

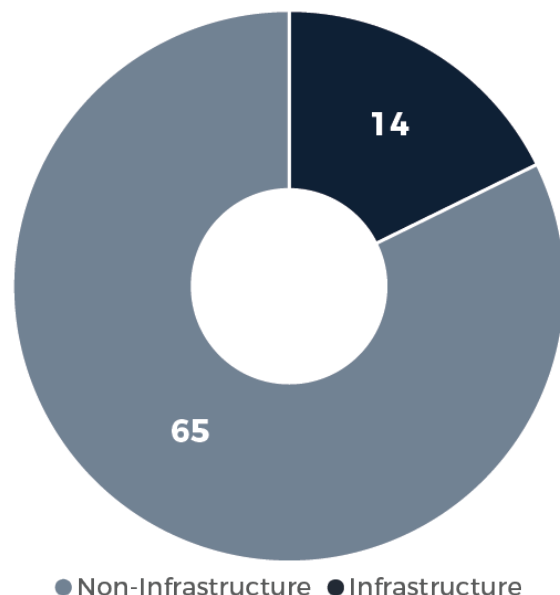
Chapter 7

Final Path

The route to achieve the *2050 inMotion* desired vision accounts for existing challenges, available funding, impacts to performance, and potential disruptions. A comprehensive list of recommendations was developed, and specific actions defined, from these considerations to adequately address the Anderson MPA's needs.

Consistently, community members stress the importance of looking at both long-term needs and short-term activities that could result in direct, tangible 'wins' generated from the planning process. Short-term recommendations, largely non-infrastructure actions, 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



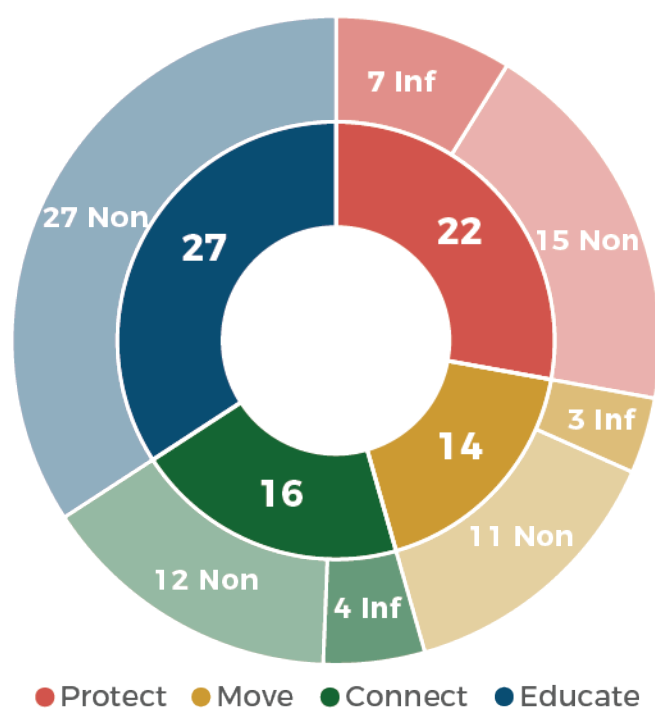
Actions

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

Actions are categorized by answering the question: “What is the impact on people?” Even though the criteria seems relatively simple, this approach is a shift away from the conventional method of categorizing infrastructure projects by 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*.

This section presents a general overview of the action categories and a list of actions. For a more detailed description, including cost estimates and construction year by phase for infrastructure projects, see *Appendix A.01: Fiscally-Constrained Project List*.

Figure 7.02: Number of Actions by Category and Type



Protect

Actions that protect people aim to shield them from danger. There are 22 actions in this category accounting for approximately 28% of all recommendations within *2050 inMotion*. Of the 22 actions, 7 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 road safety audit report program 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.

Move

Actions that move people aim to advance them from one place to another with a focus on regional mobility and efficiency. There are 14 actions in this category accounting for approximately 18% of all recommendations within *2050 inMotion*. Of the 14 actions, 3 are infrastructure projects and 11 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.

Connect

Actions that connect people aim to provide them with access to other people, places, and activities. There are 16 actions in this category accounting for approximately 20% of all recommendations within *2050 inMotion*. Of the 16 actions, 4 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.

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 34% 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.

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.

Category

- Connect
- Educate
- Move
- Protect

Type

- I Infrastructure
- NI Non-Infrastructure

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.

