A.01 - MPO, LPA, INDOT & Transit Fiscally-Constrained Project List



Anderson

MPO Fiscally Constrained Project List

REF	PROJECT DETAILS				PROJECT FUNDING						PLANNING		
	DES	Sponsor	Work Type	Location & Description	Year of Expenditure	Phase	Federal Funds	Matching Funds	Total Phase	Total Project Cost	MTP Action Category	Analysis Period	AQ Conformity Analysis
1	**2500071**	Fortville	Bike/Pedestrian Facilities	**Mt. Vernon Trail: Phase 4**, US 36/Broadway Street from .05 miles west South High Street/Madison Street (SR 13) to Ohio Street/CR 1050	2026	PE	$ 249,999	$ 62,500	$ 312,499	$ 1,750,000	PROTECT	2026-2030	Exempt
2	**2500071**	Fortville	Bike/Pedestrian Facilities	**Mt. Vernon Trail: Phase 4**, US 36/Broadway Street from .05 miles west South High Street/Madison Street (SR 13) to Ohio Street/CR 1050	2026	PE	$ -	$ 916,805	$ 916,805	$ 1,750,000	PROTECT	2026-2030	Exempt
3	**2001811**	Pendleton	Bike/Pedestrian Facilities	**Pendleton Business Park Trail: Phase 1,** West side of Fall Creek Drive to Franklin Street (includes installation of Historic Bridge as a Pedestrian Bridge)	2026	PE	$ 145,913	$ 36,478	$ 182,391	$ 3,034,958	CONNECT	2026-2030	Exempt
4	**2001811**	Pendleton	Bike/Pedestrian Facilities	**Pendleton Business Park Trail: Phase 1,** West side of Fall Creek Drive to Franklin Street (includes installation of Historic Bridge as a Pedestrian Bridge)	2026	PE	$ 3,687	$ 922	$ 4,609	$ 3,034,958	CONNECT	2026-2030	Exempt
5	**2001811**	Pendleton	Bike/Pedestrian Facilities	**Pendleton Business Park Trail: Phase 1,** West side of Fall Creek Drive to Franklin Street (includes installation of Historic Bridge as a Pedestrian Bridge)	2026	RW	$ -	$ 4,745	$ 4,745	$ 3,034,958	CONNECT	2026-2030	Exempt
6	**2300273**	Pendleton	Bike/Pedestrian Facilities	**US 36 (SR 9/SR 67) Pedestrian Connectivity Project: Phase 3**, .01 miles south of the N. Junction of US 36 to .17 miles west of SR 9/SR 67 @ Water Street	2026	RW	$ 12,280	$ 3,070	$ 15,350	$ 924,800	PROTECT	2026-2030	Exempt
7	**2300273**	Pendleton	Bike/Pedestrian Facilities	**US 36 (SR 9/SR 67) Pedestrian Connectivity Project: Phase 3**, .01 miles south of the N. Junction of US 36 to .17 miles west of SR 9/SR 67 @ Water Street	2026	RW	$ 143,560	$ 35,890	$ 179,450	$ 924,800	PROTECT	2026-2030	Exempt

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8	**2001127**	Pendleton	Bike/Pedestrian Facilities	**US 36 (SR 9/SR67) Pedestrian Connectivity Project,** .28 miles S. of SR 38 to N. Junction of SR 9/SR67	2026	PE	$ 63,520	$ 15,880	$ 79,400	$ 4,270,880	PROTECT	2026-2030	Exempt
9	**2500042**	Pendleton	Other Type Project (Miscellaneous)	**US 36 Relocation/Water Street Extension Planning Study,** .08 miles west of SR 9/SR 67 @ Water Street Intersection to Bridge over Spring Branch	2026	PE	$ 30,767	$ 7,692	$ 38,459	$ 162,880	PROTECT	2026-2030	Exempt
10	**1592448**	Fortville	Bike/Pedestrian Facilities	**Mt. Vernon Trail: Phase 2,** North CR 200 W from Maple Street/Fortville Pike to .5 mile south of CR 900 N	2027	CN	$ 545,109	$ 136,278	$ 681,387	$ 3,985,971	PROTECT	2026-2030	Exempt
11	**1592448**	Fortville	Bike/Pedestrian Facilities	**Mt. Vernon Trail: Phase 2,** North CR 200 W from Maple Street/Fortville Pike to .5 mile south of CR 900 N	2027	CN	$ 38,431	$ 9,608	$ 48,039	$ 3,985,971	PROTECT	2026-2030	Exempt
12	**1592448**	Fortville	Bike/Pedestrian Facilities	**Mt. Vernon Trail: Phase 2,** North CR 200 W from Maple Street/Fortville Pike to .5 mile south of CR 900 N	2027	CN	$ 262,238	$ 29,138	$ 291,376	$ 3,985,971	PROTECT	2026-2030	Exempt
13	**1592448**	Fortville	Bike/Pedestrian Facilities	**Mt. Vernon Trail: Phase 2,** North CR 200 W from Maple Street/Fortville Pike to .5 mile south of CR 900 N	2027	CN	$ 676,192	$ 169,048	$ 845,240	$ 3,985,971	PROTECT	2026-2030	Exempt
14	**1592448**	Fortville	Bike/Pedestrian Facilities	**Mt. Vernon Trail: Phase 2,** North CR 200 W from Maple Street/Fortville Pike to .5 mile south of CR 900 N	2027	CN	$ 143,269	$ 35,818	$ 179,087	$ 3,985,971	PROTECT	2026-2030	Exempt

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15	**1592448**	Fortville	Bike/Pedestrian Facilities	**Mt. Vernon Trail: Phase 2,** North CR 200 W from Maple Street/Fortville Pike to .5 mile south of CR 900 N	2027	CN	$ 146,694	$ 36,674	$ 183,368	$ 3,985,971	PROTECT	2026-2030	Exempt
16	**1592448**	Fortville	Bike/Pedestrian Facilities	**Mt. Vernon Trail: Phase 2,** North CR 200 W from Maple Street/Fortville Pike to .5 mile south of CR 900 N	2027	CN	$ 252,998	$ 63,250	$ 316,248	$ 3,985,971	PROTECT	2026-2030	Exempt
17	**2100092**	Ingalls	Added Travel Lanes	**CR 800 S (136th Street) Corridor Improvement Project: Phase 1,** Atlantic Road (E. CR 168 - Hamilton-Madison County Line) to SR 13 (CR 900 W/Madison Street) [includes PE Phases 1-4, RW & CN Phase 1 only] [Ingalls]	2028	RW	$ -	$ 185,000	$ 185,000	$ 12,882,688	MOVE	2026-2030	Non-Exempt
18	**TBD (formerly 2101290)**	Ingalls	Intersection Improvement, Roundabout	**CR 800 S (136th Street) Corridor Improvement Project: Phase 4 ,** Intersection Improvement with Roundabout @ Atlantic Road (E. CR 168 – Hamilton-Madison County Line) [Ingalls]	2028	RW	$ -	$ 50,000	$ 50,000	$ 12,882,688	PROTECT	2026-2030	Non-Exempt
19	**2001811**	Pendleton	Bike/Pedestrian Facilities	**Pendleton Business Park Trail: Phase 1,** West side of Fall Creek Drive to Franklin Street (includes installation of Historic Bridge as a Pedestrian Bridge)	2028	RW	$ 53,333	$ 13,334	$ 66,667	$ 3,034,958	CONNECT	2026-2030	Exempt
20	**2300272**	Pendleton	Bike/Pedestrian Facilities	**US 36 (SR 9/SR 67) Pedestrian Connectivity Project: Phase 2**, .02 miles south of Madison Avenue/Angle Road (Lick Creek Pike) to SR 38/State Street	2028	CN	$ 28,413	$ 7,104	$ 35,517	$ 665,000	PROTECT	2026-2030	Exempt
21	**2300272**	Pendleton	Bike/Pedestrian Facilities	**US 36 (SR 9/SR 67) Pedestrian Connectivity Project: Phase 2**, .02 miles south of Madison Avenue/Angle Road (Lick Creek Pike) to SR 38/State Street	2028	CN	$ 311,658	$ 77,915	$ 389,573	$ 665,000	PROTECT	2026-2030	Exempt

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	DES	Sponsor	Work Type	Location & Description	Year of Expenditure	Phase	Federal Funds	Matching Funds	Total Phase	Total Project Cost	MTP Action Category	Analysis Period	AQ Conformity Analysis
22	**2300272**	Pendleton	Bike/Pedestrian Facilities	**US 36 (SR 9/SR 67) Pedestrian Connectivity Project: Phase 2**, .02 miles south of Madison Avenue/Angle Road (Lick Creek Pike) to SR 38/State Street	2028	CN	$ 191,929	$ 47,983	$ 239,912	$ 665,000	PROTECT	2026-2030	Exempt
23	**2300273**	Pendleton	Bike/Pedestrian Facilities	**US 36 (SR 9/SR 67) Pedestrian Connectivity Project: Phase 3**, .01 miles south of the N. Junction of US 36 to .17 miles west of SR 9/SR 67 @ Water Street	2028	CN	$ 244,123	$ 61,031	$ 305,154	$ 924,800	PROTECT	2026-2030	Exempt
24	**2300273**	Pendleton	Bike/Pedestrian Facilities	**US 36 (SR 9/SR 67) Pedestrian Connectivity Project: Phase 3**, .01 miles south of the N. Junction of US 36 to .17 miles west of SR 9/SR 67 @ Water Street	2028	CN	$ 261,709	$ 65,428	$ 327,137	$ 924,800	PROTECT	2026-2030	Exempt
25	**2300273**	Pendleton	Bike/Pedestrian Facilities	**US 36 (SR 9/SR 67) Pedestrian Connectivity Project: Phase 3**, .01 miles south of the N. Junction of US 36 to .17 miles west of SR 9/SR 67 @ Water Street	2028	CN	$ 6,168	$ 1,542	$ 7,710	$ 924,800	PROTECT	2026-2030	Exempt
26	**2100092**	Ingalls	Added Travel Lanes	**CR 800 S (136th Street) Corridor Improvement Project: Phase 1,** Atlantic Road (E. CR 168 - Hamilton-Madison County Line) to SR 13 (CR 900 W/Madison Street) [includes PE Phases 1-4, RW & CN Phase 1 only] [Ingalls]	2029	CN	$ -	$ 7,059,375	$ 7,059,375	$ 12,882,688	MOVE	2026-2030	Non-Exempt
27	**2001127**	Pendleton	Bike/Pedestrian Facilities	**US 36 (SR 9/SR67) Pedestrian Connectivity Project,** .28 miles S. of SR 38 to N. Junction of SR 9/SR67	2029	CN	$ 541,686	$ 135,422	$ 677,108	$ 4,270,880	PROTECT	2026-2030	Exempt
28	**2001127**	Pendleton	Bike/Pedestrian Facilities	**US 36 (SR 9/SR67) Pedestrian Connectivity Project,** .28 miles S. of SR 38 to N. Junction of SR 9/SR67	2029	CN	$ 636,764	$ 159,191	$ 795,955	$ 4,270,880	PROTECT	2026-2030	Exempt

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29	**2001127**	Pendleton	Bike/Pedestrian Facilities	**US 36 (SR 9/SR67) Pedestrian Connectivity Project,** .28 miles S. of SR 38 to N. Junction of SR 9/SR67	2029	CN	$ 267,877	$ 66,970	$ 334,847	$ 4,270,880	PROTECT	2026-2030	Exempt
30	**2001127**	Pendleton	Bike/Pedestrian Facilities	**US 36 (SR 9/SR67) Pedestrian Connectivity Project,** .28 miles S. of SR 38 to N. Junction of SR 9/SR67	2029	CN	$ 726,167	$ 181,542	$ 907,709	$ 4,270,880	PROTECT	2026-2030	Exempt
31	**2001127**	Pendleton	Bike/Pedestrian Facilities	**US 36 (SR 9/SR67) Pedestrian Connectivity Project,** .28 miles S. of SR 38 to N. Junction of SR 9/SR67	2029	CN	$ 311,658	$ 77,915	$ 389,573	$ 4,270,880	PROTECT	2026-2030	Exempt
32	**2001127**	Pendleton	Bike/Pedestrian Facilities	**US 36 (SR 9/SR67) Pedestrian Connectivity Project,** .28 miles S. of SR 38 to N. Junction of SR 9/SR67	2029	CN	$ 271,928	$ 67,982	$ 339,910	$ 4,270,880	PROTECT	2026-2030	Exempt
33	**2001811**	Pendleton	Bike/Pedestrian Facilities	**Pendleton Business Park Trail: Phase 1,** West side of Fall Creek Drive to Franklin Street (includes installation of Historic Bridge as a Pedestrian Bridge)	2030	CN	$ -	$ 1,658,491	$ 1,658,491	$ 3,034,958	CONNECT	2026-2030	Exempt
34	**TBD**	Fortville	New Road Construction	**Madison Street (SR 13) Extension Project**, N. CR 200 S to US 36/SR 67 (Broadway Street)	2031	PE	$ -	$ 680,000	$ 680,000	TBD	MOVE	2031-2040	Non-Exempt
35	**TBD**	Fortville	New Road Construction	**Madison Street (SR 13) Extension Project**, N. CR 200 S to US 36/SR 67 (Broadway Street)	2031	RW	$ -	$ 340,000	$ 340,000	TBD	MOVE	2031-2040	Non-Exempt

