

D.01 - Financial Analysis Assumptions



Fortville

Financial analysis to achieve fiscal constraint requires thorough review of Federal, State, and Local funding. In addition to gathering information on existing levels of funding and applicable sources for transportation improvements, assumptions must be made to forecast revenue and project costs to anticipated project years. The combination of Federal, State, and Local funding must not only be enough to cover the cost of project construction, but Local funding must also account for the on-going operation and maintenance of new facilities. Without accounting for additional operation and maintenance costs within financial analysis, Local Public Agencies would not realize the complete cost of expanding their transportation system responsibilities. Each of these elements must be considered thoroughly to exhibit a full understanding of regional finances and achieve fiscal constraint.

Federal Allocations

Federal transportation funding is split amongst State DOTs, MPOs, and public transit service providers. Specific formulas established at both the Federal and State level determine the amount of funding each individual organization receives. Annual allocations for Federal funding received by the Madison County Council of Governments (MCCOG) are available from 2015 to 2026, while the City of Anderson Transit System (CATS) and Transportation for Rural Areas of Madison County (TRAM) are available from 2015 to 2024. These apportionments were analyzed by program / funding type to determine projected growth rates and are illustrated in the table below. As the Carbon Reduction and PROTECT funding programs are new from the IIJA, we chose a conservative assumption and did not carry them forward beyond 2027.

Table 1: Funding Growth Rates by Agency & Program

Agency & Funding Program	Annual Growth
MPO	
<i>Surface Transportation Block Grant (STBG)</i>	0.0%
<i>Highway Safety Improvement Program (HSIP)</i>	0.0%
<i>Congestion Mitigation and Air Quality Improvement Program (CMAQ)</i>	0.0%
<i>Transportation Alternatives (TA)</i>	0.0%
<i>Metropolitan Planning (PL)</i>	0.0%
City of Anderson Transit System (CATS)	
<i>Urbanized Area Formula Grant (5307)</i>	0.15%
Transportation for Rural Areas of Madison County (TRAM)	
<i>Formula Grants for Rural Areas (5311)</i>	3.3%

Special Funds

Within financial analysis, it is permissible to include the use of special funding like competitive grants, stimulus, or earmark for specific projects to achieve fiscal constraint. However, it is expected that the use of special funding will be limited and utilized where there is evidence of previous ability to capture external funds when available. Following the conservative approach to available Federal funding, no analysis periods within 2050 inMotion include special funding for the MPO.

Special funds typically consist of grants or discretionary funds where projects are anticipated to be competitive. For example, the 67th Street Extension – a planned new construction roadway paralleling I-69 – was originally an earmark project and would be eligible for programs like the IIJA Better Utilizing Investments to Leverage Development (BUILD) grant.

Transit special funds are limited to the 5310 Enhanced Mobility of Seniors & Individuals with Disabilities program and Coronavirus Aid, Relief, and Economic Security Act (CARES). CATS has proven competitive in applying for 5310 funding for the purchase of buses and vans. Both CATS and TRAM received CARES Act funding.

Infrastructure & Non-Infrastructure

2050 inMotion incorporates a unique approach to including non-infrastructure action items as an integral component to addressing transportation system needs and supporting local partners. Typical financial analyses restrict the review of funding to infrastructure-specific programs. To address this disconnect, the financial analysis differentiates between infrastructure and non-infrastructure funding within the MPO. Though it is not presented in the fiscal constraint overview table within Chapter 7, the analysis maintains fiscal constraint by comparing UPWP projected costs against Metropolitan Planning and annual allocation to planning transfer funding levels. This is an important inclusion, as the level of non-infrastructure funding can impact or reduce the level of infrastructure funding available. For example, the Anderson MPO traditionally flexes \$1-1.5 million of infrastructure funding to non-infrastructure actions to support planning efforts like providing technical assistance to local community partners. This exchange is directly represented in the MPO financial tool to ensure fiscal constraint is maintained for both infrastructure and non-infrastructure actions.

Local Revenue

Nearly every Federally-funded program requires local match, a portion of the total project cost provided by the local unit sponsoring the project. Therefore, to achieve fiscal constraint, financial analysis must consider the availability of local funding to act as local match and ensure local participation. The Department of Local Government Finance (DLGF) provides an online tool, Gateway, for accessing municipal receipts, disbursements, and balances by account for each year between 2011 and 2024. These reports were generated for each community identified below to serve as the base for local funding analysis:

- Alexandria
- Anderson
- Chesterfield
- Country Club Heights
- Daleville
- Delaware County
- Edgewood
- Elwood
- Fortville
- Frankton
- Hancock County
- Ingalls
- Lapel
- Madison County
- Markleville
- Orestes
- Pendleton
- River Forest
- Summitville
- Woodlawn Heights

However, not all local revenue sources can be used to fund transportation improvements.

Source Accounts

The following account types were reviewed as part of the financial analysis:

- Motor Vehicle Highway (MVH)
- Local Road & Street (LRS)
- Wheel Tax
- Cumulative Bridge
- Overweight Vehicle Fines
- Cumulative Capital Improvement (CCI)

Though not every community has each of these account types available, these are the primary accounts used to fund transportation improvements and represent the typical accounts local partners utilize for local match on Federally-funded projects. Between 2011 and 2024, the total funds received for these accounts was \$490,376,350.94. The annual

average receipt by account is illustrated in the table below to provide an overview of the level of revenue each source generates.