Table 7.01 provides a recap of the action items with their associated category assigned, infrastructure/non-infrastructure designated, the most directly impacted community denoted, and the status as of plan adoption. Note: some actions have been completed and are maintained within the list since the funding associated with them is part of financial analysis.

Table 7.01 - Recommendations Overview

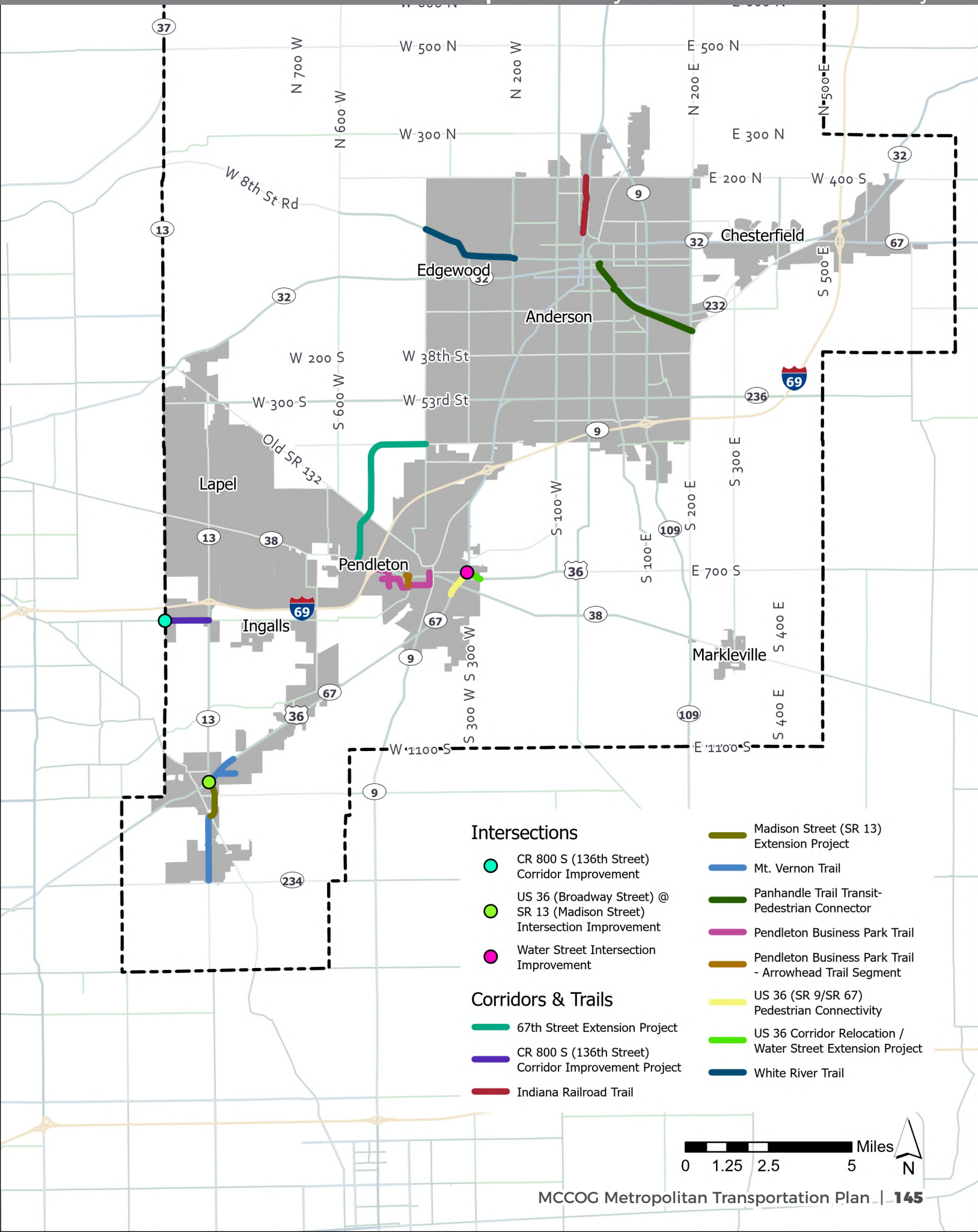
Type	Action	Community	Status
● I	Business Park Trail Construction Project	Pendleton	In Process
● I	Indiana Railroad Trail Construction Project	Anderson	Planned
● I	Transit Bicycle & Pedestrian Connectivity Projects (Multiple Locations)	Anderson	Planned
● I	White River Trail Extension Project	Anderson	Planned
● NI	MPO Bike & Pedestrian Plan (Updates)	MPA	Complete
● NI	Sidewalk Gap Identification & Prioritization Tool	MPA	Complete