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36	**TBD**	Fortville	New Road Construction	**Madison Street (SR 13) Extension Project**, N. CR 200 S to US 36/SR 67 (Broadway Street)	2031	CN	$ -	$ 5,780,000	$ 5,780,000	TBD	MOVE	2031-2040	Non-Exempt
37	**TBD**	Fortville	Bike/Pedestrian Facilities	**Mt. Vernon Trail: Phase 4,** US 36/Broadway Street from .05 miles west South High Street/Madison Street (SR 13) to Ohio Street/CR 1050	2031	RW	$ 275,000	$ 68,750	$ 343,750	$ 3,242,750	PROTECT	2031-2040	Exempt
38	**TBD**	Fortville	Bike/Pedestrian Facilities	**Mt. Vernon Trail: Phase 5,** US 36 (Broadway Street) to N. Marble Way	2031	RW	$ -	$ 456,250	$ 456,250	TBD	PROTECT	2031-2040	Exempt
39	**TBD**	Fortville	Bike/Pedestrian Facilities	**US 36 (Broadway Street) @ SR 13 (Madison Street) Intersection Improvement,** .04 miles west of SR 13 (Madison Street) to east side of SR 13 (Madison Street) and New Terrain South Madison Street (SR 13) approach to US 36 (Broadway Street) @ SR 13 (Madison Street), and signalized intersection improvements for pedestrians, bicycles, and vehicles	2031	PE	$ -	$ 221,438	$ 221,438	TBD	PROTECT	2031-2040	Exempt
40	**TBD**	Fortville	Bike/Pedestrian Facilities	**Mt. Vernon Trail: Phase 4,** US 36/Broadway Street from .05 miles west South High Street/Madison Street (SR 13) to Ohio Street/CR 1050	2032	CN	$ -	$ 1,149,000	$ 1,149,000	$ 3,242,750	PROTECT	2031-2040	Exempt
41	**TBD**	Fortville	Bike/Pedestrian Facilities	**Mt. Vernon Trail: Phase 5,** US 36 (Broadway Street) to N. Marble Way	2032	CN	$ -	$ 1,108,750	$ 1,108,750	TBD	PROTECT	2031-2040	Exempt
42	**TBD**	Fortville	Bike/Pedestrian Facilities	**US 36 (Broadway Street) @ SR 13 (Madison Street) Intersection Improvement,** .04 miles west of SR 13 (Madison Street) to east side of SR 13 (Madison Street) and New Terrain South Madison Street (SR 13) approach to US 36 (Broadway Street) @ SR 13 (Madison Street), and signalized intersection improvements for pedestrians, bicycles, and vehicles	2032	RW	$ 130,000	$ 32,500	$ 162,500	TBD	PROTECT	2031-2040	Exempt

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43	**TBD (formerly 2101290)**	Ingalls	Intersection Improvement, Roundabout	**CR 800 S (136th Street) Corridor Improvement Project: Phase 4 ,** Intersection Improvement with Roundabout @ Atlantic Road (E. CR 168 – Hamilton-Madison County Line) [Ingalls]	2032	CN	$ -	$ 2,446,875	$ 2,446,875	$ 12,882,688	PROTECT	2026-2030	Non-Exempt
44	**TBD**	Fortville	Bike/Pedestrian Facilities	**Mt. Vernon Trail: Phase 6,** Ohio Street/CR 1050 to Flint Boulevard	2033	RW	$ -	$ 656,250	$ 656,250	TBD	PROTECT	2031-2040	Exempt
45	**TBD**	Fortville	Bike/Pedestrian Facilities	**US 36 (Broadway Street) @ SR 13 (Madison Street) Intersection Improvement,** .04 miles west of SR 13 (Madison Street) to east side of SR 13 (Madison Street) and New Terrain South Madison Street (SR 13) approach to US 36 (Broadway Street) @ SR 13 (Madison Street), and signalized intersection improvements for pedestrians, bicycles, and vehicles	2033	CN	$ -	$ 2,214,375	$ 2,214,375	TBD	PROTECT	2031-2040	Exempt
46	**TBD**	Fortville	Bike/Pedestrian Facilities	**Mt. Vernon Trail: Phase 6,** Ohio Street/CR 1050 to Flint Boulevard	2034	CN	$ -	$ 2,276,250	$ 2,276,250	TBD	PROTECT	2031-2040	Exempt
47	**TBD**	Pendleton	Bike/Pedestrian Facilities	**Pendleton Business Park Trail - Arrowhead Trail Segment: Phase 1,** West side of Fall Creek Drive from Phase 2 of the Business Park Trail (just north of the Historic Iron Bridge Pedestrian Crossing) to the North side of State Street (Old SR 38)	2035	RW	$ 26,666	$ 6,667	$ 33,333	$ 317,354	PROTECT	2031-2040	Exempt
48	**TBD**	Pendleton	Bike/Pedestrian Facilities	**Pendleton Business Park Trail - Arrowhead Trail Segment: Phase 1,** West side of Fall Creek Drive from Phase 2 of the Business Park Trail (just north of the Historic Iron Bridge Pedestrian Crossing) to the North side of State Street (Old SR 38)	2035	CN	$ 227,216	$ 56,805	$ 284,021	$ 317,354	PROTECT	2031-2040	Exempt
49	**TBD**	Pendleton	Bike/Pedestrian Facilities	**Pendleton Business Park Trail - Arrowhead Trail Segment: Phase 1**, West side of Fall Creek Drive from Phase 2 of the Business Park Trail (just north of the Historic Iron Bridge Pedestrian Crossing) to the North side of State Street (Old SR 38)	2035	CN	$ 227,216	$ 56,805	$ 284,021	TBD	PROTECT	2031-2040	Exempt

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50	**TBD**	Pendleton	Bike/Pedestrian Facilities	**Pendleton Business Park Trail - Arrowhead Trail Segment: Phase 2,** East side of Arrowhead Drive to West side of the State Street Bridge over Fall Creek along the North side of State Street (Old SR 38)	2035	PE	$ 208,879	$ 52,220	$ 261,099	TBD	PROTECT	2031-2040	Exempt
51	**TBD**	Pendleton	Bike/Pedestrian Facilities	**Pendleton Business Park Trail - Arrowhead Trail Segment: Phase 2**, East side of Arrowhead Drive to West side of the State Street Bridge over Fall Creek along the North side of State Street (Old SR 38)	2035	CN	$ 347,121	$ 86,781	$ 433,902	TBD	PROTECT	2031-2040	Exempt
52	**TBD**	Pendleton	Bike/Pedestrian Facilities	**Pendleton Business Park Trail: Phase 2**, West side of Fall Creek Drive to Rosa Frey Ditch [RW and CN Phases Only]	2035	CN	$ 915,849	$ 228,964	$ 1,144,813	TBD	CONNECT	2031-2040	Exempt
53	**TBD (formerly 2001812)**	Pendleton	Bike/Pedestrian Facilities	**Pendleton Business Park Trail: Phase 2,** West side of Fall Creek Drive to Rosa Frey Ditch [RW and CN Phases Only]	2035	CN	$ 915,849	$ 228,964	$ 1,144,813	$ 1,144,813	PROTECT	2031-2040	Exempt
54	**TBD**	Pendleton	Bike/Pedestrian Facilities	**Pendleton Business Park Trail: Phase 3**, Shamrock Circle to South Heritage Way to the East side of Rosa Frey Ditch (includes Pedestrian Bridge over Rosa Frey Ditch) (adjacent to S. Madison Community School Corporation Admin. Office Building) to Rosa Frey Ditch (includes Pedestrian Bridge over Rosa Frey Ditch)	2035	CN	$ 1,436,955	$ 358,239	$ 1,795,194	TBD	CONNECT	2031-2040	Exempt
55	**TBD (formerly 2001813)**	Pendleton	Bike/Pedestrian Facilities	**Pendleton Business Park Trail: Phase 3,** Shamrock Circle to South Heritage Way to the East side of Rosa Frey Ditch (includes Pedestrian Bridge over Rosa Frey Ditch) (adjacent to S. Madison Community School Corporation Admin. Office Building) to Rosa Frey Ditch (includes Pedestrian Bridge over Rosa Frey Ditch)	2035	CN	$ 1,436,955	$ 358,239	$ 1,795,194	$ 1,795,194	PROTECT	2031-2040	Exempt

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56	**TBD (formerly 2001814)**	Pendleton	Bike/Pedestrian Facilities	**Pendleton Business Park Trail: Phase 4,** South side of Pioneer Trace to the South side of State Street (Old SR 38) along West side of South Heritage Way	2035	CN	$ 1,031,900	$ 257,975	$ 1,289,875	$ 1,289,875	PROTECT	2031-2040	Exempt
57	**TBD**	Pendleton	Bike/Pedestrian Facilities	**Pendleton Business Park Trail: Phase 4**, South side of Pioneer Trace to the South side of State Street (Old SR 38) along West side of South Heritage Way	2035	CN	$ 1,031,900	$ 257,975	$ 1,289,875	TBD	PROTECT	2031-2040	Exempt
58	**TBD (formerly 2001815)**	Pendleton	Bike/Pedestrian Facilities	**Pendleton Business Park Trail: Phase 5,** West side of Enterprise Drive to the East side of South Heritage Way along the South side of State Street (Old SR 38)	2035	CN	$ 742,822	$ 185,706	$ 928,528	$ 928,528	PROTECT	2031-2040	Exempt
59	**TBD**	Pendleton	Bike/Pedestrian Facilities	**Pendleton Business Park Trail: Phase 5**, West side of Enterprise Drive to the East side of South Heritage Way along the South side of State Street (Old SR 38)	2035	CN	$742,822	$185,706	$ 928,528	TBD	PROTECT	2031-2040	Exempt
60	**TBD**	Pendleton	Bike/Pedestrian Facilities	**Pendleton Business Park Trail: Phase 9,** East Side of Fall Creek Road to Mill Street (includes installation of Historic Bridge over Fall Creek)	2035	CN	$ 1,788,521	$ 447,130	$ 2,235,651	$ 2,235,651	PROTECT	2031-2040	Exempt
61	**TBD**	Pendleton	Bike/Pedestrian Facilities	**Pendleton Business Park Trail: Phase 9**, East Side of Fall Creek Road to Mill Street (includes installation of Historic Bridge over Fall Creek)	2035	CN	$1,788,521	$447,130	$ 2,235,651	TBD	PROTECT	2031-2040	Exempt
62	**TBD**	Anderson	Bike/Pedestrian Facilities	**White River Trail: Phase 10**, Winding Way to Layton Road/CR 400 W	2037	PE	$ 293,546	$ 73,386	$ 366,932	TBD	CONNECT	2031-2040	Exempt

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63	**TBD**	Anderson	Bike/Pedestrian Facilities	**White River Trail: Phase 9**, 8th Street Trailhead to Winding Way	2037	PE	$ 318,695	$ 79,674	$ 398,369	TBD	CONNECT	2031-2040	Exempt
64	**TBD**	Anderson	Bike/Pedestrian Facilities	**White River Trail: Phase 10**, Winding Way to Layton Road/CR 400 W	2038	RW	$ 146,773	$ 36,693	$ 183,466	TBD	CONNECT	2031-2040	Exempt
65	**TBD**	Anderson	Bike/Pedestrian Facilities	**White River Trail: Phase 9**, 8th Street Trailhead to Winding Way	2038	RW	$ 159,348	$ 39,837	$ 199,185	TBD	CONNECT	2031-2040	Exempt
66	**TBD**	Anderson	Bike/Pedestrian Facilities	**White River Trail: Phase 10**, Winding Way to Layton Road/CR 400 W	2039	CN	$ 2,495,139	$ 623,785	$ 3,118,923	TBD	CONNECT	2031-2040	Exempt
67	**TBD**	Anderson	Bike/Pedestrian Facilities	**White River Trail: Phase 9**, 8th Street Trailhead to Winding Way	2039	CN	$ 2,708,911	$ 677,228	$ 3,386,139	TBD	CONNECT	2031-2040	Exempt
68	**TBD**	Pendleton	Bike/Pedestrian Facilities	**Pendleton Business Park Trail: Phase 6,** West side of Enterprise Drive to the East side of South Heritage Way along the South side of State Street (Old SR 38)	2039	CN	$ 991,558	$ 247,890	$ 1,239,448	$ 1,239,448	PROTECT	2031-2040	Exempt
69	**TBD**	Pendleton	Bike/Pedestrian Facilities	**Pendleton Business Park Trail: Phase 6**, West side of Enterprise Drive to the East side of South Heritage Way along the South side of State Street (Old SR 38)	2039	CN	$991,558	$247,890	$ 1,239,448	TBD	PROTECT	2031-2040	Exempt

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70	**TBD**	Pendleton	Bike/Pedestrian Facilities	**Pendleton Business Park Trail: Phase 7,** Taylor Street from Jefferson Street to Main Street	2039	RW	$ 453,333	$ 113,334	$ 566,667	$ 2,759,936	PROTECT	2031-2040	Exempt
71	**TBD**	Pendleton	Bike/Pedestrian Facilities	**Pendleton Business Park Trail: Phase 7,** Taylor Street from Jefferson Street to Main Street	2039	CN	$ 1,754,615	$ 438,654	$ 2,193,269	$ 2,759,936	PROTECT	2031-2040	Exempt
72	**TBD**	Pendleton	Bike/Pedestrian Facilities	**Pendleton Business Park Trail: Phase 7**, Taylor Street from Jefferson Street to Main Street	2039	CN	$1,754,615	$438,654	$ 2,193,269	TBD	PROTECT	2031-2040	Exempt
73	**TBD**	Pendleton	Bike/Pedestrian Facilities	**Pendleton Business Park Trail: Phase 8,** Main Street from Taylor Street to Water Street	2039	RW	$ 266,666	$ 66,667	$ 333,333	$ 1,827,577	PROTECT	2031-2040	Exempt
74	**TBD**	Pendleton	Bike/Pedestrian Facilities	**Pendleton Business Park Trail: Phase 8,** Main Street from Taylor Street to Water Street	2039	CN	$ 1,195,395	$ 298,849	$ 1,494,244	$ 1,827,577	PROTECT	2031-2040	Exempt
75	**TBD**	Pendleton	Bike/Pedestrian Facilities	**Pendleton Business Park Trail: Phase 8**, Main Street from Taylor Street to Water Street	2039	CN	$1,195,395	$298,849	$ 1,494,244	TBD	PROTECT	2031-2040	Exempt
76	**TBD**	Anderson	Bike/Pedestrian Facilities	**Indiana Railroad Trail: Phase 1**, Indiana RR Trestle Pedestrian Crossing & Trail Extension to Indiana Avenue/Grand Avenue	2040	PE	$ 51,491	$ 12,873	$ 64,364	TBD	PROTECT	2031-2040	Exempt

