving system efficiencies and encouraging walk, bike, transit, and carpool trips, the recommendations support growth while decreasing congested travel. Even though they are separate goals, reducing congestion is closely tied to system reliability. Corridors such as I-69, SR 9 / Scatterfield Road, and US 36 / SR 67 are vital to ensure reliability through the mitigation of congestion issues. Continued analysis, monitoring, and scenario testing is expected to further improve system reliability and combat congestion moving forward.

## System Access

Access to jobs, active infrastructure like sidewalks and bike lanes, and transit are vital to supporting economic vitality and underserved communities. A review of employment, sidewalk, and transit access measures illustrates significant improvements from *2050 inMotion*. Although it cannot be directly overlaid with all underserved populations, these measures do indicate improvements in sidewalk access for senior households. The only reduction is in the percentage of transit access.

One of the most profound programs within *2050 inMotion* for supporting transit is the

Transit Pedestrian & Bicycle Connectivity Program that concentrates bicycle and pedestrian improvements around transit. There is a significant opportunity to integrate multi-modal networks within the Anderson MPA to increase transit ridership. It is important to note that the transit system overall is expected to remain the same as it currently is until specific studies and recommendations for improvements can be made. Studies for both the CATS and TRAM transit operations are recommended in the non-infrastructure action items.

**Table 7.06 - Percent of Jobs by Drive Access**

Type	Desired Trend	Base	Without 2050 inMotion	With 2050 inMotion
within 15 minutes		21.35%	19.61% -8.15% 	22.79% 6.74% 
within 30 minutes		58.66%	56.95% -2.92% 	62.78% 7.02% 

**Table 7.07 - Percent with Sidewalk Access (within 200 ft of a sidewalk)**

Type	Desired Trend	Base	Without 2050 inMotion	With 2050 inMotion
Population		28.20%	29.88% 5.96% 	30.41% 7.87% 
Jobs		35.65%	38.62% 8.35% 	39.44% 10.63% 
Senior Households		25.48%	28.25% 10.86% 	28.77% 12.92% 

**Table 7.08 - Percent with Transit Access (within 10-minute walk)**

Type	Desired Trend	Base	Without 2050 inMotion	With 2050 inMotion
Population		11.23%	9.54% -15.12% 	9.57% -14.84% 
Jobs		18.37%	13.18% -28.26% 	13.19% -28.19% 
Senior Households		11.64%	11.04% -5.16% 	11.13% -4.44% 

**Environment**

Transportation plays a significant role in the quality, preservation, and maintenance of our environment. Transportation directly supports land consumption by expanding access to locations, resulting in the increase of air pollutant emissions. Public engagement participants stressed the importance

of preserving land, curbing sprawl, and encouraging the more compact development patterns that Investing in Connected Place assumes. Comparing emissions rates and land consumption between today and the future with and without *2050 inMotion* shows significant improvements.

**Table 7.09 - Land Consumption (in acres) by Type**

Type	Desired Trend	Without 2050 inMotion	With 2050 inMotion
Total		4,072	1,860 -54.32% 
Greenfield (Natural / Agricultural)		3,187	384 -87.95% 
Urban		885	1,476 66.78% 

**Table 7.10 - Air Quality by Pollutant (in tons)**

Type	Desired Trend	Base	Without 2050 inMotion	With 2050 inMotion
NOx (ozone)		3.08	1.41 -54.33%	1.45 -52.88%
VOC		0.40	0.18 -55.81%	0.17 -56.85%

**Transportation Options**

2050 inMotion aims to support the integration of transportation modes to increase the viability of transportation options that reliably move people throughout the MPA. An integrated transportation system focuses less on the personal vehicle or single-occupancy vehicle (SOV) trips and more on balancing efforts to improve other modes. Prometheus is

designed to approximate the percentage of trips that are made using four modes:

- Single-occupancy Vehicle (SOV)
- High-occupancy Vehicle (HOV – 2+ occupants)
- Transit
- Walk & Bike

**Table 7.11 - Mode Percent of Total MPA Trips**

Mode	Desired Trend	Base	Without 2050 inMotion	With 2050 inMotion
SOV		53.08	53.89 1.51%	53.84 1.43%
HOV		42.25	41.52 -1.74%	41.56 -1.65%
Transit		0.64	0.62 -3.21%	0.62 -3.26%
Walk & Bike		4.02	3.98 -1.12%	3.98 -1.02%

**Table 7.12 - Mode Percent of Total Underserved Population Trips**

Mode	Desired Trend	Base	Without 2050 inMotion	With 2050 inMotion
SOV		49.31	52.74 6.94% 	52.67 6.80% 
HOV		43.24	39.39 -8.90% 	39.48 -8.69% 
Transit		1.61	1.87 16.35% 	1.86 15.37% 
Walk & Bike		5.84	6.00 2.81% 	5.99 2.70% 

Accounting for adjustments in walk, bike, and transit access allows analysis of different scenarios to compare changes in mode choice. Overall, there is a mix of outcomes in shifting modes. There is little difference in the MPA between the base and with/without *2050 inMotion*. However, there is a more noticeable increase in both transit and walk/bike for underserved communities.