Recommendations Overview				
Type	Action	Community	Status	
	NI CATS Urban Transit Operations Study	Anderson	Planned	
	NI Public Transportation Corporation Feasibility Study	Anderson / Madison County	Planned	
	NI Driveway Permit Review Program (INDOT & LPA)	MPA	Planned	
	NI LPA Micro-Mobility Development Program	MPA	Planned	
	NI Street Design Standards Development Program	MPA	Planned	
	NI ADA Transition & Title VI Plan Development Program	MPA	On-Going	
	NI Asset Management Assistance Program	MPA	On-Going	
	NI Comprehensive Transportation Planning Program	MPA	On-Going	
	NI Right-of-Way Dedication Policy Integration Program	MPA	On-Going	
	NI Transit Bicycle & Pedestrian Connectivity Program	MPA	On-Going	
	NI Financial Forecast Tool Development	MPA	Complete	
	NI Regional Household Travel Survey Program (Hoosier Travel Counts)	MPA	Complete	
	NI Metropolitan Transportation Plan (Updates & Amendments)	MPA	In Process	
	NI MPO Public Involvement Plan (Updates)	MPA	In Process	
	NI Project Eligibility Review Program	MPA	In Process	
	NI Scenario Planning Development & Integration Program	MPA	In Process	
	NI System Performance Report Management Program	MPA	In Process	
	NI Travel Demand Model Management	MPA	In Process	
	NI Community Development Assistance Program	Anderson	Planned	
	NI Environmental Awareness & Education Program	MPA	Planned	
	NI Microsimulation Study Development & Integration Initiative	MPA	Planned	
	NI Planning Academy Initiative	MPA	Planned	
	NI Regional Transportation Summit Education Program	MPA	Planned	
	NI Transportation Education Outreach & Training Program	MPA	Planned	
	NI Underserved Community Coordination Program	MPA	Planned	
	NI Heartland Area Rural Planning Program	INDOT	On-Going	

Recommendations Overview				
Type	Action	Community	Status	
NI	SO-NSOFAR Traffic Count Program	INDOT	On-Going	
NI	Citizen Advisory Committee Program	MPA	On-Going	
NI	Clean Air Aware Program	MPA	On-Going	
NI	Geographic Information System Management	MPA	On-Going	
NI	Impact Fee Development Coordination Program	MPA	On-Going	
NI	INDOT-MPO Project Programming & Coordination Program	MPA	On-Going	
NI	MIRE Database Development & Management	MPA	On-Going	
NI	Quarterly Tracking Program	MPA	On-Going	
NI	Red Flag Investigation Report Development Program	MPA	On-Going	
NI	Technical Project Review Program	MPA	On-Going	
NI	TIP Development & Management	MPA	On-Going	
I	67th Street Extension Project	Anderson / Pendleton	In Process	
I	CR 800 S (136th Street) Corridor Improvement Project	Ingalls	In Process	
I	Madison Street (SR 13) Extension Project	Fortville	Planned	
NI	I-69 Corridor Development Planning Program	MPA	Complete	
NI	Mass Transit Simulation & Feasibility Tool Development	MPA	Complete	
NI	Park and Ride Lot Program	MPA	In Process	
NI	TRAM Rural Transit Operations Study	Madison County	Planned	
NI	Congestion Management System Program	MPA	Planned	
NI	Functional Classification & NHS Evaluation Program	MPA	Planned	
NI	PEL Study of CR 200 / Fortville Pike to I-70 (Connect 69-70 PEL Study)	MPA	Planned	
NI	Southwest Triangle Trail Feasibility Study (Pendleton to Fortville to Lapel)	MPA	Planned	
NI	Workforce Connect Integration Program	MPA	Planned	
NI	Commuter Connect Integration Program	MPA	On-Going	
NI	County Connect Integration Program	MPA	On-Going	