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MPO Fiscally Constrained Project List

REF	PROJECT DETAILS				PROJECT FUNDING						PLANNING		
	DES	Sponsor	Work Type	Location & Description	Year of Expenditure	Phase	Federal Funds	Matching Funds	Total Phase	Total Project Cost	MTP Action Category	Analysis Period	AQ Conformity Analysis
77	**TBD**	Anderson	Bike/Pedestrian Facilities	**Indiana Railroad Trail: Phase 1**, Indiana RR Trestle Pedestrian Crossing & Trail Extension to Indiana Avenue/Grand Avenue	2040	PE	$ 148,509	$ 37,127	$ 185,636	TBD	PROTECT	2031-2040	Exempt
78	**TBD**	Anderson	Bike/Pedestrian Facilities	**Transit Bicycle & Pedestrian Connectivity Program** (Multiple Locations)	2040	CN	$ 4,328,695	$ 1,082,174	$ 5,410,869	TBD	CONNECT	2031-2040	Exempt
79	**TBD**	Anderson	Bike/Pedestrian Facilities	**Indiana Railroad Trail: Phase 1**, Indiana RR Trestle Pedestrian Crossing & Trail Extension to Indiana Avenue/Grand Avenue	2041	RW	$ 200,000	$ 50,000	$ 250,000	TBD	PROTECT	2041-2050	Exempt
80	**TBD**	Pendleton	New Road Construction	**US 36 Corridor Relocation/Water Street Extension Project,** SR 9/SR 67 @ Water Street to west side of US 36 Bridge over Spring Branch	2041	PE	$ 214,548	$ 53,637	$ 268,185	TBD	PROTECT	2041-2050	Non-Exempt
81	**TBD**	Anderson	Bike/Pedestrian Facilities	**Indiana Railroad Trail: Phase 1**, Indiana RR Trestle Pedestrian Crossing & Trail Extension to Indiana Avenue/Grand Avenue	2042	CN	$ 2,120,000	$ 530,000	$ 2,650,000	TBD	PROTECT	2041-2050	Exempt
82	**TBD**	Pendleton	New Road Construction	**US 36 Corridor Relocation/Water Street Extension Project,** SR 9/SR 67 @ Water Street to west side of US 36 Bridge over Spring Branch	2042	RW	$ 107,274	$ 26,819	$ 134,093	TBD	PROTECT	2041-2050	Non-Exempt
83	**TBD**	Anderson	Bike/Pedestrian Facilities	**Indiana Railroad Trail: Phase 2**, Grand Avenue to Vinyard Street	2045	PE	$ 324,048	$ 81,012	$ 405,060	TBD	CONNECT	2041-2050	Exempt

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	DES	Sponsor	Work Type	Location & Description	Year of Expenditure	Phase	Federal Funds	Matching Funds	Total Phase	Total Project Cost	MTP Action Category	Analysis Period	AQ Conformity Analysis
84	**TBD**	Anderson	Bike/Pedestrian Facilities	**Indiana Railroad Trail: Phase 2**, Grand Avenue to Vinyard Street	2045	RW	$ 162,024	$ 40,506	$ 202,530	TBD	CONNECT	2041-2050	Exempt
85	**TBD**	Anderson	Bike/Pedestrian Facilities	**Indiana Railroad Trail: Phase 2**, Grand Avenue to Vinyard Street	2045	CN	$ 2,754,407	$ 688,602	$ 3,443,009	TBD	CONNECT	2041-2050	Exempt
86	**TBD**	Anderson	Bike/Pedestrian Facilities	**Indiana Railroad Trail: Phase 3**, Vineyard Street to Cross Street (formerly Silver Street Corridor Improvement Project)	2045	PE	$ 107,274	$ 26,819	$ 134,093	TBD	PROTECT	2041-2050	Exempt
87	**TBD**	Pendleton	New Road Construction	**US 36 Corridor Relocation/Water Street Extension Project,** SR 9/SR 67 @ Water Street to west side of US 36 Bridge over Spring Branch	2045	CN	$ -	$ 2,681,853	$ 2,681,853	TBD	PROTECT	2041-2050	Non-Exempt
88	**TBD**	Anderson	New Road Construction	**67th Street Extension Project: Phase 2,** Fosters Branch Bridge to Old SR 132 [Anderson]	2046	RW	$ -	$ 1,148,434	$ 1,148,434	TBD	MOVE	2041-2050	Non-Exempt
89	**TBD**	Anderson	Bike/Pedestrian Facilities	**Indiana Railroad Trail: Phase 3**, Vineyard Street to Cross Street (formerly Silver Street Corridor Improvement Project)	2046	RW	$ 214,548	$ 53,637	$ 268,185	TBD	PROTECT	2041-2050	Exempt
90	**TBD**	Pendleton	Intersection Improvement, Roundabout	**Water Street Intersection Improvement Project,** SR 9/ SR 67 @ Water Street (Future North Junction of US 36)	2046	PE	$ 186,450	$ 46,613	$ 233,063	TBD	PROTECT	2041-2050	Exempt

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REF	PROJECT DETAILS				PROJECT FUNDING						PLANNING		
	DES	Sponsor	Work Type	Location & Description	Year of Expenditure	Phase	Federal Funds	Matching Funds	Total Phase	Total Project Cost	MTP Action Category	Analysis Period	AQ Conformity Analysis
91	**TBD**	Anderson	New Road Construction	**67th Street Extension Project: Phase 2,** Fosters Branch Bridge to Old SR 132 [Anderson]	2047	CN	$ -	$ 17,992,134	$ 17,992,134	TBD	MOVE	2041-2050	Non-Exempt
92	**TBD**	Anderson	Bike/Pedestrian Facilities	**Indiana Railroad Trail: Phase 3**, Vineyard Street to Cross Street (formerly Silver Street Corridor Improvement Project)	2047	CN	$ 1,823,660	$ 455,915	$ 2,279,575	TBD	PROTECT	2041-2050	Exempt
93	**TBD**	Pendleton	Intersection Improvement, Roundabout	**Water Street Intersection Improvement Project,** SR 9/ SR 67 @ Water Street (Future North Junction of US 36)	2047	RW	$ 93,224	$ 23,307	$ 116,531	TBD	PROTECT	2041-2050	Exempt
94	**TBD**	Anderson	New Road Construction	**67th Street Extension Project: Phase 3,** Old SR 132 to SR 38 (State Street) [Pendleton]	2048	RW	$ -	$ 831,625	$ 831,625	TBD	MOVE	2041-2050	Non-Exempt
95	**TBD**	Pendleton	Intersection Improvement, Roundabout	**Water Street Intersection Improvement Project,** SR 9/ SR 67 @ Water Street (Future North Junction of US 36)	2048	CN	$ -	$ 2,330,625	$ 2,330,625	TBD	PROTECT	2041-2050	Exempt
96	**TBD**	Anderson	New Road Construction	**67th Street Extension Project: Phase 3,** Old SR 132 to SR 38 (State Street) [Pendleton]	2050	CN	$ -	$ 13,028,787	$ 13,028,787	TBD	MOVE	2041-2050	Non-Exempt
97	**TBD**	Anderson	Bike/Pedestrian Facilities	**Transit Bicycle & Pedestrian Connectivity Program** (Multiple Locations)	2050	CN	$ 5,493,316	$ 1,373,329	$ 6,866,645	TBD	CONNECT	2041-2050	Exempt

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REF	PROJECT DETAILS				PROJECT FUNDING						PLANNING		
	DES	Sponsor	Work Type	Location & Description	Year of Expenditure	Phase	Federal Funds	Matching Funds	Total Phase	Total Project Cost	MTP Action Category	Analysis Period	AQ Conformity Analysis
1	**2100143**	Delaware County	Bridge Inspections	**Countywide Bridge Inspections: Phase 2a**	2026	PE	$ 20,507	$ 5,127	*$ 26,000*	$ 536,000	PROTECT	2026-2030	Exempt
2	**2300118**	Hancock County	Bridge Inspections	**Countywide Bridge Inspections: Phase 1**	2026	PE	$ 117,000	$ 29,000	$ 146,000	$ 335,000	PROTECT	2026-2030	Exempt
3	**2100965**	Madison County	Bridge Inspections	**Countywide Bridge Inspections: Phase 2a**	2026	PE	$ 3,979	$ 995	*$ 5,000*	$ 416,000	PROTECT	2026-2030	Exempt
4	**2401762**	Madison County	Br Repl, Reinforced Conc. Construction	**CR 300 @ Bridge over Pipe Creek (Bridge $47)**	2026	PE	$ 489,600	$ 122,400	$ 612,000	$ 4,695,000	PROTECT	2026-2030	Exempt
5	**2301658**	Madison County	Br Repl, Reinforced Conc. Construction	**CR 300 W @ Bridge over Lilly Creek,** .10 miles South of CR 1100 N [near Orestes]	2026	PE	$ 120,000	$ 30,000	$ 150,000	$ 3,607,000	PROTECT	2026-2030	Exempt
6	**1902803**	Madison County	Bridge Deck Replacement	**Rangeline Road/CR 200 E @ Bridge over White River**	2026	CN	$ 1,380,000	$ 1,406,900	$ 2,786,900	$ 3,607,400	CONNECT	2026-2030	Exempt
7	**2101188**	Tipton County	Bridge Inspections	**Countywide Bridge Inspections: Phase 2b**	2026	PE	$ 5,832	$ 1,458	*$ 7,000*	$ 79,593	PROTECT	2026-2030	Exempt

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REF	PROJECT DETAILS				PROJECT FUNDING						PLANNING		
	DES	Sponsor	Work Type	Location & Description	Year of Expenditure	Phase	Federal Funds	Matching Funds	Total Phase	Total Project Cost	MTP Action Category	Analysis Period	AQ Conformity Analysis
8	**2401601**	Anderson	Traffic, Other	**Various Locations,** Updates to Signal Timing & Interconnectivity	2027	CN	$ 802,620	$ 89,180	$ 891,800	$ 991,800	CONNECT	2026-2030	Exempt
9	**2300104**	Delaware County	Bridge Inspections	**Countywide Bridge Inspections: Phase 1**	2027	PE	$ 199,000	$ 50,000	$ 249,000	$ 589,000	PROTECT	2026-2030	Exempt
10	**2300118**	Hancock County	Bridge Inspections	**Countywide Bridge Inspections: Phase a**	2027	PE	$ 47,000	$ 12,000	$ 59,000	$ 335,000	PROTECT	2026-2030	Exempt
11	**2300153**	Madison County	Bridge Inspections	**Countywide Bridge Inspections: Phase 1**	2027	PE	$ 282,941	$ 70,735	$ 353,676	$ 803,979	PROTECT	2026-2030	Exempt
12	**2501399**	Madison County	Bridge Replacement	**CR 1050 @ Bridge over Lick Creek (Bridge 141),** .1 miles West of CR 300 W	2027	PE	$ 472,800	$ 118,200	$ 591,000	$ 4,372,000	PROTECT	2026-2030	Exempt
13	**2501400**	Madison County	Bridge Replacement	**CR 1050 @ Bridge over Lick Creek (Bridge 141),** .1 miles West of CR 300 W	2027	PE	$ 636,000	$ 159,000	$ 795,000	$ 7,517,000	PROTECT	2026-2030	Exempt
14	**2301658**	Madison County	Br Repl, Reinforced Conc. Construction	**CR 300 W @ Bridge over Lilly Creek,** .10 miles South of CR 1100 N [near Orestes]	2027	PE	$ 30,000	$ 7,500	$ 37,500	$ 3,607,000	PROTECT	2026-2030	Exempt

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	DES	Sponsor	Work Type	Location & Description	Year of Expenditure	Phase	Federal Funds	Matching Funds	Total Phase	Total Project Cost	MTP Action Category	Analysis Period	AQ Conformity Analysis
15	**2300130**	Tipton County	Bridge Inspections	**Countywide Bridge Inspections: Phase 1**	2027	PE	$ 76,000	$ 19,000	$ 95,000	$ 190,000	PROTECT	2026-2030	Exempt
16	**1592299**	Anderson	New Road Construction	**67th Street Extension Project:** Layton Road (CR 400 W) to SR 38 (PE Phase) **& 67th Street Extension Project: Phase 1,** Layton Road (CR 400 W) to .13 miles west of Foster Branch Ditch (RW & CN Phases) [New Terrain Corridor, 2 Lanes in each direction, approximately 4.5 miles total for all phases]	2028	RW	$ -	$ 70,000	$ 70,000	$ 11,690,725	MOVE	2026-2030	Non-Exempt
17	**2300104**	Delaware County	Bridge Inspections	**Countywide Bridge Inspections: Phase 1a**	2028	PE	$ 55,000	$ 14,000	$ 69,000	$ 589,000	PROTECT	2026-2030	Exempt
18	**2300118**	Hancock County	Bridge Inspections	**Countywide Bridge Inspections: Phase 2**	2028	PE	$ 104,000	$ 26,000	$ 130,000	$ 335,000	PROTECT	2026-2030	Exempt
19	**2300153**	Madison County	Bridge Inspections	**Countywide Bridge Inspections: Phase 1a**	2028	PE	$ 11,319	$ 2,830	$ 14,149	$ 803,979	PROTECT	2026-2030	Exempt
20	**2300153**	Madison County	Bridge Inspections	**Countywide Bridge Inspections: Phase 1a**	2028	PE	$ 31,903	$ 7,976	$ 39,879	$ 803,979	PROTECT	2026-2030	Exempt
21	**2201640**	Madison County	Br Repl, Timber Bridge	**CR 1000 N @ Bridge over Duck Creek (Bridge $54),** ,12 miles West of SR 37	2028	RW	$ 180,000	$ 45,000	$ 225,000	$ 4,580,000	PROTECT	2026-2030	Exempt