Table 2: LPA Average Revenues

<i>Funding Account</i>	<i>Avg. Receipt</i>
<i>Motor Vehicle Highway</i>	\$8,361,986
<i>Wheel Tax</i>	\$5,464,087
<i>Local Road & Street (LRS)</i>	\$2,251,401
<i>Cumulative Bridge</i>	\$1,312,112
<i>Overweight Vehicle Fines</i>	\$1,656
<i>Total</i>	\$17,391,242

Revenue Forecasts

The local revenue available for match in forecast years uses a combination of existing account balance growth and an assumed percentage of total receipts that are available for capital improvement projects. Existing receipts were analyzed against annual disbursements within each account and annual allocation to capital improvement projects was discussed with community partners. Account receipts between 2012 and 2024 grew at an average of 4.09% annually, while disbursements grew at an average of 3.33% annually.

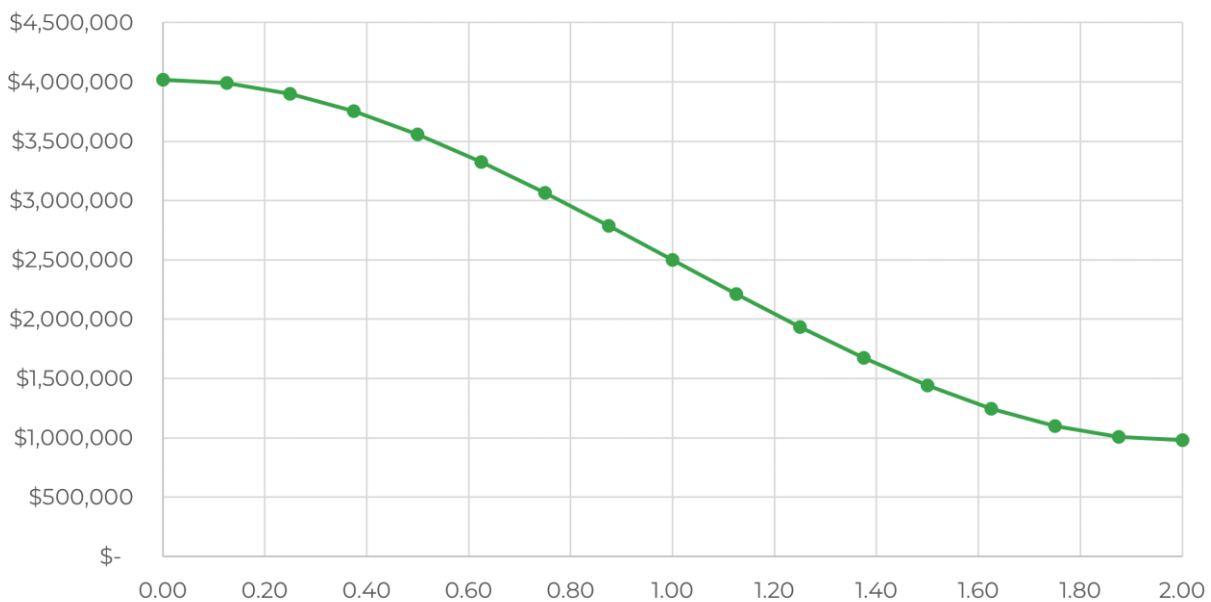
The accounts that were analyzed can be utilized either directly or to leverage bonds to fund the local match portion of projects. To account for the use of balance funds, the available balance is depleted at the end of each analysis period and growth applied annually to the newly reduced balance.

Project Costs

The final element of the 2050 inMotion financial analysis includes project cost estimation. Typically, detailed project costs are developed and revised by engineers as the scope and design of a project evolve. Projects that are programmed within the TIP or that have been vetted at the local-level, have existing cost estimates to be used within the MTP. However, in some cases, these costs must be inflated to the projected build year if the build year has changed since the last estimate was updated. In these cases, an inflation rate of 3.00% annually is used, slightly higher than the average inflation between 2000 and 2026.

Estimates are difficult to develop at the planning stage as specific design features are not final, and environmental impact considerations have not been identified. Project costs built into the MTP that are outside of the existing TIP or have not reached the stage of initial estimation for award purposes, are high-level estimates based on forecasting recently completed similar projects with built-in contingencies. Per mile formulas were developed using available previous actual costs for trails, corridors, and Safe Routes to School projects. Per mile costs generally decline as a project increases in length due to economies of scale, which is supported by available project data.

Figure 1: Trail Cost Per Mile – Estimation Curve



Finally, where the Federal-funding source is unknown projects are assumed to be 80% Federally- and 20% locally-funded.

Operations & Maintenance

Beyond initial project costs for design, right-of-way acquisition, and construction, communities must plan for on-going operations and maintenance of the transportation system. To account for this, the financial analysis and final fiscal constraint table assumes additional annual costs per mile for new facilities. Since these costs are expected to be strictly the responsibility of the sponsoring local government unit, the cost is added to the local match requirement within each analysis period to generate the total local funds required.