## Safety

Recently, a lot of attention has been drawn to tracking safety performance targets and evaluating the ability of projects to reduce crash rates within the State of Indiana. *2050 inMotion* illustrates how safety is a priority of decision-making, because Protect is included as an action category.

Actions not directly categorized as Protect can also include a safety element. Moreover, all projects scoped by MCCOG consider how to address safety issues. However, MCCOG policies will be expanded to include a more formal integration of Road Safety Audit (RSA) reporting in the project scope development process. RSAs are 1 of the 20 FHWA Proven Safety Countermeasures, providing a safety benefit of approximately 10-60% reduction in total crashes.

In addition to RSAs, *2050 inMotion* includes projects with at least six other FHWA Proven Safety Countermeasures: corridor access management, roundabouts, medians/pedestrian crossing islands, pedestrian hybrid beacons, road diets, and walkways. Crash reduction estimates vary across the countermeasures from 10-80% fewer crashes.

In addition to total crash reductions, non-motorized crashes are a noted concern within Indiana generally, and the Anderson MPA specifically. Even though the Transit Pedestrian &

Bicycle Connectivity Program is not included in the Protect category, the program is expected to reduce non-motorized crashes in Anderson. Installing sidewalks along roadways without them has proven to reduce crashes involving pedestrians walking along roadways by 65-89%<sup>18</sup>.

Approximately 44 miles of sidewalk, 15 miles of trail, or 82 miles of bike lanes could be installed through the Transit Pedestrian & Bicycle Connectivity Program. If the program funds a mix of facilities and accounts for the addition of ADA-compliant curb ramps, it could still fund 20 miles of sidewalk, 20 miles of bike lanes, 400 curb ramps, and 4 miles of paved trail.

Prometheus is not capable of predicting overall system safety improvements. However, including Proven Safety Countermeasures as well as non-infrastructure actions for integrating safety analysis is expected to result in crash reductions and enhanced capabilities for identifying future impacts.

Overall, the performance of the *2050 inMotion* actions bring the Anderson MPA significantly closer to its desired future regional vision and aligns with state targets. Continually analyzing and monitoring system improvements will be vital to tracking impacts and understanding the implications of system performance moving forward.

## Financial Analysis

The recommendations identified in this chapter represent the fiscally constrained actions needed to overcome existing challenges while beginning to address the impacts of future growth. This final list of actions was developed based on the available financial resources of the MPO and LPAs to ensure Fiscal Constraint. However, the needs identified through the *2050 inMotion* planning process significantly outweigh the available funding. Therefore, the

final list of actions also includes an “illustrative list” of projects that represent needs identified in the MTP but outside of the fiscal means of *2050 inMotion*. As other funding sources are identified or projected funds increase, projects from this illustrative list will be considered for MPO funding awards.

The full fiscally constrained and illustrative action lists are included in the appendix.