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	DES	Sponsor	Work Type	Location & Description	Year of Expenditure	Phase	Federal Funds	Matching Funds	Total Phase	Total Project Cost	MTP Action Category	Analysis Period	AQ Conformity Analysis
22	**2301658**	Madison County	Br Repl, Reinforced Conc. Construction	**CR 300 W @ Bridge over Lilly Creek,** .10 miles South of CR 1100 N [near Orestes]	2028	PE	$ 25,000	$ 6,250	$ 31,250	$ 3,607,000	PROTECT	2026-2030	Exempt
23	**2300130**	Tipton County	Bridge Inspections	**Countywide Bridge Inspections: Phase 1a**	2028	PE	$ 6,000	$ 2,000	$ 8,000	$ 190,000	PROTECT	2026-2030	Exempt
24	**1592299**	Anderson	New Road Construction	**67th Street Extension Project:** Layton Road (CR 400 W) to SR 38 (PE Phase) **& 67th Street Extension Project: Phase 1,** Layton Road (CR 400 W) to .13 miles west of Foster Branch Ditch (RW & CN Phases) [New Terrain Corridor, 2 Lanes in each direction, approximately 4.5 miles total for all phases]	2029	CN	$ -	$ 8,910,746	$ 8,910,746	$ 11,690,725	MOVE	2026-2030	Non-Exempt
25	**2300104**	Delaware County	Bridge Inspections	**Countywide Bridge Inspections: Phase 2**	2029	PE	$ 195,000	$ 49,000	$ 244,000	$ 589,000	PROTECT	2026-2030	Exempt
26	**2300153**	Madison County	Bridge Inspections	**Countywide Bridge Inspections: Phase 2**	2029	PE	$ 299,295	$ 74,824	$ 374,119	$ 803,979	PROTECT	2026-2030	Exempt
27	**2201640**	Madison County	Br Repl, Timber Bridge	**CR 1000 N @ Bridge over Duck Creek (Bridge $54),** ,12 miles West of SR 37	2029	CN	$ 3,080,000	$ 770,000	$ 3,850,000	$ 4,580,000	PROTECT	2026-2030	Exempt
28	**2501399**	Madison County	Bridge Replacement	**CR 1050 @ Bridge over Lick Creek (Bridge 141),** .1 miles West of CR 300 W	2029	RW	$ 48,000	$ 12,000	$ 60,000	$ 4,372,000	PROTECT	2026-2030	Exempt

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	DES	Sponsor	Work Type	Location & Description	Year of Expenditure	Phase	Federal Funds	Matching Funds	Total Phase	Total Project Cost	MTP Action Category	Analysis Period	AQ Conformity Analysis
29	**2401762**	Madison County	Br Repl, Reinforced Conc. Construction	**CR 300 @ Bridge over Pipe Creek (Bridge $47)**	2029	RW	$ 200,000	$ 50,000	$ 250,000	$ 4,695,000	PROTECT	2026-2030	Exempt
30	**2301658**	Madison County	Br Repl, Reinforced Conc. Construction	**CR 300 W @ Bridge over Lilly Creek,** .10 miles South of CR 1100 N [near Orestes]	2029	PE	$ 6,120	$ 1,530	$ 7,650	$ 3,607,000	PROTECT	2026-2030	Exempt
31	**2301658**	Madison County	Br Repl, Reinforced Conc. Construction	**CR 300 W @ Bridge over Lilly Creek,** .10 miles South of CR 1100 N [near Orestes]	2029	RW	$ 24,800	$ 6,200	$ 31,000	$ 3,607,000	PROTECT	2026-2030	Exempt
32	**2501400**	Madison County	Bridge Replacement	**CR 450 E @ Bridge over Fall Creek (Bridge 168),** 1.07 miles North of US 36	2029	RW	$ 80,000	$ 20,000	$ 100,000	$ 7,517,000	PROTECT	2026-2030	Exempt
33	**2300130**	Tipton County	Bridge Inspections	**Countywide Bridge Inspections: Phase 2**	2029	PE	$ 63,000	$ 16,000	$ 79,000	$ 190,000	PROTECT	2026-2030	Exempt
34	**2300104**	Delaware County	Bridge Inspections	**Countywide Bridge Inspections: Phase 2a**	2030	PE	$ 23,000	$ 6,000	$ 29,000	$ 589,000	PROTECT	2026-2030	Exempt
35	**2300153**	Madison County	Bridge Inspections	**Countywide Bridge Inspections: Phase 2a**	2030	PE	$ 10,531	$ 2,633	$ 13,164	$ 803,979	PROTECT	2026-2030	Exempt

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36	**2300153**	Madison County	Bridge Inspections	**Countywide Bridge Inspections: Phase 2a**	2030	PE	$ 7,194	$ 1,799	$ 8,993	$ 803,979	PROTECT	2026-2030	Exempt
37	**2301658**	Madison County	Br Repl, Reinforced Conc. Construction	**CR 1000 N @ Bridge over Duck Creek (Bridge $54),** ,12 miles West of SR 37	2030	CN	$ 2,531,200	$ 632,800	$ 3,164,000	$ 3,607,000	PROTECT	2026-2030	Exempt
38	**2300130**	Tipton County	Bridge Inspections	**Countywide Bridge Inspections: Phase 2a**	2030	PE	$ 6,000	$ 2,000	$ 8,000	$ 190,000	PROTECT	2026-2030	Exempt

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REF	PROJECT DETAILS				PROJECT FUNDING						PLANNING		
	DES	Sponsor	Work Type	Location & Description	Year of Expenditure	Phase	Federal Funds	Matching Funds	Total Funds	Total Project Cost	MTP Action Category	Analysis Period	AQ Conformity Analysis
1	**2300274**	INDOT	Other Type Project (Miscellaneous)	**Electric Vehicle Charging Infrastructure at Various Locations along Indiana Interstates**	2026	CN	$ 17,953,390	$ 1,994,821	$ 19,948,211	$ 75,765,370	N/A	2026-2030	Exempt
2	**2201707 & 2201708**	INDOT	ITS Device Maintenance Contracts	**Greenfield & Crawfordsville District ITS & Signal Maintenance,** various locations throughout the district **(+2201708 - Unknown Project Description)**	2026	CN	$ 425,451	$ 106,363	*$ 532,000*	$ 532,000	N/A	2026-2030	Exempt
3	**2400080**	INDOT	Repair Or Replace Barrier Wall	**Greenfield District Maintenance Work Projects** (Barrier Wall Maintanance), various locations throughout the district	2026	CN	$ 320,000	$ 80,000	$ 400,000	$ 400,000	N/A	2026-2030	Exempt
4	**2400079**	INDOT	Guardrail, Maintenance Or Repair	**Greenfield District Maintenance Work Projects** (Guardrail Maintanance), various locations throughout the district	2026	CN	$ 800,000	$ 200,000	$ 1,000,000	$ 1,000,000	N/A	2026-2030	Exempt
5	**2400625**	INDOT	Tree Removal/Trimming	**Greenfield District Maintenance Work Projects** (Tree Removal/Trimming), various locations throughout the district	2026	CN	$ 240,000	$ 60,000	$ 300,000	$ 300,000	N/A	2026-2030	Exempt
6	**2401458**	INDOT	Pavement Markings	**Greenfield District Pavement Marking Projects (RPMs Refurbished),** various locations throughout the district (SR 13, .93 miles S of SR 32 to SR 32 [Lapel]; SR 32, 5.43 miles W of S Junction of SR 9/WCL Edgewood to 3.42 miles W of S. Junction of SR 9/Raible Avenue [Edgewood/Anderson]; SR 234, US 36 to SR 9 [Fortville])	2026	CN	$ 540,000	$ 60,000	$ 600,000	$ 600,000	N/A	2026-2030	Exempt
7	**2200995**	INDOT	Bike/Pedestrian Facilities	**Greenfield District Pedestrian Crossing Projects,** various locations throughout district (RRFB installation at SR 128 @ Frankton High School, SR 13 @ Lapel Elementary/Middle School, US 36 @ Jesse Ireton Memorial Park, US 36/SR 38 @ Pendleton Heights High School)	2026	PE	$ 78,000	$ 8,000	$ 86,000	$ 1,959,000	N/A	2026-2030	Exempt

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	DES	Sponsor	Work Type	Location & Description	Year of Expenditure	Phase	Federal Funds	Matching Funds	Total Funds	Total Project Cost	MTP Action Category	Analysis Period	AQ Conformity Analysis
8	**2200995**	INDOT	Bike/Pedestrian Facilities	**Greenfield District Pedestrian Crossing Projects,** various locations throughout district (RRFB installation at SR 128 @ Frankton High School, SR 13 @ Lapel Elementary/Middle School, US 36 @ Jesse Ireton Memorial Park, US 36/SR 38 @ Pendleton Heights High School)	2026	RW	$ 32,000	$ 4,000	$ 36,000	$ 1,959,000	N/A	2026-2030	Exempt
9	**2002415**	INDOT	Traffic Signals Modernization	**Greenfield District Traffic Signal Projects,** various locations throughout the district (SR 32 & Central Avenue, SR 32 & Main Street, SR 32 & Meridian Street, SR 32 & Jackson Street, SR 32 & Brown-Delaware Street, SR 32 & Raible Street, & SR 32 & Sunnymead Drive)	2026	PE	$ 475,000	$ 53,000	$ 528,000	$ 3,744,000	N/A	2026-2030	Exempt
10	**2201151**	INDOT	Traffic Signals Modernization	**Greenfield District Traffic Signals Modernization Projects,** various locations throughout district (SR 67 & CR 800, SR 67 & CR 900/Walnut Street, SR 67 & Innovation Drive, SR 67 & I-69 Northbound Ramps, SR 67 & I-69 Southbound Ramps)	2026	CN	$ 987,276	$ 246,819	*$ 1,234,000*	$ 1,365,000	N/A	2026-2030	Exempt
11	**2401275**	INDOT	Bridge Painting	**I-69 @ NB Bridge over the White River,** .23 miles North of SR 32	2026	PE	$ 90,000	$ 10,000	$ 100,000	$ 1,020,000	N/A	2026-2030	Exempt
12	**2401276**	INDOT	Bridge Painting	**I-69 @ SB Bridge over the White River,** .23 miles North of SR 32	2026	PE	$ 90,000	$ 10,000	$ 100,000	$ 1,020,000	N/A	2026-2030	Exempt
13	**2401488**	INDOT	HMA Overlay, Structural	**I-69,** .12 miles North of SR 32 to .11 miles South of SR 332	2026	PE	$ 4,500,000	$ 500,000	$ 5,000,000	$ 70,407,000	N/A	2026-2030	Exempt
14	**2401580**	INDOT	Small Structures & Drains Construction	**I-69,** .12 miles North of SR 32 to .11 miles South of SR 332	2026	PE	$ 90,000	$ 10,000	$ 100,000	$ 775,000	N/A	2026-2030	Exempt

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15	**2401488**	INDOT	HMA Overlay, Structural	**I-69,** .12 miles North of SR 32 to .11 miles South of SR 332 [Chesterfield/Daleville]	2026	PE	$ 4,500,000	$ 500,000	$ 5,000,000	$ 70,407,000	N/A	2026-2030	Exempt
16	**2000843**	INDOT	Railroad Protection	**Mill Street @ Norfolk Southern (NS) Crossing** (DOT# 539649E) [Summitville]	2026	CN	$ 550,000	$ -	$ 550,000	$ 550,000	N/A	2026-2030	Exempt
17	**2101642**	INDOT	Other Type Project (Miscellaneous)	**Post-Construction Stormwater BMP Program Implementation** (MS4 MCM5)	2026	PE	$ 885,840	$ 221,460	*$ 1,107,000*	$ 3,318,000	N/A	2026-2030	Exempt
18	**2000156**	INDOT	Intersection Improvement, Roundabout	**SR 13 & SR 32 Intersection Improvement Project** [Lapel]	2026	PE	$ 373,000	$ 41,000	$ 414,000	$ 4,613,000	N/A	2026-2030	Exempt
19	**2000156**	INDOT	Intersection Improvement, Roundabout	**SR 13 & SR 32 Intersection Improvement Project** [Lapel]	2026	RW	$ 158,000	$ 17,000	$ 175,000	$ 4,613,000	N/A	2026-2030	Exempt
20	**2003082**	INDOT	Intersection Improvement, Roundabout	**SR 13 @ Strawtown Avenue/W. Eight Street Road Intersection Improvement Project** [Perkinsville]	2026	RW	$ 63,000	$ 7,000	$ 70,000	$ 4,739,000	N/A	2026-2030	Exempt
21	**2003082**	INDOT	Intersection Improvement, Roundabout	**SR 13 @ Strawtown Avenue/W. Eight Street Road Intersection Improvement Project** [Perkinsville]	2026	RW	$ 42,300	$ 4,700	$ 47,000	$ 4,739,000	N/A	2026-2030	Exempt