Recommendations Overview				
Type	Action	Community	Status	
 I	Panhandle Trail Transit-Pedestrian Connector Project	Anderson	In Process	
 I	Mt. Vernon Trail Construction Project	Fortville	In Process	
 I	Business Park Trail - Arrowhead Trail Construction Project	Pendleton	In Process	
 I	US 36 (SR 9/SR67) Pedestrian Connectivity Project	Pendleton	In Process	
 I	US 36 Corridor Relocation / Water Street Extension Project	Pendleton	In Process	
 I	Water Street Intersection Improvement	Pendleton	In Process	
 I	US 36 (Broadway Street) @ SR 13 (Madison Street) Intersection Improvement	Fortville	Planned	
 NI	MPO Transportation Safety Plan	MPA	Complete	
 NI	Road Diet / Road Right-Sizing Tool Refinement	MPA	Complete	
 NI	SR 9 / SR 109 / Scatterfield Road Corridor Plan (Uniting Scatterfield)	Anderson	In Process	
 NI	Active Anderson Initiative	Anderson	Planned	
 NI	Health Data Linkage Program	MPA	Planned	
 NI	Health Impact Assessment Integration Initiative	MPA	Planned	
 NI	Non-Motorized Monitoring & Data Collection Program	MPA	Planned	
 NI	Safe Routes to School & Wellness Planning Initiative	MPA	Planned	
 NI	Traffic Incident Management Program	MPA	Planned	
 NI	Access Management Policy Integration Program	MPA	On-Going	
 NI	Complete Streets Policy Coordination Program	MPA	On-Going	
 NI	Crash Data Reporting Program	MPA	On-Going	
 NI	Road Safety Audit Report Program	MPA	On-Going	
 NI	Safety Technical Assistance Program	MPA	On-Going	
 NI	Transportation & Air Quality Conformity Program	MPA	On-Going	

Map 7.01: Fiscally-Constrained Infrastructure Projects



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
MPO-Funded Project Phases					
2100092	Ingalls	CR 800 S (136th Street) Corridor Improvement Project: Phase 1 , E. CR 168 (Atlantic Road) to SR 13	RW	\$185,000	2026 to 2030
TBD (formerly 2101290)	Ingalls	CR 800 S (136th Street) Corridor Improvement Project: Phase 4 , Roundabout @ E. CR 168 (Atlantic Road)	RW	\$50,000	2026 to 2030
2500042	Pendleton	US 36 Corridor Relocation / Water Street Extension Project , SR 9/SR 67 @ Water Street to west side of US 36 Bridge over Spring Branch	PE	\$162,880	2026 to 2030
LPA-Funded Project Phases					
2100092	Ingalls	CR 800 S (136th Street) Corridor Improvement Project: Phase 1 , E. CR 168 (Atlantic Road) to SR 13	CN	\$7,059,375	2026 to 2030
TBD (formerly 2101290)	Ingalls	CR 800 S (136th Street) Corridor Improvement Project: Phase 4 , Roundabout @ E. CR 168 (Atlantic Road)	CN	\$2,446,875	2026 to 2030
1592299	Anderson	67th Street Extension Project: Phase 1 , Layton Road (CR 400) to .13 miles west of Foster Branch Ditch	RW	\$70,000	2026 to 2030
1592299	Anderson	67th Street Extension Project: Phase 1 , Layton Road (CR 400) to .13 miles west of Foster Branch Ditch	CN	\$8,910,746	2026 to 2030
INDOT-Funded Project Phases					
1702936	INDOT	US 36 (SR 9/SR 67) , .28 miles S. of SR 38 to N. Junction of SR 9/SR 67	PE	\$177,000	2026 to 2030
1702936	INDOT	US 36 (SR 9/SR 67) , .28 miles S. of SR 38 to N. Junction of SR 9/SR 67	RW	\$900,000	2026 to 2030
1702936	INDOT	US 36 (SR 9/SR 67) , .28 miles S. of SR 38 to N. Junction of SR 9/SR 67	CN (RR)	\$75,000	2026 to 2030
1702936	INDOT	US 36 (SR 9/SR 67) , .28 miles S. of SR 38 to N. Junction of SR 9/SR 67	CN	\$7,514,000	2026 to 2030
1802854	INDOT	SR 9/SR 67 , US 36 N. Junction to Huntsville Rd (Pendleton).	PE	\$177,000	2026 to 2030
1802854	INDOT	SR 9/SR 67 , US 36 N. Junction to Huntsville Rd (Pendleton).	RW	\$146,000	2026 to 2030
1802854	INDOT	SR 9/SR 67 , US 36 N. Junction to Huntsville Rd (Pendleton).	CN	\$3,610,000	2026 to 2030