Table 3: Annual O&M Costs

<i>Facility Type</i>	<i>Per (lane) Mile Cost</i>
<i>Road</i>	\$32,000
<i>Bridge</i>	\$25,000
<i>Sidewalk</i>	\$10,000
<i>Trail</i>	\$8,000

Operations and maintenance costs are applied by project using the estimated project length and assumed design such as number of lanes and inclusion of sidewalk. These costs were developed by reviewing research produced by/in conjunction with FHWA, INDOT, Purdue Local Technical Assistance Program (LTAP), Rails-to-Trails Conservancy, and the Transportation Research Board (TRB). Finally, to account for the on-going nature of operations and maintenance, the total annual cost for each project was inflated each year and added across analysis period (i.e. all O&M costs in 2026 to 2030 were included in 2031 to 2040 and 2041 to 2050).

D.02 - Population & Employment Growth Comparisons



Public input and review of existing conditions provide a basic understanding for the current state of the transportation system. These processes identify issues under existing levels of travel, but prioritizing investments requires decision-makers to anticipate which issues will damage or restrict the transportation system even more in the future. Forecasting supports analysis of the transportation system under changing travel assumptions. Though there are many considerations for how transportation will change in the future, the base of forecasting analysis is the assumption of population and employment changes.

Projections rely on a combination of demographic, socioeconomic, and land use models including calibration utilizing local experts such as elected officials, real estate developers, and planning staff. The development of population and employment forecasts from 2020 to 2050 is explained in Chapter 5. However, as part of the development process, extensive review of growth rates across Indiana in various locations was conducted. This information also provides insight into the feasibility of growth levels across subregions, as urban, suburban, and rural areas across Indiana have seen different trends. The following tables are available for comparison against 2050 inMotion MPA growth rates:

Table 1: Central Indiana Population Change

County	1990	2024	Change	Annual Growth Rate
Boone	38,304	78,773	40,469	2.14%
Hamilton	110,348	379,704	269,356	3.70%
Hancock	45,686	88,810	43,124	1.97%
Hendricks	76,107	190,629	114,522	2.74%
Johnson	88,615	170,614	81,999	1.95%
Madison	130,922	134,222	3,300	0.07%
Marion	800,138	981,628	181,490	0.60%
Morgan	56,215	73,825	17,610	0.80%
Shelby	40,383	45,654	5,271	0.36%
8-County	1,255,796	2,009,637	753,841	1.39%
9-County	1,386,718	2,143,859	757,141	1.29%
Muncie CSA	1,893,104	2,691,579	798,475	1.04%
Anderson MSA	1,416,990	2,174,833	757,843	1.27%

Table 2: Central Indiana Employment Change

County	1990	2024	Change	Annual Growth Rate
Boone	16,971	58,382	41,411	3.70%
Hamilton	57,297	259,423	202,126	4.54%
Hancock	17,352	41,800	24,448	2.62%
Hendricks	27,704	121,977	94,273	4.46%
Johnson	37,703	93,160	55,457	2.70%
Madison	60,406	56,015	-4,391	-0.22%
Marion	608,258	826,364	218,106	0.91%
Morgan	18,129	25,674	7,545	1.03%
Shelby	19,401	24,584	5,183	0.70%
8-County	802,815	1,451,364	648,549	1.76%
9-County	863,221	1,507,379	644,158	1.65%
Muncie CSA	1,131,521	1,810,364	678,843	1.39%
Anderson MSA	873,477	1,520,989	647,512	1.64%

Table 3: City Growth Rates, Similar Distance from Indianapolis

City	County	1990	2024	Change	Annual Growth Rate
Columbus	Bartholomew	31,802	51,824	20,022	1.45%
Frankfort	Clinton	14,754	15,917	1,163	0.22%
Greensburg	Decatur	9,286	12,229	2,943	0.81%
New Castle	Henry	17,753	17,367	-386	-0.06%
Crawfordsville	Montgomery	13,584	16,491	2,907	0.57%
Martinsville	Morgan	11,677	11,933	256	0.06%
Greencastle	Putnam	8,984	9,864	880	0.28%
Cloverdale	Putnam	1,681	2,195	514	0.79%
Shelbyville	Shelby	15,336	20,296	4,960	0.83%
Total		124,857	158,116	33,259	0.70%

Table 4: Non-Indianapolis Central Indiana MPO County Population Change

County	1990	2024	Change	Annual Growth Rate
Bartholomew	63,855	84,741	20,886	0.84%
Delaware	119,774	112,951	-6,823	-0.17%
Howard	80,976	84,082	3,106	0.11%
Madison	130,922	134,222	3,300	0.07%
Total	395,527	415,996	20,469	0.15%

Table 5: Non-Indianapolis Central Indiana MPO County Employment Change

County	1990	2024	Change	Annual Growth Rate
Bartholomew	42,137	64,199	22,062	1.25%
Delaware	62,976	60,291	-2,685	-0.13%
Howard	50,562	46,136	-4,426	-0.27%
Madison	60,406	56,015	-4,391	-0.22%
Total	216,081	226,641	10,560	0.14%