**Table 7.13 -Fiscal Constraint Overview**

Funding Program Level	2020 to 2029	2030 to 2039	2040 to 2049	Total
<b>State</b>				
Revenue	\$263.62	\$20.68	\$-	<b>\$284.30</b>
Project Costs	\$263.62	\$20.68	\$-	<b>\$284.30</b>
<b>Fiscally Constrained</b>	<b>TRUE</b>	<b>TRUE</b>	<b>TRUE</b>	<b>TRUE</b>
<b>MPO &amp; LPA</b>				
<b>Federal</b>				
MPO Funds	\$40.99	\$37.65	\$43.69	<b>\$122.32</b>
Special Funds	\$11.99	\$3.06	\$2.78	<b>\$17.83</b>
<b>Total Available</b>	<b>\$52.97</b>	<b>\$40.70</b>	<b>\$46.47</b>	<b>\$140.15</b>
<b>Local</b>				
Available for Match	\$40.04	\$49.43	\$63.87	<b>\$153.34</b>
<b>Project Costs</b>				
Federal Funds Required	\$51.43	\$40.45	\$46.45	<b>\$138.33</b>
Local Match Required	\$35.02	\$19.21	\$44.90	<b>\$99.13</b>
Additional Local O&M	\$1.58	\$2.44	\$6.31	<b>\$10.32</b>
<b>Total Local Required</b>	<b>\$36.60</b>	<b>\$21.65</b>	<b>\$51.21</b>	<b>\$109.45</b>
<b>Fiscally Constrained</b>	<b>TRUE</b>	<b>TRUE</b>	<b>TRUE</b>	<b>TRUE</b>
<b>Transit</b>				
<b>Federal</b>				
5307 & 5311	\$19.38	\$23.80	\$30.09	<b>\$73.27</b>
Special Funds	\$4.70	\$3.90	\$4.71	<b>\$13.31</b>
<b>Total Available</b>	<b>\$24.08</b>	<b>\$27.70</b>	<b>\$34.80</b>	<b>\$86.58</b>
<b>Revenue</b>				
Local	\$12.44	\$17.07	\$20.81	<b>\$50.32</b>
State	\$4.37	\$4.84	\$5.29	<b>\$14.50</b>
<b>Available for Match</b>	<b>\$20.26</b>	<b>\$49.68</b>	<b>\$38.76</b>	<b>\$108.70</b>
<b>Project Costs</b>				
Federal Required	\$21.45	\$27.52	\$34.29	<b>\$83.27</b>
Local Match Required	\$18.75	\$24.73	\$31.14	<b>\$74.63</b>
<b>Fiscally Constrained</b>	<b>TRUE</b>	<b>TRUE</b>	<b>TRUE</b>	<b>TRUE</b>

## Analysis Assumptions

As Chapter 6 discusses, there are many considerations to account for when determining Fiscal Constraint. The Fiscal Constraint Overview table summarizes these considerations to highlight available funds and compare them to estimated project costs within each analysis period and for the entire MTP program through 2050. The table is split into three primary programs that must each illustrate Fiscal Constraint: State, MPO, and transit.

### State Program

The State analysis primarily serves to illustrate the amount of State funds currently allocated to projects within the MPA through the STIP. The INDOT Long Range Transportation Plan (LRTP) is a policy document that does not establish a fiscally constrained project list the way that MPOs are required to do. Therefore, the State analysis only includes projects listed in both the current TIP and STIP. In general, however, this value is an overestimate of what will be spent directly within the region, as it includes funds grouped by project type that will be installed in various locations across either the state or the Greenfield District. Following guidance from INDOT, the revenue value is assumed to meet or exceed the project costs without further analysis required. Since INDOT is required to ensure Fiscal Constraint for the STIP, it is reasonable to assume that a project will not be included in the MTP unless it is fiscally constrained at the State level.

While an MPO does not program state DOT funding for specific projects, the MTP public participation process typically has a significant focus on the state-managed facilities, as they are often the primary transportation arteries through a community. Similarly, public comments collected during the 2050

*inMotion* planning process included significant interest in and concern regarding many state-managed facilities. Furthermore, these state-managed facilities are a significant part of the Travel Demand Model (TDM) and usually generate specific results regarding existing and anticipated deficiencies of these facilities.

The appendix includes a list of state-managed facility deficiencies identified through the MTP process. The funding period and proposed cost estimates are not included in this list as they have not yet been vetted by INDOT, identified as specific projects, or considered for programming of funds.

### MPO & LPA Program

At the MPO level, one of the most important assumptions to make is accounting for the difference in annual inflation rates for revenues compared to project costs. Following trends, conservative inflation rates (approximately 1.5%) were applied to recent federal funding allocations to estimate available MPO funds for each analysis period, while higher inflation rates (approximately 3.5%) were applied to estimate project costs. This assumption represents the real-world challenge of the decreasing power of federal funding to meet the need for system improvements.

In addition to MPO funds, financial analysis can include the allocation of special funds such as INDOT Group 3 / 4 or USDOT discretionary programs like Safe Streets and Roads for All (SS4A) program funds. Based on previous success of obtaining these special funding types, approximately \$18 million is included in the overall financial analysis to fund portions of the regionally significant project list.

Finally, the MPO analysis includes an estimate of local funds. Most federal funding requires

a community sponsor to provide a portion of the final project cost. Typically, the community is responsible for 20% of the total project. Local revenues were estimated using Indiana Department of Local Government Finance (DLGF) disbursements for eligible matching accounts. System expansion projects (i.e., new roads, trails, sidewalks or added travel lanes) also add on-going costs for operations and maintenance that must be accounted for. These costs are assumed based on average per mile annual expenses and build from analysis period to analysis period (i.e., all O&M costs in the 2020 to 2029 period are inflated and included in the 2030 to 2039 and 2040 to 2049 periods). Following the trend above, local revenue is inflated at a lower rate than project or operation and maintenance costs.