Regionally Significant Projects

DES	Sponsor	Location & Description	Phase	Funds	Period
MPO- or LPA-Funded Anticipated Project Phases -- Not in Current TIP --					
NO AWARD	Fortville	Madison Street (SR 13) Extension Project, N. CR 200 S to US 36/SR 67 (Broadway Street)	PE	\$680,000	2031 to 2040
NO AWARD	Fortville	Madison Street (SR 13) Extension Project, N. CR 200 S to US 36/SR 67 (Broadway Street)	RW	\$340,000	2031 to 2040
NO AWARD	Fortville	Madison Street (SR 13) Extension Project, N. CR 200 S to US 36/SR 67 (Broadway Street)	CN	\$5,780,000	2031 to 2040
NO AWARD	Anderson	67th Street Extension Project: Phase 2, Replacement of the Foster Branch Bridge	RW	\$1,148,434	2041 to 2050
NO AWARD	Anderson	67th Street Extension Project: Phase 2, Replacement of the Foster Branch Bridge	CN	\$17,992,134	2041 to 2050
NO AWARD	Anderson	67th Street Extension Project: Phase 3, Foster Branch Bridge to Old SR 132. (approx. 1.87 miles)	RW	\$831,625	2041 to 2050
NO AWARD	Anderson	67th Street Extension Project: Phase 3, Foster Branch Bridge to Old SR 132. (approx. 1.87 miles)	CN	\$13,028,787	2041 to 2050
NO AWARD (2500042)	Pendleton	US 36 Corridor Relocation / Water Street Extension Project, SR 9/SR 67 @ Water Street to west side of US 36 Bridge over Spring Branch	PE	\$268,185	2041 to 2050
NO AWARD (2500042)	Pendleton	US 36 Corridor Relocation / Water Street Extension Project, SR 9/SR 67 @ Water Street to west side of US 36 Bridge over Spring Branch	RW	\$134,093	2041 to 2050
NO AWARD (2500042)	Pendleton	US 36 Corridor Relocation / Water Street Extension Project, SR 9/SR 67 @ Water Street to west side of US 36 Bridge over Spring Branch	CN	\$2,681,853	2041 to 2050

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 MCCOG 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 illustrate performance, including the continued refinement and enhancement of Prometheus.

As indicated in Chapter 5, the 2050 TDM zones represent future assumptions to forecast the impact and performance of the transportation system. The combined forecast accounts for the most recent growth rates and patterns, especially in the southwest subregion. 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 future (the future without *2050 inMotion*), and a build future (the future with *2050 inMotion*). These metrics are intended as high-level indicators of impacts to performance. A more detailed overview of the actions MCCOG has taken, and continues to build on, to support system performance is available in Appendix E.01: System Performance Report.

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 three primary metrics:

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

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

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. By improving system efficiencies like utilizing smart traffic signals for optimizing operational timings and encouraging changes in land use development patterns may help mitigate some of the infrastructure impacts.

Table 7.03 - Annual Vehicle Miles Traveled					Source: Prometheus TDM
Type	Desired Trend	Base	Without 2050 inMotion	With 2050 inMotion	
Total		1,379 (in millions)	1,723 24.95% 	1,756 27.33% 	
Per Capita		10,314	11,221 8.79% 	11,434 10.86% 	

Table 7.04 - Percent of Time Spent in Congestion					Source: Prometheus TDM
Desired Trend	Base	Without 2050 inMotion	With 2050 inMotion		
	47.10%	47.36% 0.55% 	47.94% 1.78% 		

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 an increase in air pollutant emissions. Public engagement participants stressed the importance of preserving land, curbing sprawl, and encouraging more compact development patterns. Comparing emissions rates between today and the future with and without *2050 inMotion*

shows significant improvements over the base, but little difference between the future with and without proposed infrastructure projects. Likely, this change is due to the anticipated improvements in gas mileage and increasing integration of electric and hybrid vehicles into the regional mix of personal vehicles. Further investigation into the impact of policy changes, like encouraging walk, bike, transit, and carpool trips may provide additional insights into non-infrastructure actions that support improved air quality.

Table 7.05 - Air Quality by Pollutant (in tons)					Source: Prometheus TDM
Type	Desired Trend	Base	Without 2050 inMotion	With 2050 inMotion	
NOx (ozone)		3.39	1.36 -59.87% 	1.36 -59.74% 	
VOC		1.57	0.59 -62.40% 	0.59 -62.49% 	

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, and walk & bike.