Table 6: City Growth Rates, Similar Size / Location as Anderson

City	County	1990	2024	Change	Annual Growth Rate
Columbus	Bartholomew	31,802	51,824	20,022	1.45%
Muncie	Delaware	71,035	64,751	-6,284	-0.27%
Elkhart	Elkhart	43,627	53,733	10,106	0.61%
Marion	Grant	32,618	27,531	-5,087	-0.50%
Greenfield	Hancock	11,657	24,940	13,283	2.26%
Avon	Hendricks	1,170	23,437	22,267	9.22%
Plainfield	Hendricks	10,433	36,369	25,936	3.74%
Kokomo	Howard	44,962	59,122	14,160	0.81%
Franklin	Johnson	12,907	26,168	13,261	2.10%
Greenwood	Johnson	26,265	66,029	39,764	2.75%
East Chicago	Lake	33,892	26,022	-7,870	-0.77%
Hammond	Lake	84,236	76,768	-7,468	-0.27%
Michigan City	LaPorte	33,822	31,814	-2,008	-0.18%
Anderson	Madison	59,459	55,367	-4,092	-0.21%
Mishawaka	St. Joseph	42,608	51,021	8,413	0.53%
Lafayette	Tippecanoe	43,764	71,159	27,395	1.44%
West Lafayette	Tippecanoe	25,907	45,159	19,252	1.65%
Terre Haute	Vigo	57,483	58,427	944	0.05%
Richmond	Wayne	38,705	35,581	-3,124	-0.25%
Total		706,352	885,222	178,870	0.67%

Table 7: Rural County Population Change

County	1990	2024	Change	Annual Growth Rate
Clinton	31,060	32,895	1,835	0.17%
Delaware	119,774	112,951	-6,823	-0.17%
Henry	48,162	49,081	919	0.06%
Montgomery	34,491	38,633	4,142	0.33%
Putnam	30,458	37,804	7,346	0.64%
Rush	18,156	16,759	-1,397	-0.24%
Tipton	16,141	15,324	-817	-0.15%
Total	298,242	303,447	5,205	0.05%

Table 8: Rural County Employment Change

County	1990	2024	Change	Annual Growth Rate
Clinton	13,865	15,489	1,624	0.33%
Delaware	62,976	60,291	-2,685	-0.13%
Henry	18,355	18,651	296	0.05%
Montgomery	20,757	21,380	623	0.09%
Putnam	13,591	18,196	4,605	0.86%
Rush	7,352	7,629	277	0.11%
Tipton	5,802	7,812	2,010	0.88%
Total	142,698	149,448	6,750	0.14%

Table 9: Anderson MPA Community Population Change

County	1990	2024	Change	Annual Growth Rate
Alexandria	5,709	5,155	-554	-0.30%
Anderson	59,459	55,367	-4,092	-0.21%
Chesterfield	2,721	2,489	-232	-0.26%
Daleville	1,681	1,584	-97	-0.17%
Edgewood	2,057	2,121	64	0.09%
Elwood	9,490	8,356	-1,134	-0.37%
Fortville	2,690	4,976	2,286	1.83%
Frankton	1,736	1,658	-78	-0.14%
Ingalls	889	2,512	1,623	3.10%
Lapel	1,742	2,668	926	1.26%
Markleville	412	739	327	1.73%
Orestes	458	243	-215	-1.85%
Pendleton	2,309	5,321	3,012	2.49%
Summitville	1,010	1,104	94	0.26%
Cities & Towns*	87,992	87,733	-259	-0.01%
Rural Areas*	42,677	44,167	1,490	0.10%

D.03 - Supporting Documents



Edgewood

Supporting Documents

- 2026 – MPA Transportation Projects GIS Platform (in progress)
- 2026 – SR 13 Corridor Study (in progress)
- 2026 – Uniting Scatterfield: SR 9/Scatterfield Road Study (in progress)
- 2026 – Central Indiana Transportation Survey
- 2025 – MPA Bicycle and Pedestrian Plan
- 2025 – Pendleton Keystone District Master Plan
- 2024 – Integrate I-69 Corridor Plan
- 2023 – Protect 2030 (MPO Safety Action Plan)
- 2023 – Markleville Comprehensive Plan
- 2023 – Lapel Park & Recreation Master Plan
- 2023 – Ingalls Bicycle & Pedestrian Plan
- 2022 – SR 13 Microsimulation Memo
- 2022 – Lapel Thoroughfare Plan
- 2022 – Elwood Thoroughfare Plan
- 2022 – Elwood Uptown Plan
- 2022 – Elwood Comprehensive Plan
- 2022 – Madison County Thoroughfare Plan
- 2021 – Pendleton I-69 Interchange Master Plan & Market Analysis
- 2020 – Lapel Comprehensive Plan
- 2019 – Health Impact Assessment
- 2019 – Pendleton Thoroughfare Plan
- 2019 – Fortville CR 200 W & Fortville Pike RSA
- 2019 – 2045 inMotion (MTP)