Approximately \$138.33 million of federal funding and \$109.45 million of local funding is required to finance the full *2050 inMotion* MPO program. The project list is fiscally constrained considering that the analysis illustrates \$140.15 million of federal funding and \$153.34 million of local funding is available.

### **Transit Program**

Transit is also separated within the analysis, because there are two transit systems operating exclusively within the MPA: CATS and TRAM. Both CATS and TRAM receive funding directly from FTA. The Hancock Area Rural Transit (HART) system also operates within the MPA; however, HART apportionments are accounted for in the Indianapolis MPO long-range transportation plan instead of 2050 inMotion, because HART has a limited service area within the Anderson MPA.

CATS and TRAM are independent of MCCOG, but our organizational purposes overlap. All agencies must coordinate with the MPO to

ensure both operating and capital improvement funds are included in the TIP. The financial analysis for transit is similar to the MPO analysis with conservative inflation rates applied to recent federal funding allocations and higher inflation rates applied to estimated costs. Special funds can also be included in the financial analysis and, in this case, funds from the CARES Act (noted in Chapter 6) as well as other FTA programs like 5339 and 5310 have been considered in the financial analysis. Finally, local revenues are generated through fares, advertising fees, and state public mass transit funds, which can be used as required local matching funds.

Approximately \$86.58 million of federal funding and \$74.63 million of local match is required to fund the full *2050 inMotion* Transit program. Although transit funding can require only 20% match for capital improvements, both CATS and TRAM typically use the funding for operations, which requires a 50% match. Despite the higher proportion of local match required, both the federal transit funds and local funds available for match exceed the required amounts, so the Transit project list is also fiscally constrained.

### **COVID-19 Impacts**

There are many potential implications from COVID-19 to consider for future financial analyses because the virus' full impacts are currently unknown. Both the FHWA and FTA funding allocations are expected to decrease following COVID-19 and transit is likely to decrease significantly more. Both funds rely on revenues generated through travel, which was drastically limited during the early stages of COVID-19 and continues to be limited. Furthermore, it is possible that the amount of household travel and typical travel patterns may never return

to pre-COVID levels, considering the potential shift in travel for work as companies embrace work-from-home policies. The reduction in travel results directly in a reduction in revenues for funding transportation improvements and could potentially have drastic impacts on the funding assumptions made within *2050 inMotion*.

In addition to impacts on federal funding revenues, the availability of funding for local match may be reduced. It is expected that within the first few years following the outset of the COVID-19 pandemic municipalities will be faced with reduced revenues paired with the need to provide residents with as much financial flexibility as possible. Municipalities can be expected to limit financial risk and limit commitment to new projects until the anticipation of projected revenues stabilizes.

### Funding Summary

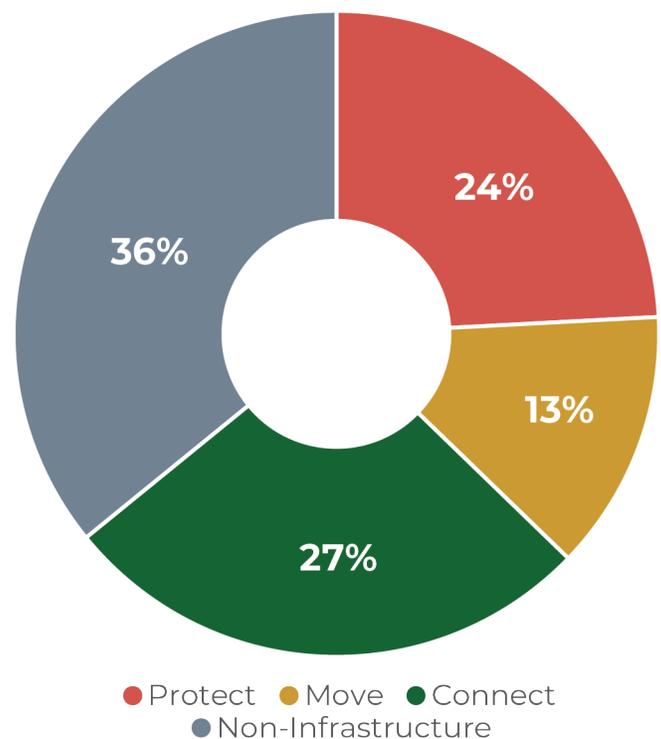
The 87 actions identified through public input and technical analysis as part of the fiscally constrained list for *2050 inMotion* can be reviewed in two ways:

- Comparing the total actions.
- Comparing the percent of total funding.