The resulting estimates are presented for the entire MPA, as well as a selection of zones

representing traditionally underserved communities. The zones selected as underserved follow the vulnerability measure developed in Chapter 2 and illustrated in Map 2.10. Overall, there is a mix of outcomes in shifting modes. While there are small gains in walk and bike trips in both the MPA and underserved zones, there is also a loss of transit trips. Unfortunately, Prometheus has limited input for measuring transit improvements beyond mode choice. Like the previous note on air quality impacts, further investigation into policy-level improvements to support transit, carpooling, and walk-bike trips should be pursued.

Table 7.06 - Mode Percent of Total MPA Trips

Source: Prometheus TDM

Mode	Desired Trend	Base	Without 2050 inMotion	With 2050 inMotion
SOV		52.80	52.98 0.35% 	52.88 0.17% 
HOV		44.02	43.84 -0.40% 	43.96 -0.13% 
Transit		0.47	0.42 -9.40% 	0.42 -10.68% 
Walk & Bike		2.72	2.75 1.31% 	2.74 0.77% 

Table 7.07 - Mode Percent of Total Underserved Areas Trips

Source: Prometheus TDM

Mode	Desired Trend	Base	Without 2050 inMotion	With 2050 inMotion
SOV		50.28	50.36 0.15% 	50.21 -0.14% 
HOV		45.13	44.92 -0.47% 	45.18 0.11% 
Transit		1.08	1.10 1.73% 	1.07 -1.67% 
Walk & Bike		3.50	3.62 3.32% 	3.54 1.11% 

System Access

The transportation system plays a vital role in supporting economic vitality. One measure that can be reviewed using the Prometheus TDM is the percentage of jobs available within varying drive times. Since this data is developed at the zonal level, multiple areas can be reported. Like mode choice, the percent of jobs by drive access is reviewed for both the MPA and underserved areas. The charts indicate that while the estimated future allocation of employment provides a slight improvement in job access within both 15- and 30-minute drives, the infrastructure projects for 2050 *inMotion* have a larger impact. Unfortunately, this trend does not hold for underserved areas at the 15-minute drive time threshold. However, the greatest gains reviewed are at the 30-minute drive time threshold for underserved areas.

Unfortunately, this level of review is not available for comparing access for transit, walking, or biking. 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. Future system access reviews should consider methods for estimating sidewalk and transit improvement impacts to overall access.

Table 7.08 - Percent of Jobs by Drive Access

Source: Prometheus TDM

Type	Desired Trend	Base	Without 2050 inMotion	With 2050 inMotion
within 15 minutes		1.74%	1.78% 2.06% 	1.96% 12.61% 
within 30 minutes		13.21%	13.91% 5.24% 	14.80% 12.02% 

Table 7.09 - Percent of Jobs by Drive Access for Underserved Areas

Source: Prometheus TDM

Type	Desired Trend	Base	Without 2050 inMotion	With 2050 inMotion
within 15 minutes		2.18%	1.58% -27.57% 	1.83% -16.31% 
within 30 minutes		8.20%	9.65% 17.68% 	11.73% 43.05% 

Safety

Recently, a lot of attention has been drawn to tracking safety performance 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%¹⁸.

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 yet. 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.

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.

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 & LPA, and Transit.

State Program

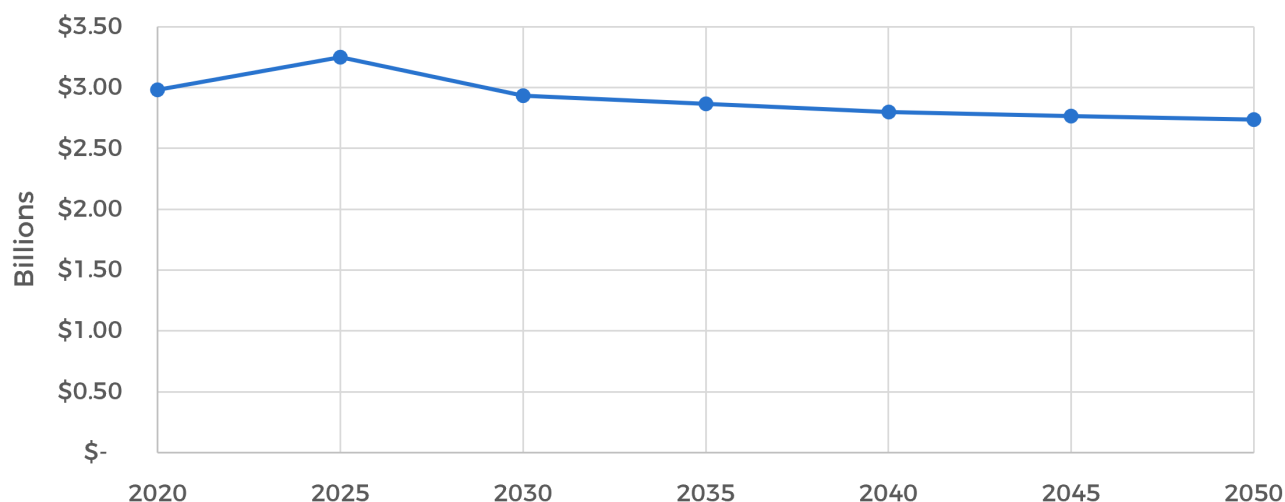
The State analysis primarily serves to illustrate the amount of State funds currently allocated to projects within the MPA through the STIP. Available state revenues are estimated by allocating a percentage of the annual INDOT funding to the region based on the contribution to statewide vehicle miles traveled. As of 2024 Madison County, Fortville, and Daleville