D.04 - Project Eligibility Review Policy



RESOLUTION 19 - 2015

RESOLUTION ESTABLISHING AN MPO PROJECT ELIGIBILITY REVIEW PROCEDURE FOR TRANSPORTATION-RELATED PROJECTS

WHEREAS, each urbanized area participating in the programs of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must assure that funded transportation projects are included in the local Transportation Improvement Program (TIP), as well as the Indiana State Transportation Improvement Program (INSTIP), and

WHEREAS, the Madison County Council of Governments (MCCOG) is the agency designated by the Governor to maintain the Transportation Improvement Program (TIP) for the Anderson/Madison County Metropolitan Planning Area, and

WHEREAS, MCCOG has a limited amount of funds that can be designated to qualifying projects within the Anderson/Madison County Metropolitan Planning Area, and

WHEREAS, MCCOG understands the importance of adding qualifying projects in a timely manner, yet must be allowed time for thorough review, verify that it is a qualifying project, and confirm there are funds available, as there are a limited amount of funds, and

WHEREAS, MCCOG has developed an MPO Project Eligibility Review Procedure for any Federal Aid Application or other transportation-related funding mechanism, prior to submittal to the funding agency. To initiate this review in a timely manner, the LPA ERC shall adhere to the following basic *MPO Project Eligibility Review Process*:

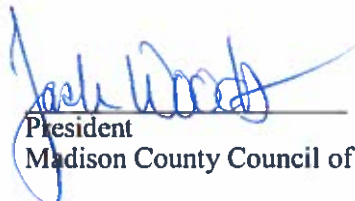
- (1) At such time, when MCCOG makes preparations to update its Metropolitan Transportation Plan (MTP) or, in some cases, its Transportation Improvement Program (TIP) Document, MCCOG staff will request LPA ERC's to submit project ideas, including both needs and wants, to the MPO for review.
- (2) At such time, the LPA shall complete the *Project Eligibility Review Form – Step 1* for each project idea without consideration of funding amount, funding type, nor funding year.
- (3) At such time, the LPA shall gather all completed forms (*Project Eligibility Review Forms – Step 1*) for that LPA, regardless of department, and prioritize those projects, one (1) being the most important project.
- (4) At such time, the LPA ERC and the highest elected official shall sign and date each form and submit them to MCCOG Staff.
- (5) At such time, MCCOG Staff shall review all *Project Eligibility Review Forms – Step 1* to ensure they are complete, that the details of the request are clearly described, and if necessary, request clarification and additional information to be added to the form and resubmitted.
- (6) At such time, MCCOG Staff shall conduct a Red Flag Investigation (RFI) on each submitted project.
- (7) At such time, MCCOG Staff shall provide the LPA ERC a *Red Flag Investigation Report* to be used to complete the *Project Eligibility Review Form – Step 2* for each submitted project.
- (8) At such time, the LPA ERC shall complete the *Project Eligibility Review Form – Step 2* for each submitted project, including the dated signature of the LPA ERC and highest elected official.
- (9) At such time, MCCOG Staff shall review all *Project Eligibility Review Forms – Step 2* to ensure they are complete, that the details of the request are clearly described, and if necessary, request clarification and additional information to be added to the form and resubmitted.

- 10) At such time, MCCOG Staff shall review each project by reviewing applicable project requirements, applying scoring criteria, applying prioritization criteria, and prioritizing all forms submitted to date (past and present) with one (1) being the most important.
- 11) At such time, MCCOG Staff will determine the funding mechanisms available, the projects that will be awarded those funds, and the state fiscal year (SFY) in which those funds must be obligated.
- 12) At such time, when MCCOG Staff has completed the *Eligibility Review Process*, MPO Funding Award Letters will be issued to the appropriate LPA ERC's.

WHEREAS, the aforementioned MCCOG Procedure to Review and Approve any Application for Transportation-Related Funding is not followed, the LPA requesting federal aid funds or awarded special funds may not be able to initiate their project because (1) the project does not have the required signatures, (2) does not adhere to required standards to be listed in the TIP, and (3) does not align with the current goals and objectives of the Metropolitan Planning Organization (i.e. MCCOG).

THEREFORE, BE IT RESOLVED THAT the Madison County Council of Governments hereby certifies the aforementioned MPO Project Review Procedure for any Application for Transportation-Related Funding as a Policy and Standard to be adhered by all LPA's and other potential Funding Recipients within the Anderson/Madison County Metropolitan Planning Area and is hereby endorsed and approved.

ADOPTED by the Madison County Council of Governments Policy Committee, this 10th day of December, 2015.