The number of actions by category and type are highlighted within the recommendations, but additional insight can be gained by reporting the percentage of total funding dedicated to each category. However, when it comes to funding, non-infrastructure items must be combined and compared to the infrastructure funding dedicated to each category. Since the Educate category is entirely non-infrastructure, it is not illustrated separately.

63 non-infrastructure actions compose over 72% of the action list and 36% of the total funding. These policies, plans, and programs support all four categories and work to enhance future infrastructure projects while providing valuable services across the MPA. The remaining 64% of funding is split between Move, Connect, and Protect with Move constituting the greatest portion of funding. Overall, the balance of funding and actions by categories aligns with the Investing in Connected Places scenario by strengthening local safety, connectivity, and movement through reconstruction, transit/trail/sidewalk expansion, and intersection improvements.

**Figure 7.03:** Percent of Funds by Category



## Moving Forward

Developing a Metropolitan Transportation Plan (MTP) is a requirement for all MPOs as well as a critical activity identifying the needs of people who rely on the Anderson MPA's transportation system. Even though it is likely that the need will always outweigh the available financial resources, public input and technical analysis can highlight actions that will have the greatest impact to move our region forward.

The MTP must be updated every 4 years to incorporate the latest analyses and public input to ensure that the action list continues to support the guiding direction. However, due to air quality and transportation conformity requirements dictated by the Environmental Protection Agency (EPA) for the Central Indiana Airshed, coordination with the lead agency requires aligning timelines for multiple documents including the MTP. *2045 inMotion* has been updated and extended to *2050 inMotion* in conjunction with the Indianapolis MPO timeline to ensure strategic alignment before the required 4-year timeline.

The next steps for *2050 inMotion* include:

- Prometheus refinements (ongoing)
- Data set updates and normalization (traffic counts and crash information)
- MPO supporting plan development and refinement (between MTP updates)
- MTP updates (every five years)
- MTP amendments (every 6 months or as needed)
- Transportation Conformity Report (every 6 months or as needed)

Continuously developing and refining analytical tools like Prometheus will help provide

a greater understanding of project impacts, program projects, and prioritize projects.

As highlighted throughout the non-infrastructure recommendations, other MPO planning documents can inform future MTP updates by further delving into specific components of the transportation system. It is vital to continue developing supporting documents and tools like the Safety Plan, Bicycle and Pedestrian Plan, and Health Impact Assessment during the interim period between MTP updates.

*2050 inMotion* built on MCOG's first scenario planning effort that is a step towards enhanced analysis; however, this effort only skims the surface of possibilities. Prometheus was designed to support exploratory analysis of connected and autonomous vehicles and impacts under various conditions to improve the Connected World scenario that *2050 inMotion* was unable to fully investigate. Future work should build on the scenarios of *2050 inMotion* to analyze impacts of catalytic investments, economic downturns, global pandemics, and connected and autonomous personal aircraft.

Between making major updates and following air quality and transportation conformity requirements, any regionally significant project as identified by the Central Indiana Airshed Interagency Consultation Group (ICG) not included in *2050 inMotion* will require an amendment to the MTP. Per EPA requirements, amendments must be made even if the project is not funded by the MPO, such as qualifying INDOT projects within the Anderson MPA. In coordination with the Indianapolis MPO, applicable projects will be amended into *2050 inMotion* every six months.

Some action items are implemented following Federally mandated cycles, but discretionary activities can also be completed following public input in pursuit of addressing community

needs. The *Action Item Prioritization Survey* provided significant input to help establish the order of implementation for discretionary activities. The following actions illustrate those items that align the most with input from the survey.

- ADA Transition & Title VI Plan Development Program
- CATS Urban Transit Operations Study
- Clean Air Aware Program
- Environmental Awareness & Education Program
- Commuter Connect Integration Program
- County Connect Integration Program
- Underserved Community Coordination Program
- Park & Ride Lot Program
- Safe Routes to School & Wellness Planning Initiative

The recommendations identified in *2050 inMotion* will be reviewed, amended, and reprioritized based upon community needs and available funding. *2050 inMotion* is designed to support the prioritization and programming of MPO funds through the TIP and UPWP. Regular updates to these items will assist the MPO in developing a fiscally constrained TIP document every two years with specific infrastructure improvement projects throughout the Anderson MPA. Similarly, an assessment of progress in non-infrastructure recommendations will guide the annual UPWP update to allocate agency resources for developing interim tools and plans that expand the local and regional understanding of the transportation system.

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We can expect the outcomes identified in 2050 inMotion to happen if the future matches the assumptions made. But the future may not match. In fact, maybe it shouldn't.

What really happens depends on all of us, working together to reach a better future.

**And now the real work begins.**

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