Table 7.10 -Fiscal Constraint Overview

Funding Program Level	2026 to 2030	2031 to 2040	2041 to 2050	Total
State				
Revenue	\$260.39	\$492.13	\$475.23	\$1,227.74
Project Costs	\$242.91	\$-	\$-	\$242.91
Fiscally Constrained	TRUE	TRUE	TRUE	TRUE
MPO & LPA				
MPO Revenue	\$17.53	\$38.96	\$36.55	\$93.03
Local Revenue	\$61.92	\$89.29	\$96.36	\$247.57
Project Costs				
MPO Funds Required	\$16.96	\$38.92	\$36.26	\$92.14
Total Local Required	\$25.79	\$70.86	\$93.48	\$190.13
Fiscally Constrained	TRUE	TRUE	TRUE	TRUE
Transit				
Federal Revenue	\$11.71	\$24.53	\$26.22	\$62.45
Local Revenue	\$45.70	\$40.12	\$28.59	\$114.41
Project Costs				
Federal Required	\$11.66	\$24.19	\$25.53	\$61.38
Local Match Required	\$10.09	\$21.51	\$23.46	\$55.06
Fiscally Constrained	TRUE	TRUE	TRUE	TRUE

Figure 7.03: INDOT Revenue Forecast

Source: INDOT Office of Finance



represented 1.72% of Indiana VMT and therefore we assume 1.72% of annual funds would be allocated to the region on average. Additionally, INDOT funding for future years is generally depleted, following the latest projections and guidance from INDOT (see Figure 7.03).

The INDOT Long Range Transportation Plan (LRTP) is a policy document that does not establish a fiscally constrained project list the way that MTPs are required to. Therefore, the State analysis only includes projects listed in the current TIP, including statewide and districtwide grouped projects (i.e., Statewide HELPERS Program for Local Roads & Streets). The total cost of INDOT projects within the MPA is estimated by adding a percentage of both the statewide and districtwide project costs to the specific projects. Like the revenue estimation, 1.72% of statewide project costs are included. However, the Anderson region represents a higher percentage of the Greenfield district roadway mileage (8.80%) than VMT (5.95%), so this percentage is used instead of the VMT to take a more conservative approach.

From 2026 to 2050, approximately \$1.2 billion is available for projects within the Anderson MPA, including \$260 million for the existing STIP timeframe (2026-2030). From 2026

to 2030, project costs in the Anderson MPA total nearly \$243 million. Therefore, the state program is fiscally constrained, programming less funding toward projects than available revenues.

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.

The appendix includes a list of state-managed facility potential 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. Due to the additional uncertainty around Federal funding as the IIJA expires without a replacement funding bill, and following guidance from the INDOT Office of Finance, this analysis assumes a flat line projection (i.e., 0% growth in revenues per year) starting from the draft 2027 Federal funding appropriation from the INDOT Office of Finance. Additionally, following trends, inflation rates of approximately 3% per year were applied to estimate project costs. The combination of these assumptions represents the real-world challenge of the decreasing power of funding to meet the need for system improvements.

As noted in Chapter 6, there are multiple funding sources for MPO revenue, each with slightly different uses and limitations. The primary funding source for non-infrastructure actions is the Metropolitan Planning (PL) program. However, MPOs have the option to transfer some funds from the other source accounts to increase available planning funds. The Anderson MPO transfers approximately \$1.3 million per year to cover increasing planning demands and on-going technical support for local partners. The MPO fiscal constraint tool explicitly accounts for funding transfers and separates infrastructure and non-infrastructure revenues to ensure the project costs are properly aligned.