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22	**2003082**	INDOT	Intersection Improvement, Roundabout	**SR 13 @ Strawtown Avenue/W. Eight Street Road Intersection Improvement Project** [Perkinsville]	2026	CN	$ 2,974,000	$ 330,000	$ 3,304,000	$ 4,739,000	N/A	2026-2030	Exempt
23	**2003081**	INDOT	Intersection Improvement, Roundabout	**SR 13/SR 37 & SR 128/Sigler Street Intersection Improvement Project** [Frankton]	2026	RW	$ 108,000	$ 12,000	$ 120,000	$ 3,768,614	N/A	2026-2030	Exempt
24	**2003081**	INDOT	Intersection Improvement, Roundabout	**SR 13/SR 37 & SR 128/Sigler Street Intersection Improvement Project** [Frankton]	2026	CN	$ 3,127,000	$ 347,000	$ 3,474,000	$ 3,768,614	N/A	2026-2030	Exempt
25	**2300706**	INDOT	Intersection Improvement, Roundabout	**SR 234 & CR 200 W Intersection Improvement Project** [Fortville]	2026	PE	$ 161,363	$ 40,341	$ 201,704	$ 3,146,000	N/A	2026-2030	Exempt
26	**2001926**	INDOT	HMA Overlay, Minor Structural	**SR 28,** SR 9 to I-69 [Alexandria]	2026	CN	$ 5,261,000	$ 1,315,000	$ 6,576,000	$ 4,689,000	N/A	2026-2030	Exempt
27	**2000161**	INDOT	Intersection Improvement, Roundabout	**SR 32 & CR 925 W Intersection Improvement Project** [Lapel]	2026	RW	$ 216,000	$ 24,000	$ 240,000	$ 7,576,000	N/A	2026-2030	Exempt
28	**2000161**	INDOT	Intersection Improvement, Roundabout	**SR 32 & CR 925 W Intersection Improvement Project** [Lapel]	2026	CN	$ 3,785,000	$ 420,000	$ 4,205,000	$ 7,576,000	N/A	2026-2030	Exempt

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29	**2000162**	INDOT	Intersection Improvement, Roundabout	**SR 32 @ S CR 600 W Intersection Improvement Project** (Roundabout) [Edgewood]	2026	PE	$ 405,000	$ 45,000	$ 450,000	$ 4,104,000	N/A	2026-2030	Exempt
30	**2000162**	INDOT	Intersection Improvement, Roundabout	**SR 32 @ S CR 600 W Intersection Improvement Project** (Roundabout) [Edgewood]	2026	RW	$ 247,000	$ 27,000	$ 274,000	$ 4,104,000	N/A	2026-2030	Exempt
31	**2401204**	INDOT	Bridge Painting	**SR 38 @ Bridge over I-69 (NB & SB),** 3.97 miles East of SR 13	2026	PE	$ 80,000	$ 20,000	$ 100,000	$ 695,000	N/A	2026-2030	Exempt
32	**2401204**	INDOT	Bridge Painting	**SR 38 @ Bridge over I-69 (NB & SB),** 3.97 miles East of SR 13	2026	PE	$ 106,000	$ 26,000	$ 132,000	$ 695,000	N/A	2026-2030	Exempt
33	**2100281**	INDOT	Small Structures & Drains Construction	**SR 38,** 1.38 miles East of SR 109 [Markleville]	2026	CN	$ 107,332	$ 26,833	*$ 134,000*	$ 10,087,000	N/A	2026-2030	Exempt
34	**2500824**	INDOT	Bike/Pedestrian Facilities	**SR 9 (Scatterfield Road) Pedestrian Improvement Project,** 59th Street/60th Street/Whetstone Road to Lora Street [Anderson]	2026	PE	$ 1,220,000	$ 135,000	$ 1,355,000	$ 4,045,000	N/A	2026-2030	Exempt
35	**2401401**	INDOT	Bike/Pedestrian Facilities	**SR 9 (Scatterfield Road) Pedestrian Improvement Project,** Lora Street to Sunnyside Drive [Anderson]	2026	PE	$ 450,000	$ 50,000	$ 500,000	$ 4,454,000	N/A	2026-2030	Exempt

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36	**2401401**	INDOT	Bike/Pedestrian Facilities	**SR 9 (Scatterfield Road) Pedestrian Improvement Project,** Lora Street to Sunnyside Drive [Anderson]	2026	PE	$ 192,000	$ 21,000	$ 213,000	$ 4,454,000	N/A	2026-2030	Exempt
37	**2401402**	INDOT	Bike/Pedestrian Facilities	**SR 9 (Scatterfield Road) Pedestrian Improvement Project,** Sunnyside Drive to Mounds Road/S. Junction of SR 32 [Anderson]	2026	PE	$ 450,000	$ 50,000	$ 500,000	$ 4,367,000	N/A	2026-2030	Exempt
38	**2401402**	INDOT	Bike/Pedestrian Facilities	**SR 9 (Scatterfield Road) Pedestrian Improvement Project,** Sunnyside Drive to Mounds Road/S. Junction of SR 32 [Anderson]	2026	PE	$ 117,000	$ 14,000	$ 131,000	$ 4,367,000	N/A	2026-2030	Exempt
39	**2100572**	INDOT	Bridge Replacement	**SR 9 @ Bridge over Mud Creek,** 2.83 miles North of SR 28	2026	CN	$ 1,833,886	$ 458,472	*$ 2,292,000*	$ 2,923,000	N/A	2026-2030	Exempt
40	**2401166**	INDOT	Bridge Replacement, Concrete	**SR 9 @ Bridge over Star Creek,** 1.89 miles North of SR 28	2026	PE	$ 400,000	$ 100,000	$ 500,000	$ 2,150,000	N/A	2026-2030	Exempt
41	**1802854**	INDOT	Added Travel Lanes	**SR 9/SR 67 Corridor Improvement Project,** US 36 North Junction to Huntsville Road (Pendleton) [Adds a single lane in each direction][Pendleton]	2026	PE	$ 159,000	$ 18,000	$ 177,000	$ 4,225,000	N/A	2026-2030	Non-Exempt
42	**1802854**	INDOT	Added Travel Lanes	**SR 9/SR 67 Corridor Improvement Project,** US 36 North Junction to Huntsville Road (Pendleton) [Adds a single lane in each direction][Pendleton]	2026	RW	$ 131,000	$ 15,000	$ 146,000	$ 4,225,000	N/A	2026-2030	Non-Exempt

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43	**2400543**	INDOT	Bridge Inspections	**Statewide Bridge Inspections**	2026	PE	$ 400,000	$ 100,000	$ 500,000	$ 500,000	N/A	2026-2030	Exempt
44	**2201179**	INDOT	ITS Operations and Maintenance	**Statewide Cell Service for Communications for Signals and ITS Devices**	2026	PE	$ 1,000,000	$ 250,000	$ 1,250,000	$ 1,250,000	N/A	2026-2030	Exempt
45	**2001788**	INDOT	Other Type Project (Miscellaneous)	**Statewide Geotechnical On-Call Contract,** various locations throughout the state	2026	PE	$ 2,400,000	$ 600,000	$ 3,000,000	$ 30,983,000	N/A	2026-2030	Exempt
46	**2400077**	INDOT	Other Type Project (Miscellaneous)	**Statewide HELPERS Program for Local Roads & Streets**	2026	PE	$ 262,400	$ 65,600	$ 328,000	$ 1,335,000	N/A	2026-2030	Exempt
47	**2002956**	INDOT	ITS Program Contracted Services	**Statewide INRIX Traffic Data**	2026	PE	$ 1,080,000	$ 120,000	$ 1,200,000	$ 1,200,000	N/A	2026-2030	Exempt
48	**2201180**	INDOT	ITS Program Equipment	**Statewide ITS Field Device Cell Hardware (Modem) Upgrades**	2026	CN	$ 280,000	$ 70,000	$ 350,000	$ 350,000	N/A	2026-2030	Exempt
49	**2400095**	INDOT	Other Intersection Improvement	**Statewide Noise Analysis Technical Review Support** (Small Purchase Contract)	2026	PE	$ 200,000	$ 50,000	$ 250,000	$ 500,000	N/A	2026-2030	Exempt

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50	**2002955**	INDOT	ITS Program Contracted Services	**Statewide O & M Fee for Cars** (Condition Acquisition & Reporting System)	2026	PE	$ 400,000	$ 100,000	$ 500,000	$ 500,000	N/A	2026-2030	Exempt
51	**2500051**	INDOT	Other Type Project (Miscellaneous)	**Statewide Purchase of AASHTO Ware Safety Software**	2026	CN	$ 696,000	$ 174,000	$ 870,000	$ 2,670,000	N/A	2026-2030	Exempt
52	**2002952**	INDOT	ITS Program Contracted Services	**Statewide Software License for ATMS**	2026	PE	$ 450,000	$ 50,000	$ 500,000	$ 1,800,000	N/A	2026-2030	Exempt
53	**2002953**	INDOT	ITS Program Contracted Services	**Statewide TMC Dispatcher Operations**	2026	PE	$ 1,620,000	$ 180,000	$ 1,800,000	$ 1,800,000	N/A	2026-2030	Exempt
54	**2300290**	INDOT	Bridge Inspections	**Statewide Tunnel Inspections**	2026	PE	$ 400,000	$ 100,000	$ 500,000	$ 1,388,000	N/A	2026-2030	Exempt
55	**2300076**	INDOT	Bridge Inspections	**Statewide Underwater Bridge Inspection** (SFY 24 through SFY 27)	2026	PE	$ 320,000	$ 80,000	$ 400,000	$ 2,000,000	N/A	2026-2030	Exempt

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56	**2300077**	INDOT	Bridge Inspections	**Statewide Vertical Clearance Measuring Over/Under Bridges (SFY 24 through SFY 27)**	2026	PE	$ 160,000	$ 40,000	$ 200,000	$ 900,000	N/A	2026-2030	Exempt
57	**1702936**	INDOT	Added Travel Lanes	**US 36 (SR 9/SR 67) Corridor Improvement Project,** .28 miles S. of SR 38 to N. Junction of SR 9/SR 67 [Adds a single lane in each direction.] [Pendleton]	2026	PE	$ 159,000	$ 18,000	$ 177,000	$ 9,752,000	N/A	2026-2030	Non-Exempt
58	**1702936**	INDOT	Added Travel Lanes	**US 36 (SR 9/SR 67) Corridor Improvement Project,** .28 miles S. of SR 38 to N. Junction of SR 9/SR 67 [Adds a single lane in each direction.] [Pendleton]	2026	RW	$ 810,000	$ 90,000	$ 900,000	$ 9,752,000	N/A	2026-2030	Non-Exempt
59	**1702936**	INDOT	Added Travel Lanes	**US 36 (SR 9/SR 67) Corridor Improvement Project,** .28 miles S. of SR 38 to N. Junction of SR 9/SR 67 [Adds a single lane in each direction.] [Pendleton]	2026	CN	$ 60,000	$ 15,000	$ 75,000	$ 9,752,000	N/A	2026-2030	Non-Exempt
60	**2200068**	INDOT	Added Travel Lanes, Construct Turn Lanes	**US 36 @ CR 400 Intersection Improvement Project** [Fortville/McCordsville]	2026	CN	$ 18,000	$ 2,000	$ 20,000	$ 1,296,000	N/A	2026-2030	Exempt
61	**2401387**	INDOT	Intersection Improvement, Roundabout	**US 36 @ CR 750 (Reformatory Road/CR 50) Intersection Improvement Project** [Ingalls]	2026	PE	$ 352,000	$ 39,000	$ 391,000	$ 2,283,000	N/A	2026-2030	Exempt
62	**2200501**	INDOT	Small Structure Replacement	**I-69 Ramp,** .11 miles S of SR 38	2027	CN	$ 346,000	$ 38,000	$ 384,000	$ 384,000	N/A	2026-2030	Exempt

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63	**2200502**	INDOT	Small Structure Replacement	**I-69,** 5 pipes from .14 miles North of SR 38 to .22 miles North of SR 9	2027	CN	$ 2,232,000	$ 248,000	$ 2,480,000	$ 3,568,000	N/A	2026-2030	Exempt
64	**2200554, 2200521, & 2300203**	INDOT	Bridge Deck Overlay	**SR 9 @ Bridge over Pipe Creek,** 1.29 miles South of SR 28 [Alexandria] **(+2200521 - SR 26,** 1.58 mi E of SR 9 (Barclay St in Fairmount) to I-69**, and 2300203 - Unknown Project Description)**	2027	CN	$ 3,537,795	$ 884,449	*$ 4,422,000*	$ 2,833,666	N/A	2026-2030	Exempt
65	**2401274**	INDOT	Bridge Replacement	**CR 700 S @ Bridge over I-69,** 1.54 miles South of SR 67	2027	PE	$ 217,000	$ 24,000	$ 241,000	$ 4,506,000	N/A	2026-2030	Exempt
66	**2300274**	INDOT	Other Type Project (Miscellaneous)	**Electric Vehicle Charging Infrastructure at Various Locations along Indiana Interstates**	2027	CN	$ 24,518,609	$ 2,724,290	$ 27,242,899	$ 75,765,370	N/A	2026-2030	Exempt
67	**2301248**	INDOT	Traffic Signals Modernization	**Greenfied District Traffic Signal Projects,** various locations throughout the district	2027	CN	$ 3,848,969	$ 962,242	*$ 4,811,000*	$ 4,811,000	N/A	2026-2030	Exempt
68	**2400812 & 2400813**	INDOT	ITS Device Maintenance Contracts	**Greenfield & Crawfordsville District ITS & Signal Maintenance (+2400813 - Unknown Project Description)**	2027	CN	$ 670,606	$ 167,652	*$ 838,000*	$ 838,000	N/A	2026-2030	Exempt
69	**2600222**	INDOT	Safety Revisions	**Greenfield District Intersection Improvement Projects (Left Turn Offsets),** various locations throughout the district (SR 32/Nichol Avenue & Raible Avenue [Anderson]; SR 9/Scatterfield Road & SR 232/Mounds Road [Anderson]; SR 9/Scatterfield Road & Lora Street [Anderson]; SR 109/Scatterfield Road & 64th Street [Anderson]; SR	2027	PE	$ 315,000	$ 35,000	$ 350,000	$ 1,077,000	N/A	2026-2030	Exempt