President

Madison County Council of Governments

PROJECT ELIGIBILITY SCORE SHEET - Step 1														
COMMUNITY:	City of Anderson					PROJECT:						#		
CRITERIA	Project Category	Points by Community					Subtotal	Points by Project			Subtotal	Total Points Received	% Total Pts.	Max. Pts. Poss.
		1	2	3	4	5		6	7	8				
PRIMARY PLANS	Comprehensive Plan	Complete - 20pts	Adopted -20pts	Updated in past 5 yrs - 10pts	Updated in past 10 yrs - 5pts		45	Generally Addressed in Plan - 20pts				45	60%	75
	Capital Improvement Plan (CIP)	Complete - 20pts	Adopted -20pts	Updated in past 5 yrs - 10pts	Updated in past 10 yrs - 5pts		0	Generally Addressed in Plan - 5pts	Specifically Listed in Plan - 40pts			0	0%	100
SECONDARY PLANS (project-identifying)	Park & Recreation Master Plan	Complete - 10pts	Adopted -20pts	Updated in past 5 yrs - 10pts	Updated in past 10 yrs - 5pts		45	Generally Addressed in Plan - 5pts	Specifically Listed in Plan - 10pts			45	75%	60
	ADA Transition Plan	Complete - 10pts	Adopted -20pts	Updated in past 5 yrs - 10pts	Updated in past 10 yrs - 5pts		45	Generally Addressed in Plan - 5pts	Specifically Listed in Plan - 10pts			45	75%	60
	Pedestrian Connectivity Plan	Complete - 10pts	Adopted -20pts	Updated in past 5 yrs - 10pts	Updated in past 10 yrs - 5pts		0	Generally Addressed in Plan - 5pts	Specifically Listed in Plan - 10pts			0	0%	60
	Thoroughfare Plan (stand alone plan)	Complete - 10pts	Adopted -20pts	Updated in past 5 yrs - 10pts	Updated in past 10 yrs - 5pts		45	Generally Addressed in Plan - 5pts	Specifically Listed in Plan - 10pts			45	75%	60
	Master Utility Plan	Complete - 10pts	Adopted -20pts	Updated in past 5 yrs - 10pts	Updated in past 10 yrs - 5pts		0	Generally Addressed in Plan - 5pts				0	0%	50
	Safe Routes to School Plan	Complete - 10pts	Adopted -20pts	Updated in past 5 yrs - 10pts	Updated in past 10 yrs - 5pts		0	Generally Addressed in Plan - 5pts				0	0%	50
SMALL AREA PLANS	Downtown Revitalization Plan	Complete - 5pts	Adopted -10pts	Updated in past 5 yrs - 10pts	Updated in past 10 yrs - 5pts		0	Generally Addressed in Plan - 5pts	Specifically Listed in Plan - 10pts			0	0%	45
	Within/Through Neighborhood with a Neighborhood Plan	Complete - 5pts	Adopted -10pts	Updated in past 5 yrs - 10pts	Updated in past 10 yrs - 5pts		0	Generally Addressed in Plan - 5pts	Specifically Listed in Plan - 10pts			0	0%	45
	Within/Crossing a Corridor with a Corridor Plan	Complete - 5pts	Adopted -10pts	Updated in past 5 yrs - 10pts	Updated in past 10 yrs - 5pts		0	Generally Addressed in Plan - 5pts	Specifically Listed in Plan - 10pts			0	0%	45
PRIMARY CODE ENFORCEMENT	Zoning & Development Ordinances	Locally Complete - 20pts	Locally Adopted - 40pts	Locally Updated in past 5 yrs - 10pts	Locally Updated in past 10 yrs - 5pts	Covered by County Plan Commission - 20pts	75					75	100%	75
	Minimum Local Design Standards (Transportation)	Complete - 10pts	Adopted -20pts	Updated in past 5 yrs - 10pts	Updated in past 10 yrs - 5pts		35					35	78%	45
	Minimum Local Design Standards (Stormwater)	Complete - 10pts	Adopted -20pts	Updated in past 5 yrs - 10pts	Updated in past 10 yrs - 5pts		35					35	78%	45
SECONDARY CODE ENFORCEMENT	Form-Based Codes	Complete - 5pts	Adopted -5pts	Updated in past 5 yrs - 10pts	Updated in past 10 yrs - 5pts		0					0	0%	25
	Corridor Overlay District	Complete - 5pts	Adopted -5pts	Updated in past 5 yrs - 10pts	Updated in past 10 yrs - 5pts		0					0	0%	25
	Historic Preservation Design Standards	Complete - 5pts	Adopted -5pts	Updated in past 5 yrs - 10pts	Updated in past 10 yrs - 5pts		25					25	100%	25
	Unified Deveopment Ordinance (UDO)	Complete - 5pts	Adopted -5pts	Updated in past 5 yrs - 10pts	Updated in past 10 yrs - 5pts		0					0	0%	25
DECISION-MAKING BODIES	Plan Commission	Active - 10pts					10					10	100%	10
	Park Board	Active - 10pts					10					10	100%	10
	Preservation Commission	Active - 5pts					5					5	100%	5
DESIGNATION	Main Street Community	Active - 5pts					5					5	100%	5
AIR QUALITY	Air Quality Analysis							Mitigates / Improves AQ - 60pts	Exempt - 40pts	Conformity - 5pts		0	0%	100
TOTAL POINTS												380	36%	1045