The MPO analysis also includes an estimate of local funds available. Most federal funding requires the 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 like Motor Vehicle Highway (MVH) and Local Roads and Streets (LRS) funds. 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 2026 to 2030 period are inflated and included in the 2031 to 2040 and 2041 to 2050 periods). Following the trend above, local revenue is inflated at a lower rate than project or operation and maintenance costs. Finally, while bridge replacement is not typically funded using MPO funds due to overall cost, these projects significantly deplete available local funds. For the purposes of this financial analysis, all 6 bridges rated as poor and 64 bridges rated as fair (approximately 48% of fair bridges) were assumed for replacement or significant repair due to age.

Approximately \$92 million of the available \$93 million federal funding and \$82 million of local funding is required to finance the full 2050 *in-Motion* MPO program. Note: the local funding included here is strictly the match and O&M costs of the MPO-funded projects. Additional local project costs are used in the calculations just to reduce available local match, and the summary table presents the total local funding spent including non-MPO-funded projects.

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 MTP, Circle 2050, 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 \$61 million of federal funding and \$55 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.

Funding Summary

The 79 actions identified through public input and technical analysis as part of the fiscally

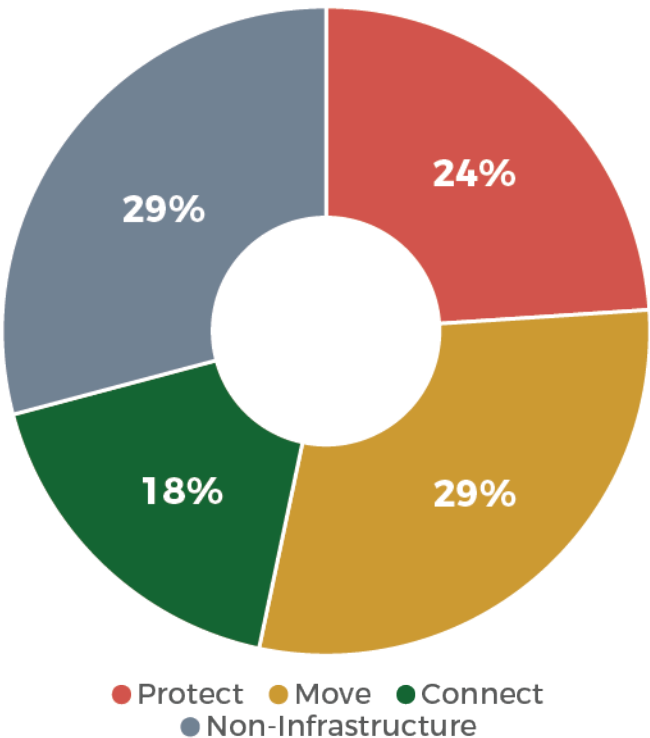
constrained list for 2050 inMotion can be reviewed in two ways:

- 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.

65 non-infrastructure actions compose over 82% of the action list and 29% of the total funding. These policies, plans, and programs support all four categories and work to

Figure 7.04: Percent of Funds by Category



enhance future infrastructure projects while providing valuable services across the MPA. The remaining 71% 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 MTP vision by strengthening local safety, connectivity, and movement through reconstruction, transit/trail/sidewalk expansion, and intersection improvements.

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.

Moving forward, the MTP must be updated every 5 years to incorporate the latest analyses and public input to ensure that the action list continues to support the guiding direction.

The next steps for the MTP include:

- Conduct the Project Eligibility Review (PER) process
- Conduct a scenario planning process
- Incorporate new household travel survey data into Prometheus
- Develop and refine MPO supporting plans (between MTP updates)
- Conduct public engagement to reassess the direction
- Update & extend MTP to 2055

Continuously developing and refining analytical tools like Prometheus will help provide a

greater understanding of project impacts to improve programming and prioritization.

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 Corridor Plans during the interim period between MTP updates.

2050 inMotion uses a single set of assumptions to forecast development and estimate project impacts. However, Prometheus is undergoing significant updates to support the evaluation of hundreds of possible futures and combinations of policies that *2050 inMotion* is unable to fully investigate. In the future, development of a scenario planning effort will allow us to further stress test regional policies and guide project prioritization.

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
- Commuter Connect Integration Program
- County Connect Integration Program
- Underserved Community Coordination Program
- Safe Routes to School & Wellness Planning Initiative
- Complete Streets Policy Coordination Program
- Road Safety Audit Report Program
- MIRE Database Development & Management

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.

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.