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70	**2200995**	INDOT	Bike/Pedestrian Facilities	**Greenfield District Pedestrian Crossing Projects,** various locations throughout district (RRFB installation at SR 128 @ Frankton High School, SR 13 @ Lapel Elementary/Middle School, US 36 @ Jesse Ireton Memorial Park, US 36/SR 38 @ Pendleton Heights High School)	2027	CN	$ 869,000	$ 96,000	$ 965,000	$ 1,959,000	N/A	2026-2030	Exempt
71	**2200003, 2200001, 2200004, 2200005, & 2200006**	INDOT	Signing Installation / Repair	**Greenfield District Sign Installation or Repair Projects,** various locations throughout district (I-69 SB Ramp @ MLK Boulevard/Pendelton Avenue, SR 236/Mill Road @ Bridge over I-69, CR 700 S/CR 100 S/Mounds Road @ Bridge over I-69, I-69 @ NB Ramp to SR 13) **(+2200001, 2200004, 2200005 & 2200006 - Unknown Project Descriptions)**	2027	CN	$ 5,365,198	$ 1,341,300	*$ 6,706,000*	$ 9,810,000	N/A	2026-2030	Exempt
72	**2201210**	INDOT	Signs, Lighting, Signals, and Markings	**Greenfield District Signs, Lighting, Signals, & Markings Projects,** various locations throughout district	2027	CN	$ 1,223,783	$ 305,946	*$ 1,530,000*	$ 1,530,000	N/A	2026-2030	Exempt
73	**2401275**	INDOT	Bridge Painting	**I-69 @ NB Bridge over the White River,** .23 miles North of SR 32	2027	PE	$ 45,000	$ 11,000	$ 56,000	$ 1,078,000	N/A	2026-2030	Exempt
74	**2002127**	INDOT	Bridge Replacement, Other Construction	**I-69 @ SB Bridge over Abandonded Railroad** [Panhandle Trail]**,** .58 miles North of SR 236 **(+2201184 - I-69 @ NB Bridge over Abandonded Railroad** [Panhandle Trail]**)**	2027	CN	$ 10,082,255	$ 1,120,251	*$ 11,203,000*	$ 11,520,000	N/A	2026-2030	Exempt
75	**2200761**	INDOT	Bridge Deck Overlay	**Main Street/CR 50 W @ Bridge over I-69,** 1.33 miles South of SR 9	2027	CN	$ 91,000	$ 10,000	$ 101,000	$ 101,000	N/A	2026-2030	Exempt
76	**2201594 & 2300288**	INDOT	Institution & Park Road Maintenance	**Pendleton State Police Post Perimeter Road (+2300288 - Unknown Project Description)**	2027	CN	$ 658,339	$ 164,585	*$ 823,000*	$ 842,000	N/A	2026-2030	Exempt

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77	**2000156**	INDOT	Intersection Improvement, Roundabout	**SR 13 & SR 32 Intersection Improvement Project** [Lapel]	2027	PE	$ 201,000	$ 22,000	$ 223,000	$ 4,613,000	N/A	2026-2030	Exempt
78	**2300737**	INDOT	Scour Protection (Erosion)	**SR 13 @ Bridge over Fall Creek,** 1.92 miles South of I-69	2027	CN	$ 432,866	$ 108,217	*$ 541,000*	$ 763,000	N/A	2026-2030	Exempt
79	**2401423**	INDOT	Replace Superstructure	**SR 13 @ Bridge over White River,** 1.44 miles South of SR 37 [Perkinsville]	2027	PE	$ 167,000	$ 42,000	$ 209,000	$ 5,047,000	N/A	2026-2030	Exempt
80	**2401423**	INDOT	Replace Superstructure	**SR 13 @ Bridge over White River,** 1.44 miles South of SR 37 [Perkinsville]	2027	RW	$ 40,000	$ 10,000	$ 50,000	$ 5,047,000	N/A	2026-2030	Exempt
81	**2300706**	INDOT	Intersection Improvement, Roundabout	**SR 234 & CR 200 W Intersection Improvement Project** [Fortville]	2027	PE	$ 224,000	$ 55,000	$ 279,000	$ 3,370,000	N/A	2026-2030	Exempt
82	**2000162**	INDOT	Intersection Improvement, Roundabout	**SR 32 @ S CR 600 W Intersection Improvement Project** (Roundabout) [Edgewood]	2027	PE	$ 218,000	$ 24,000	$ 242,000	$ 4,104,000	N/A	2026-2030	Exempt
83	**2200921**	INDOT	Pavement Replacement	**SR 38,** SR 109 to 3.42 miles East of SR 109 (CR 975 W) [Markleville]	2027	PE	$ 177,000	$ 44,000	$ 221,000	$ 5,622,909	N/A	2026-2030	Exempt

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84	**2200921**	INDOT	Pavement Replacement	**SR 38,** SR 109 to 3.42 miles East of SR 109 (CR 975 W) [Markleville]	2027	RW	$ 320,000	$ 80,000	$ 400,000	$ 5,491,000	N/A	2026-2030	Exempt
85	**2500824**	INDOT	Bike/Pedestrian Facilities	**SR 9 (Scatterfield Road) Pedestrian Improvement Project,** 59th Street/60th Street/Whetstone Road to Lora Street [Anderson]	2027	PE	$ 657,000	$ 73,000	$ 730,000	$ 4,045,000	N/A	2026-2030	Exempt
86	**2401401**	INDOT	Bike/Pedestrian Facilities	**SR 9 (Scatterfield Road) Pedestrian Improvement Project,** Lora Street to Sunnyside Drive [Anderson]	2027	PE	$ 346,000	$ 39,000	$ 385,000	$ 4,454,000	N/A	2026-2030	Exempt
87	**2401402**	INDOT	Bike/Pedestrian Facilities	**SR 9 (Scatterfield Road) Pedestrian Improvement Project,** Sunnyside Drive to Mounds Road/S. Junction of SR 32 [Anderson]	2027	PE	$ 306,000	$ 34,000	$ 340,000	$ 4,367,000	N/A	2026-2030	Exempt
88	**2400487**	INDOT	Scour Protection (Erosion)	**SR 9 @ Bridge over Fall Creek,** 2.22 miles South of I-69 [Pendleton]	2027	CN	$ 354,950	$ 88,737	*$ 444,000*	$ 593,000	N/A	2026-2030	Exempt
89	**2401165**	INDOT	Bridge Replacement	**SR 9 @ Bridge over Killbuck Creek,** 1.84 miles North of SR 32	2027	PE	$ 354,000	$ 88,000	$ 442,000	$ 9,862,000	N/A	2026-2030	Exempt
90	**2200553**	INDOT	Bridge Deck Overlay	**SR 9 @ Bridge over Lick Creek,** 2.01 miles South of US 36	2027	CN	$ 105,000	$ 26,000	$ 131,000	$ 131,000	N/A	2026-2030	Exempt

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91	**2401166**	INDOT	Bridge Replacement, Concrete	**SR 9 @ Bridge over Star Creek,** 1.89 miles North of SR 28	2027	PE	$ 207,000	$ 52,000	$ 259,000	$ 2,150,000	N/A	2026-2030	Exempt
92	**2400809**	INDOT	ITS Operations And Maintenance Contracts	**Staewide Cell Service for Communications for Signals & ITS Devices**	2027	PE	$ 1,000,000	$ 250,000	$ 1,250,000	$ 1,250,000	N/A	2026-2030	Exempt
93	**2400803**	INDOT	ITS Traffic Management Systems	**Statewide ATMS Camera / Communications / Detection / DMS Replacements**	2027	PE	$ 270,000	$ 30,000	$ 300,000	$ 300,000	N/A	2026-2030	Exempt
94	**2400077**	INDOT	Other Type Project (Miscellaneous)	**Statewide HELPERS Program for Local Roads & Streets**	2027	PE	$ 268,800	$ 67,200	$ 336,000	$ 1,335,000	N/A	2026-2030	Exempt
95	**2201247**	INDOT	Repair Or Replace Lighting	**Statewide High Mast Tower Lighting Replacement,** various interchanges throughout the State	2027	CN	$ 3,113,272	$ 778,318	*$ 3,892,000*	$ 4,620,000	N/A	2026-2030	Exempt
96	**2400808**	INDOT	ITS Program Contracted Services	**Statewide INRIX Traffic Data**	2027	PE	$ 1,080,000	$ 120,000	$ 1,200,000	$ 1,200,000	N/A	2026-2030	Exempt
97	**2400810**	INDOT	ITS Program Equipment	**Statewide ITS Field Device Cell Harware (Modem) Upgrades**	2027	CN	$ 280,000	$ 70,000	$ 350,000	$ 350,000	N/A	2026-2030	Exempt

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98	**2400807**	INDOT	ITS Program Contracted Services	**Statewide O & M Fee for CARS** (Condition Acquisition & Reporting System)	2027	PE	$ 400,000	$ 100,000	$ 500,000	$ 500,000	N/A	2026-2030	Exempt
99	**2500051**	INDOT	Other Type Project (Miscellaneous)	**Statewide Purchase of AASHTO Ware Safety Software**	2027	CN	$ 360,000	$ 90,000	$ 450,000	$ 2,670,000	N/A	2026-2030	Exempt
100	**2400804**	INDOT	ITS Program Contracted Services	**Statewide Software License for ATMS**	2027	PE	$ 450,000	$ 50,000	$ 500,000	$ 500,000	N/A	2026-2030	Exempt
101	**2400806**	INDOT	ITS Program Contracted Services	**Statewide TMC Dispatcher Operations & Engineering Support**	2027	PE	$ 1,620,000	$ 180,000	$ 1,800,000	$ 1,800,000	N/A	2026-2030	Exempt
102	**2300290**	INDOT	Bridge Inspections	**Statewide Tunnel Inspections**	2027	PE	$ 310,400	$ 77,600	$ 388,000	$ 1,388,000	N/A	2026-2030	Exempt
103	**2300076**	INDOT	Bridge Inspections	**Statewide Underwater Bridge Inspection** (SFY 24 through SFY 27)	2027	PE	$ 320,000	$ 80,000	$ 400,000	$ 2,000,000	N/A	2026-2030	Exempt
104	**2300077**	INDOT	Bridge Inspections	**Statewide Vertical Clearance Measuring Over/Under Bridges (SFY 24 through SFY 27)**	2027	PE	$ 80,000	$ 20,000	$ 100,000	$ 900,000	N/A	2026-2030	Exempt

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REF	PROJECT DETAILS				PROJECT FUNDING						PLANNING		
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105	**2200068**	INDOT	Added Travel Lanes, Construct Turn Lanes	**US 36 @ CR 400 Intersection Improvement Project** [Fortville/McCordsville]	2027	CN	$ 899,000	$ 100,000	$ 999,000	$ 1,296,000	N/A	2026-2030	Exempt
106	**2401387**	INDOT	Intersection Improvement, Roundabout	**US 36 @ CR 750 (Reformatory Road/CR 50) Intersection Improvement Project** [Ingalls]	2027	PE	$ 190,000	$ 21,000	$ 211,000	$ 2,283,000	N/A	2026-2030	Exempt
107	**2300274**	INDOT	Other Type Project (Miscellaneous)	**Electric Vehicle Charging Infrastructure at Various Locations along Indiana Interstates**	2028	CN	$ 17,089,075	$ 1,898,786	$ 18,987,861	$ 75,765,370	N/A	2026-2030	Exempt
108	**2400826 & 2400827**	INDOT	ITS Device Maintenance Contracts	**Greenfield & Crawfordsville District ITS & Signal Maintenance (+2400827 - Unknown Project Description)**	2028	CN	$ 856,579	$ 214,145	*$ 1,071,000*	$ 1,071,000	N/A	2026-2030	Exempt
109	**2400595**	INDOT	ADA Ramp Sidewalk Construction	**Greenfield District ADA Ramp Projects,** various locations throughout the district (SR 32/14th Street & John Street [Anderson], SR 13/Anderson Street & South "B" Street [Elwood])	2028	CN	$ 732,000	$ 183,000	$ 915,000	$ 1,141,000	N/A	2026-2030	Exempt
110	**2301232**	INDOT	Raised Pavement Markings, Refurbished	**Greenfield District Pavement Marking Projects (RPM Refurbishment),** various locations throughout district (SR 32, SR 9 North Junction to 2.24 miles East of SR 9 North Junction - Anderson; SR 32, .5 miles East of SR 9 North Junction to I-69 - Anderson/Chesterfield; SR 109, SR 38 to I-69 - Markleville; SR 9, SR 234 to US 36/SR 67 - Pendleton;	2028	CN	$ 630,000	$ 70,000	$ 700,000	$ 700,000	N/A	2026-2030	Exempt
111	**2301153**	INDOT	Small Structures & Drains Construction	**Greenfield District Small Structures & Drains Projects,** various locations along SR 13 in Hamilton & Madison Counties	2028	CN	$ 990,000	$ 247,000	$ 1,237,000	$ 2,186,000	N/A	2026-2030	Exempt