PROJECT ELIGIBILITY SCORE SHEET - Step 2

COMMUNITY:		PROJECT:							
Project Category	How well does the project...	Choices/Point Generators					Total Points Received	Maximum Points	% Points Received
		Outstanding	On Point	Indifferent	Acceptable	Non-Acceptable			
		10	7	5	3	1			
Congestion & Convenience	Address the Causes of Congestion						0	10	0%
	Manage Congestion								
	Improve Traffic Flow								
	Contribute to the Local Transportation System								
	Contribute to the Regional Transportation System								
	Improve Convenience for the Driver								
Safety & Security	Address Safety Concerns						0	10	0%
	Promote Safe Routes to Schools (elementary & middle only)								
	Address Security Concerns (alternate routes, hazmat, access to sensitive places - schools, govt., products, water source)								
	Provide Access for Public Safety (fire, EMT, ambulance, police)								
	Improve High-Crash Corridor								
	Reduce Number of Conflict Points								
Community Health	Address Safety Issues in Concentrated Population or Development Areas						0	10	0%
	Support Access to Nutrition								
	Support Access to Healthcare								
	Promote Healthy Lifestyles								
	Promote Pedestrian Connectivity								
	Serve High Health Impact Areas (i.e., areas with high concentration of low-income, minority, & elderly populations)								
Transportation Choices	Integrate Alternative Transportation Choices						0	10	0%
	Integrate Use of Local Transit Options								
	Integrate Use of Regional Transit Options								
	Integrate Use by Pedestrians								
	Integrate Use by Bicycles								
	Reduce Automobile Dependency								
Environmental & Cultural Resources	Improve Transit Reliability						0	10	0%
	Support Efforts to Reduce Dependency on Fossil Fuels								
	Support Efforts to Improve Air Quality								
	Support Efforts to Improve Water Quality								
	Limit the Negative Impact on Environmental Resources								
	Limit the Negative Impact on Cultural Resources								
Title VI & ADA Compliance							0	10	0%
	Promote Social Justice & Equal Opportunity								
	Promote Access to Persons with a Disability or Limited Mobility								
	Promote Access for Low-Income Populations								
	Promote Access to Minority Populations								
	Address a Significant ADA Compliance Issue								
System Preservation & Financial Sustainability	Improve Safety for Persons with a Disability or Limited Mobility						0	10	0%
	Use Limited Financial Resources of the Community Efficiently								
	Preserve Existing Infrastructure								
	Use Limited Financial Resources of the MPO Efficiently								
	Promote the Revitalization of Adjacent Land Uses								
	Promote the Revitalization of Existing Structures								
Beautification & Neighborhood Design	Address a Significant Priority for the Community						0	10	0%
	Contribute to Beautification of Community								
	Integrate with Existing Infrastructure								
	Integrate with Existing Community Design & Planning								
	Improve Existing Infrastructure (non-transportation)								
	Promote Neighborhood Cohesiveness								
Economy & Employment	Improve the Character of the Project Area						0	10	0%
	Reinforce Access to Employment								
	Reinforce Access to Education								
	Assist in Business Attraction & Retention								
	Support Employment Growth								
	Connect People with Opportunities to Engage in Economic Activity								
LPA Past History - Sense of Urgency & Knowledge	Aid in the Region's Economic Competitiveness with the Nation						0	10	0%
	Meeting Original Project Milestones								
	Responsiveness to Project-Related Requests								
	Availability of Local Match (actual)								
	Slippage to Future State Fiscal Years								
TOTALS					0	100	0%		

D.05 - Red Flag Investigation Policy



RESOLUTION 11 - 2013

RESOLUTION ESTABLISHING A PROCEDURE FOR RED FLAG INVESTIGATIONS ON ALL PROJECTS IDENTIFIED AS ELIGIBLE TO RECEIVE A FUTURE FUNDING AWARD

WHEREAS, the Madison County Council of Governments (MCCOG) is the agency designated by the Governor of Indiana as the Metropolitan Planning Organization (MPO) for the Anderson/Madison County Metropolitan Planning Area to develop a Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) through a performance-driven, outcome-based approach to planning, and

WHEREAS, FHWA has required that all MPO's address annual Planning Emphasis Areas (PEA's) to implement each MPO's planning program and financial management system as required by the most recent Federal Transportation Bill, and

WHEREAS, FHWA has identified Red Flag Investigation (RFI) as a PEA that is included as a part of the *Planning and Environmental Linkages Initiative* to help MPO's and the Indiana Department of Transportation (INDOT) consider environmental issues early in the transportation planning process and use information and analysis conducted in planning to assist in the National Environmental Policy Act (NEPA) Process; and

WHEREAS, FHWA has identified RFI's as a tool used to screen the project area for potential environmental, constructability, and engineering issues of concern prior to projects entering into the TIP; and

WHEREAS, MCCOG is now required to systematically review all proposed projects to ensure: (1) overall project eligibility, (2) that National and State Performance Measures can be met, and (3) that MPO Performance Measures can be met; and

WHEREAS, INDOT requires that an RFI must be prepared on every federally-funded project which may involve excavation;

WHEREAS, INDOT requires that an RFI must be submitted with the completed Environmental Review Document on every federally-funded project which may involve excavation;

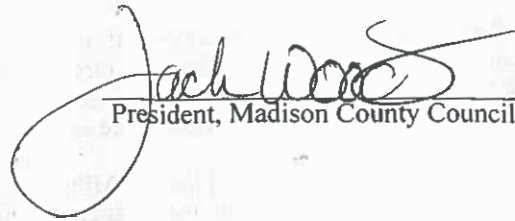
WHEREAS, MCCOG will conduct an RFI on all projects submitted by the Employee in Responsible Charge (ERC) of Local Public Agencies (LPA's) for Eligibility Review to receive a future transportation-related funding award from the MPO, INDOT, FTA, FHWA, or other federal or state agency;