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112	**2301233**	INDOT	Install Lighting	**Greenfield District Systemic Safety Projects,** various locations throughout the district	2028	CN	$ 2,297,600	$ 574,400	$ 2,872,000	$ 2,872,000	N/A	2026-2030	Exempt
113	**2301231**	INDOT	Traffic Signals Modernization	**Greenfield District Traffic Signal Projects** (New/Modernized), various locations throughout the district	2028	CN	$ 4,269,940	$ 1,067,485	*$ 5,337,000*	$ 5,337,000	N/A	2026-2030	Exempt
114	**2002415**	INDOT	Traffic Signals Modernization	**Greenfield District Traffic Signal Projects,** various locations throughout the district (SR 32 & Central Avenue, SR 32 & Main Street, SR 32 & Meridian Street, SR 32 & Jackson Street, SR 32 & Brown-Delaware Street, SR 32 & Raible Street, & SR 32 & Sunnymead Drive)	2028	CN	$ 2,274,000	$ 253,000	$ 2,527,000	$ 3,744,000	N/A	2026-2030	Exempt
115	**2002124**	INDOT	Bridge Painting	**I-69 @ NB Bridge over SR 13,** 4.25 miles S of SR 38	2028	CN	$ 170,000	$ 19,000	$ 189,000	$ 224,000	N/A	2026-2030	Exempt
116	**2002125**	INDOT	Bridge Painting	**I-69 @ SB Bridge over SR 13,** 4.25 miles S of SR 38	2028	CN	$ 170,000	$ 19,000	$ 189,000	$ 224,000	N/A	2026-2030	Exempt
117	**2300959**	INDOT	Small Structure Replacement	**I-69 near Madison Avenue/CR 100 W Bridge over I-69,** 1.679 miles North of the South Junction of SR 9 [Anderson]	2028	CN	$ 483,380	$ 53,709	*$ 537,000*	$ 737,000	N/A	2026-2030	Exempt
118	**2300706**	INDOT	Intersection Improvement, Roundabout	**SR 234 & CR 200 W Intersection Improvement Project** [Fortville]	2028	CN	$ 1,846,000	$ 461,000	$ 2,307,000	$ 3,146,000	N/A	2026-2030	Exempt

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	DES	Sponsor	Work Type	Location & Description	Year of Expenditure	Phase	Federal Funds	Matching Funds	Total Funds	Total Project Cost	MTP Action Category	Analysis Period	AQ Conformity Analysis
119	**2000512 & 2000510**	INDOT	Bridge Deck Overlay	**SR 28 @ Bridge over Duck Creek,** .44 miles West of SR 37 [Elwood] **(+ 2000510 - SR 28 @ Bridge over Duck Creek,** .12 miles West of SR 13) [Elwood]	2028	CN	$ 1,702,400	$ 425,600	$ 2,128,000	$ 2,487,000	N/A	2026-2030	Exempt
120	**2300758, 2300863, & 2300864**	INDOT	Bridge Painting	**SR 32 @ Bridge over White River,** 1.37 miles east of SR 9 (Scatterfield Road) [Anderson] **(+2300863 - I-69 Bridge over CSX RR,** .46 miles South of SR 9 (Scatterfield Road) **and 2300864 - Unknown Project Description)**	2028	CN	$ 682,472	$ 170,618	*$ 853,000*	$ 1,453,000	N/A	2026-2030	Exempt
121	**2300771, 2300772, 2300816, 2300858, 2300859, 2300860,**	INDOT	Bridge Rehabilitation or Repair	**SR 38 @ Bridge over Mud Creek,** .31 miles West of SR 13 [Lapel] **(+2300772 - SR 38 @ Bridge over Fosters Branch,** 1.03 miles West of I-69 [Lapel]**, 2300816 - SR 9/SR 67 @ Bridge over I-69 NB/SB,** 2.65 miles North of US 36 [Anderson]**, 2300858 - Unknown Project Description, 2300859 - Unknown Project Description, 2300860 -**	2028	CN	$ 2,070,606	$ 517,652	*$ 2,588,000*	$ 4,215,000	N/A	2026-2030	Exempt
122	**2200921**	INDOT	Pavement Replacement	**SR 38,** SR 109 to 3.42 miles East of SR 109 (CR 975 W) [Markleville]	2028	RW	$ 320,000	$ 80,000	$ 400,000	$ 5,491,000	N/A	2026-2030	Exempt
123	**2200064**	INDOT	Intersect. Improv. w/New Signals	**SR 9/Scatterfield Road @ Broadway Street/Pendleton Avenue Intersection Improvement Project** [Anderson]	2028	CN	$ 1,107,000	$ 123,000	$ 1,230,000	$ 1,726,000	N/A	2026-2030	Exempt
124	**2200073**	INDOT	Bike/Pedestrian Facilities	**SR 9/Scatterfield Road Pedestrian Improvement Project,** North Junction of SR 32/University Boulevard to Cross Street [Anderson]	2028	CN	$ 3,493,000	$ 368,000	$ 3,861,000	$ 5,018,000	N/A	2026-2030	Exempt

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125	**2400824**	INDOT	ITS Operations And Maintenance Contracts	**Staewide Cell Service for Communications for Signals & ITS Devices**	2028	PE	$ 1,000,000	$ 250,000	$ 1,250,000	$ 1,250,000	N/A	2026-2030	Exempt
126	**2400823**	INDOT	ITS Program Contracted Services	**Statewide ATMS Camera / Communications / Detection / DMS Replacements**	2028	CN	$ 450,000	$ 50,000	$ 500,000	$ 500,000	N/A	2026-2030	Exempt
127	**2400077**	INDOT	Other Type Project (Miscellaneous)	**Statewide HELPERS Program for Local Roads & Streets**	2028	PE	$ 275,200	$ 68,800	$ 344,000	$ 1,335,000	N/A	2026-2030	Exempt
128	**2400601**	INDOT	Lighting Installation / Maintenance	**Statewide High Mast Tower and Conventional Lighting Replacement,** various interchanges throughout the State (I-69 & SR 9)	2028	CN	$ 2,717,767	$ 679,442	*$ 3,397,000*	$ 3,417,000	N/A	2026-2030	Exempt
129	**2400818**	INDOT	ITS Program Contracted Services	**Statewide INRIX Traffic Data**	2028	PE	$ 1,080,000	$ 120,000	$ 1,200,000	$ 1,200,000	N/A	2026-2030	Exempt
130	**2400825**	INDOT	ITS Program Equipment	**Statewide ITS Field Device Cell Harware (Modem) Upgrades**	2028	CN	$ 400,000	$ 100,000	$ 500,000	$ 500,000	N/A	2026-2030	Exempt
131	**2401722**	INDOT	Install Lighting	**Statewide Lighting Projects (New or Modernized),** various locations throughout the state (I-69 & SR 9 - Exit 226) [Anderson]	2028	CN	$ 3,065,000	$ 341,000	$ 3,406,000	$ 3,724,000	N/A	2026-2030	Exempt

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132	**2400820**	INDOT	ITS Program Contracted Services	**Statewide O&M Fee for CARS** (Condition Acquisition & Reporting System)	2028	PE	$ 400,000	$ 100,000	$ 500,000	$ 500,000	N/A	2026-2030	Exempt
133	**2500051**	INDOT	Other Type Project (Miscellaneous)	**Statewide Purchase of AASHTO Ware Safety Software**	2028	CN	$ 360,000	$ 90,000	$ 450,000	$ 2,670,000	N/A	2026-2030	Exempt
134	**2400819**	INDOT	ITS Program Contracted Services	**Statewide Software License for ATMS**	2028	PE	$ 675,000	$ 75,000	$ 750,000	$ 750,000	N/A	2026-2030	Exempt
135	**2400821**	INDOT	ITS Program Contracted Services	**Statewide TMC Dispatcher Operations & Engineering Support**	2028	PE	$ 1,620,000	$ 180,000	$ 1,800,000	$ 1,800,000	N/A	2026-2030	Exempt
136	**2300077**	INDOT	Bridge Inspections	**Statewide Vertical Clearance Measuring Over/Under Bridges (SFY 24 through SFY 27)**	2028	PE	$ 80,000	$ 20,000	$ 100,000	$ 900,000	N/A	2026-2030	Exempt
137	**2600177**	INDOT	Bridge Thin Deck Overlay	**US 36 @ Bridge over Little Creek,** 3.26 miles East of SR 109 [Emporia]	2028	CN	$ 101,000	$ 25,000	$ 126,000	$ 176,000	N/A	2026-2030	Exempt
138	**2300764**	INDOT	Scour Protection (Erosion)	**US 36 @ Bridge over Spring Branch,** .58 mile East of SR 9/SR 67	2028	CN	$ 223,740	$ 55,935	*$ 280,000*	$ 386,000	N/A	2026-2030	Exempt

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139	**2401274**	INDOT	Bridge Replacement	**CR 700 S @ Bridge over I-69,** 1.54 miles South of SR 67	2029	CN	$ 3,438,000	$ 382,000	$ 3,820,000	$ 4,506,000	N/A	2026-2030	Exempt
140	**2600078**	INDOT	Safety Revisions	**Greenfield District Intersection Improvement Projects (High Friction Surface Treatment),** various locations throughout the district (SR 38 & CR 600 - West of I-69 [Pendleton]; SR 32, CR 400 to Priestford Road [Daleville])	2029	CN	$ 2,106,000	$ 526,000	$ 2,632,000	$ 3,014,000	N/A	2026-2030	Exempt
141	**2600222**	INDOT	Safety Revisions	**Greenfield District Intersection Improvement Projects (Left Turn Offsets),** various locations throughout the district (SR 32/Nichol Avenue & Raible Avenue [Anderson]; SR 9/Scatterfield Road & SR 232/Mounds Road [Anderson]; SR 9/Scatterfield Road & Lora Street [Anderson]; SR 109/Scatterfield Road & 64th Street [Anderson]; SR	2029	CN	$ 655,000	$ 72,000	$ 727,000	$ 1,077,000	N/A	2026-2030	Exempt
142	**2400738**	INDOT	Pavement Markings	**Greenfield District Pavement Marking Projects,** various locations throughout district (Skyview Drive to Eastman Road - Chesterfield)	2029	CN	$ 448,000	$ 112,000	$ 560,000	$ 560,000	N/A	2026-2030	Exempt
143	**2401275**	INDOT	Bridge Painting	**I-69 @ NB Bridge over the White River,** .23 miles North of SR 32	2029	CN	$ 828,000	$ 92,000	$ 920,000	$ 1,020,000	N/A	2026-2030	Exempt
144	**2401276**	INDOT	Bridge Painting	**I-69 @ SB Bridge over the White River,** .23 miles North of SR 32	2029	CN	$ 828,000	$ 92,000	$ 920,000	$ 1,020,000	N/A	2026-2030	Exempt
145	**2401488**	INDOT	HMA Overlay, Structural	**I-69,** .12 miles North of SR 32 to .11 miles South of SR 332	2029	CN	$ 58,866,000	$ 6,541,000	$ 65,407,000	$ 70,407,000	N/A	2026-2030	Exempt

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146	**2401580**	INDOT	Small Structures & Drains Construction	**I-69,** .12 miles North of SR 32 to .11 miles South of SR 332	2029	CN	$ 608,000	$ 67,000	$ 675,000	$ 775,000	N/A	2026-2030	Exempt
147	**2401488**	INDOT	HMA Overlay, Structural	**I-69,** .12 miles North of SR 32 to .11 miles South of SR 332 [Chesterfield/Daleville]	2029	CN	$ 58,866,000	$ 6,541,000	$ 65,407,000	$ 70,407,000	N/A	2026-2030	Exempt
148	**1800685**	INDOT	Intelligent Transporation Systems (ITS)	**I-69,** CCTV/DMS from 2.1 miles S. of SR 109 to 3.5 miles S. of SR 26 [Delaware/Grant County Line]	2029	CN	$ 4,390,200	$ 487,800	$ 4,878,000	$ 5,247,000	N/A	2026-2030	Exempt
149	**2401169**	INDOT	Bridge Replacement	**SR 13 @ Bridge over Lick Creek,** 1.55 miles North of US 36 (SR 67/Broadway) [Ingalls]	2029	CN	$ 2,992,000	$ 748,000	$ 3,740,000	$ 3,998,000	N/A	2026-2030	Exempt
150	**2401423**	INDOT	Replace Superstructure	**SR 13 @ Bridge over White River,** 1.44 miles South of SR 37 [Perkinsville]	2029	CN	$ 3,520,000	$ 880,000	$ 4,400,000	$ 5,047,000	N/A	2026-2030	Exempt
151	**2300757**	INDOT	Replace Superstructure	**SR 32 @ Bridge over Stony Creek,** .42 miles East of SR 13	2029	CN	$ 1,513,820	$ 378,455	*$ 1,892,000*	$ 2,282,000	N/A	2026-2030	Exempt
152	**2200059**	INDOT	Intersect. Improv. w/Added Turn Lanes	**SR 9 & SR 28 Intersection Improvement Project** [Alexandria]	2029	CN	$ 438,638	$ 109,660	*$ 548,000*	$ 925,000	N/A	2026-2030	Exempt