WHEREAS, MCCOG has developed the following process for the completion and review of RFI's:

- (1) At such time when a Project Review Request Form is submitted, MCCOG Staff will review the request to determine if the form is detailed and complete, and
- (2) If determined complete, MCCOG Staff will conduct an RFI on the proposed project, and
- (3) Once complete, MCCOG Staff will provide a digital copy via email to the LPA ERC as part of the Project Review Response Packet, and
- (4) If the proposed project has been deemed eligible, the LPA ERC should retain a hard copy of the RFI on file for use, if and when a future funding award is issued, and
- (5) If a future funding award is issued, the LPA ERC should provide a copy of the RFI to the contracted design consultant to submit with their NEPA Documentation.

THEREFORE, BE IT RESOLVED THAT the Madison County Council of Governments hereby certifies the aforementioned Red Flag Investigation Procedure as a Policy and Standard to be adhered by all LPA's and other potential Funding Recipients within the Anderson/Madison County Metropolitan Planning Area and is hereby endorsed and approved.

ADOPTED by the Madison County Council of Governments Policy Committee, this 1st day of August, 2013.



President, Madison County Council of Governments



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204-2216 (317) 232-5348 FAX: (317) 233-4929

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Date: (month, day, year)

To: Hazardous Materials Unit
Environmental Services
Indiana Department of Transportation
100 N Senate Avenue, Room N642
Indianapolis, IN 46204

From: (Requestor's Name)
(District)
(Address)
(City, State)
(e-mail)

Re: RED FLAG INVESTIGATION
DES #, State or Local Project
Project description
Road (and bridge #, if applicable)
(City, County), Indiana

NARRATIVE

Provide a brief description of the project, proposed right of way (temporary and permanent), type of excavation, maintenance of traffic, work in waterway, and any other factors influencing recommendations. Please state in the description if this is an LPA or state project.

SUMMARY

Infrastructure			
Indicate the number of items of concern found within 0.5 mile and an explanation why each item within the 0.5 mile search radius will/will not impact the project. If there are no items, please indicate N/A:			
Religious Facilities		Recreational Facilities	
Airports		Pipelines	
Cemeteries		Railroads	
Hospitals		Trails	
Schools		Managed Lands	

Explanation:

Water Resources

Indicate the number of items of concern found within 0.5 mile and an explanation why each item within the 0.5 mile search radius will/will not impact the project. If there are no items, please indicate N/A:

NWI - Points		NWI - Wetlands	
Karst Springs		IDEM 303d Listed Lakes	
Canal Structures – Historic		Lakes	
NWI - Lines		Floodplain - DFIRM	
IDEM 303d Listed Rivers and Streams (Impaired)		Cave Entrance Density	
Rivers and Streams		Sinkhole Areas	
Canal Routes - Historic		Sinking-Stream Basins	
Urbanized Area Boundary (UAB)			

Explanation:

Mining/Mineral Exploration

Indicate the number of items of concern found within 0.5 mile and an explanation why each item within the 0.5 mile search radius will/will not impact the project. If there are no items, please indicate N/A:

Petroleum Wells		Petroleum Fields	
Mines – Surface		Mines – Underground	

Explanation:

Hazardous Material Concerns

Indicate the number of items of concern found within 0.5 mile and an explanation why each item within the 0.5 mile search radius will/will not impact the project. If there are no items, please indicate N/A:

Brownfield Sites		Restricted Waste Sites	
Corrective Action Sites (RCRA)		Septage Waste Sites	
Confined Feeding Operations		Solid Waste Landfills	
Construction Demolition Waste		State Cleanup Sites	
RCRA Generators		Tire Waste Sites	
Infectious/Medical Waste Sites		Waste Transfer Stations	
Lagoon/Surface Impoundments		RCRA Waste Treatment, Storage, and Disposal Sites (TSDs)	
Leaking Underground Storage Tanks (LUSTs)		Underground Storage Tanks (USTs)	
Manufactured Gas Plant Sites		Voluntary Remediation Program	
NPDES Facilities		Superfund	
NPDES Pipe Locations		Institutional Control Sites	
Open Dump Sites			

Explanation:

Ecological Information

The County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is attached with ETR species highlighted.

Cultural Resources

RECOMMENDATIONS

Include recommendations from each section. If there are no recommendations, please indicate N/A:

INFRASTRUCTURE:

WATER RESOURCES:

MINING/MINERAL EXPLORATION:

HAZMAT CONCERNS:

ECOLOGICAL INFORMATION:

CULTURAL RESOURCES:

INDOT Environmental Services concurrence: _____(Signature)

Prepared by:

(Signature or name of preparer)

(Job Title)

(Company)

Graphics:

A map for each report section with a 0.5 mile search radius buffer around all project area(s) showing all items identified as possible items of concern is attached. If there is not a section map included, please change the YES to N/A:

GENERAL SITE MAP SHOWING PROJECT AREA: YES

INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: YES

HAZMAT CONCERNS: YES