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153	**2301200**	INDOT	Bike/Pedestrian Facilities	**SR 9 (Scatterfield Road) Pedestrian Improvement Project,** S. Junction of SR 32 (Mounds Ro/Ohio Avenue) to N. Junction of SR 32 (Unversity Boulevard) [Anderson]	2029	CN	$ 3,256,000	$ 362,000	$ 3,618,000	$ 5,867,000	N/A	2026-2030	Exempt
154	**2401165**	INDOT	Bridge Replacement	**SR 9 @ Bridge over Killbuck Creek,** 1.84 miles North of SR 32	2029	CN	$ 6,880,000	$ 1,720,000	$ 8,600,000	$ 9,862,000	N/A	2026-2030	Exempt
155	**2401166**	INDOT	Bridge Replacement, Concrete	**SR 9 @ Bridge over Star Creek,** 1.89 miles North of SR 28	2029	CN	$ 1,128,000	$ 282,000	$ 1,410,000	$ 2,150,000	N/A	2026-2030	Exempt
156	**1802854**	INDOT	Added Travel Lanes	**SR 9/SR 67 Corridor Improvement Project,** US 36 North Junction to Huntsville Road (Pendleton) [Adds a single lane in each direction][Pendleton]	2029	CN	$ 2,888,000	$ 722,000	$ 3,610,000	$ 4,225,000	N/A	2026-2030	Non-Exempt
157	**2500051**	INDOT	Other Type Project (Miscellaneous)	**Statewide Purchase of AASHTO Ware Safety Software**	2029	CN	$ 360,000	$ 90,000	$ 450,000	$ 2,670,000	N/A	2026-2030	Exempt
158	**1702936**	INDOT	Added Travel Lanes	**US 36 (SR 9/SR 67) Corridor Improvement Project,** .28 miles S. of SR 38 to N. Junction of SR 9/SR 67 [Adds a single lane in each direction.] [Pendleton]	2029	CN	$ 6,763,000	$ 751,000	$ 7,514,000	$ 9,752,000	N/A	2026-2030	Non-Exempt
159	**2401387**	INDOT	Intersection Improvement, Roundabout	**US 36 @ CR 750 (Reformatory Road/CR 50) Intersection Improvement Project** [Ingalls]	2029	CN	$ 1,513,000	$ 168,000	$ 1,681,000	$ 2,283,000	N/A	2026-2030	Exempt

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160	**2500662**	INDOT	Bridge Rehabilitation or Repair	**SR 236 @ Bridge over Sly Fork,** 3.03 miles East of SR 9	2030	CN	$ 754,000	$ 189,000	$ 943,000	$ 1,083,000	N/A	2026-2030	Exempt
161	**2401204**	INDOT	Bridge Painting	**SR 38 @ Bridge over I-69 (NB & SB),** 3.97 miles East of SR 13	2030	CN	$ 256,000	$ 64,000	$ 320,000	$ 695,000	N/A	2026-2030	Exempt
162	**2500606**	INDOT	Bridge Deck Overlay	**SR 38 @ Bridge over Lick Creek,** 1.6 miles West of SR 109	2030	CN	$ 134,000	$ 34,000	$ 168,000	$ 269,000	N/A	2026-2030	Exempt
163	**2200921**	INDOT	Pavement Replacement	**SR 38,** SR 109 to 3.42 miles East of SR 109 (CR 975 W) [Markleville]	2030	CN	$ 316,800	$ 79,200	$ 396,000	$ 5,491,000	N/A	2026-2030	Exempt
164	**2200921**	INDOT	Pavement Replacement	**SR 38,** SR 109 to 3.42 miles East of SR 109 (CR 975 W) [Markleville]	2030	CN	$ 3,259,269	$ 814,817	$ 4,074,086	$ 5,491,000	N/A	2026-2030	Exempt
165	**2401401**	INDOT	Bike/Pedestrian Facilities	**SR 9 (Scatterfield Road) Pedestrian Improvement Project,** Lora Street to Sunnyside Drive [Anderson]	2030	CN	$ 3,020,000	$ 335,000	$ 3,355,000	$ 4,454,000	N/A	2026-2030	Exempt
166	**2401402**	INDOT	Bike/Pedestrian Facilities	**SR 9 (Scatterfield Road) Pedestrian Improvement Project,** Sunnyside Drive to Mounds Road/S. Junction of SR 32 [Anderson]	2030	CN	$ 3,058,000	$ 339,000	$ 3,397,000	$ 4,367,000	N/A	2026-2030	Exempt

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167	**2500051**	INDOT	Other Type Project (Miscellaneous)	**Statewide Purchase of AASHTO Ware Safety Software**	2030	CN	$ 360,000	$ 90,000	$ 450,000	$ 2,670,000	N/A	2026-2030	Exempt
168	**2200106**	INDOT	Railroad Protection	**Various Locations throughout the City of Anderson** (DOT# 538940D, 538950J, 538957G, 538953E, 538943Y, 538944F, 538956A)	2030	CN	$ 3,850,000	$ -	$ 3,850,000	$ 3,850,000	N/A	2026-2030	Exempt

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	DES	Sponsor	Work Type	Location & Description	Year of Expenditure	Phase	Federal Funds	Matching Funds	Total Funds	Total Project Cost	MTP Action Category	Analysis Period	AQ Conformity Analysis
1	**AND-26-001**	Anderson	Transit Operating	**Transit Operating for CY 2026 for CATS**	2026	N/A	$ 2,070,000	$ 2,070,000	$ 4,140,000	$ 4,140,000	CONNECT	2026-2030	Exempt
2	**AND-26-311**	Madison County	Transit Operating	**Transit Operating for CY 2026 for TRAM**	2026	N/A	$ 330,087	$ 329,500	$ 659,587	$ 659,587	MOVE	2026-2030	Exempt
3	**AND-22-30**	Anderson	Transit Operating	**Transit Operating for CY 2022 for CATS**	2026 (originally programmed for 2024)	N/A	$ 1,190,719	$ 1,190,719	$ 2,381,438	$ 2,381,438	CONNECT	2026-2030	Exempt
4	**AND-24-001**	Anderson	Transit Operating	**Transit Operating for CY 2023 for CATS**	2026 (originally programmed for 2024)	N/A	$ 1,673,000	$ 1,673,000	$ 3,346,000	$ 3,316,812	CONNECT	2026-2030	Exempt
5	**AND-24-002**	Anderson	Transit Operating	**Transit Operating for CY 2024 for CATS**	2026 (originally programmed for 2024)	N/A	$ 1,775,000	$ 1,795,165	$ 3,570,165	$ 3,570,165	CONNECT	2026-2030	Exempt
6	**AND-25-001**	Anderson	Transit Operating	**Transit Operating for CY 2025 for CATS**	2026 (TPIN Requested 2025)	N/A	$ 1,875,000	$ 1,875,000	$ 3,750,000	$ 3,750,000	CONNECT	2026-2030	Exempt
7	**AND-26-021**	Anderson	Transit Facilities	**Direct Exhaust Replacements,** Anderson Transit System	2026 (TPIN Requested 2026)	N/A	$ 2,800	$ 700	$ 3,500	$ 3,500	CONNECT	2026-2030	Exempt

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8	**AND-26-020**	Anderson	Transit Purchase Vehicles	**Transit Vehicles,** Anderson Transit System	2026 (TPIN Requested 2026)	N/A	$ 242,258	$ 60,564	$ 302,822	$ 302,822	CONNECT	2026-2030	Exempt
9	**AND-27-001**	Anderson	Transit Operating	**Transit Operating for CY 2027 for CATS**	2027	N/A	$ 1,875,000	$ 1,875,000	$ 3,750,000	$ 3,750,000	CONNECT	2026-2030	Exempt
10	**AND-27-311**	Madison County	Transit Operating	**Transit Operating for CY 2027 for TRAM**	2027	N/A	$ 330,087	$ 329,500	$ 659,587	$ 659,587	MOVE	2026-2030	Exempt
11	**AND-22-27**	Anderson	Transit Facilities	**Building Improvements,** Anderson Transit System	2027 (originally programmed for 2024)	N/A	$ 16,000	$ 4,000	$ 20,000	$ 20,000	CONNECT	2026-2030	Exempt
12	**AND-22-22**	Anderson	Transit Misc. Equipment	**Transit Vehicle Washing System,** Anderson Transit System	2027 (originally programmed for 2024)	N/A	$ 80,000	$ 20,000	$ 100,000	$ 100,000	CONNECT	2026-2030	Exempt
13	**AND-22-26**	Anderson	Transit Purchase Vehicles	**Transit Vehicles,** Anderson Transit System	2027 (originally programmed for 2024)	N/A	$ 1,753,884	$ 438,471	$ 2,192,355	$ 2,192,355	CONNECT	2026-2030	Exempt
14	**AND-28-001**	Anderson	Transit Operating	**Transit Operating for CY 2028 for CATS**	2028	N/A	$ 1,875,000	$ 1,875,000	$ 3,750,000	$ 3,750,000	CONNECT	2026-2030	Exempt

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Transit Fiscally Constrained Project List

REF	PROJECT DETAILS				PROJECT FUNDING						PLANNING		
	DES	Sponsor	Work Type	Location & Description	Year of Expenditure	Phase	Federal Funds	Matching Funds	Total Funds	Total Project Cost	MTP Action Category	Analysis Period	AQ Conformity Analysis
15	**AND-28-311**	Madison County	Transit Operating	**Transit Operating for CY 2028 for TRAM**	2028	N/A	$ 330,087	$ 329,500	$ 659,587	$ 659,587	MOVE	2026-2030	Exempt
16	**AND-29-001**	Anderson	Transit Operating	**Transit Operating for CY 2029 for CATS**	2029	N/A	$ 1,875,000	$ 1,875,000	$ 3,750,000	$ 3,750,000	CONNECT	2026-2030	Exempt
17	**AND-28-311**	Madison County	Transit Operating	**Transit Operating for CY 2029 for TRAM**	2029	N/A	$ 330,087	$ 329,500	$ 659,587	$ 659,587	MOVE	2026-2030	Exempt
18	**AND-30-001**	Anderson	Transit Operating	**Transit Operating for CY 2030 for CATS**	2030	N/A	$ 1,875,000	$ 1,875,000	$ 3,750,000	$ 3,750,000	CONNECT	2026-2030	Exempt
19	**AND-30-311**	Madison County	Transit Operating	**Transit Operating for CY 2030 for TRAM**	2030	N/A	$ 330,087	$ 329,500	$ 659,587	$ 659,587	MOVE	2026-2030	Exempt
20	**AND-22-005** [1901845]	Anderson	Bike/Pedestrian Facilities	**Panhandle Trail Transit-Pedestrian Connector Project: Phase 1,** Indian Trails Parkway-Cincinnati Avenue (Kennedy Pedestrian Bridge) to Columbus Avenue-18th Street-SR 32 (Ohio Avenue)	2035 (Awarded by MPO 2019)	N/A	$ 250,348	$ 62,587	$ 312,935	$ 2,173,858	PROTECT	2031-2040	Exempt
21	**AND-22-005** [1901845]	Anderson	Bike/Pedestrian Facilities	**Panhandle Trail Transit-Pedestrian Connector Project: Phase 1,** Indian Trails Parkway-Cincinnati Avenue (Kennedy Pedestrian Bridge) to Columbus Avenue-18th Street-SR 32 (Ohio Avenue)	2035 (Awarded by MPO 2019)	N/A	$ 188,267	$ 47,066	$ 235,333	$ 2,173,858	PROTECT	2031-2040	Exempt

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Transit Fiscally Constrained Project List

REF	PROJECT DETAILS				PROJECT FUNDING						PLANNING		
	DES	Sponsor	Work Type	Location & Description	Year of Expenditure	Phase	Federal Funds	Matching Funds	Total Funds	Total Project Cost	MTP Action Category	Analysis Period	AQ Conformity Analysis
22	**AND-22-005** [1901845]	Anderson	Bike/Pedestrian Facilities	**Panhandle Trail Transit-Pedestrian Connector Project: Phase 1,** Indian Trails Parkway-Cincinnati Avenue (Kennedy Pedestrian Bridge) to Columbus Avenue-18th Street-SR 32 (Ohio Avenue)	2035 (Awarded by MPO 2019)	N/A	$ 137,638	$ 34,410	$ 172,048	$ 2,173,858	PROTECT	2031-2040	Exempt
23	**AND-22-005** [1901845]	Anderson	Bike/Pedestrian Facilities	**Panhandle Trail Transit-Pedestrian Connector Project: Phase 1,** Indian Trails Parkway-Cincinnati Avenue (Kennedy Pedestrian Bridge) to Columbus Avenue-18th Street-SR 32 (Ohio Avenue)	2035 (Awarded by MPO 2019)	N/A	$ 331,071	$ 82,768	$ 413,839	$ 2,173,858	PROTECT	2031-2040	Exempt
24	**AND-22-005** [1901845]	Anderson	Bike/Pedestrian Facilities	**Panhandle Trail Transit-Pedestrian Connector Project: Phase 1,** Indian Trails Parkway-Cincinnati Avenue (Kennedy Pedestrian Bridge) to Columbus Avenue-18th Street-SR 32 (Ohio Avenue)	2035 (Awarded by MPO 2019)	N/A	$ 516,122	$ 129,030	$ 645,152	$ 2,173,858	PROTECT	2031-2040	Exempt
25	**AND-22-005** [1901845]	Anderson	Bike/Pedestrian Facilities	**Panhandle Trail Transit-Pedestrian Connector Project: Phase 1,** Indian Trails Parkway-Cincinnati Avenue (Kennedy Pedestrian Bridge) to Columbus Avenue-18th Street-SR 32 (Ohio Avenue)	2035 (Awarded by MPO 2019)	N/A	$ 52,377	$ 13,095	$ 65,472	$ 2,173,858	PROTECT	2031-2040	Exempt
26	**AND-22-005** [1901845]	Anderson	Bike/Pedestrian Facilities	**Panhandle Trail Transit-Pedestrian Connector Project: Phase 1,** Indian Trails Parkway-Cincinnati Avenue (Kennedy Pedestrian Bridge) to Columbus Avenue-18th Street-SR 32 (Ohio Avenue)	2035 (Awarded by MPO 2019)	N/A	$ 40,652	$ 10,163	$ 50,815	$ 2,173,858	PROTECT	2031-2040	Exempt
27	**AND-22-005** [1901845]	Anderson	Bike/Pedestrian Facilities	**Panhandle Trail Transit-Pedestrian Connector Project: Phase 1,** Indian Trails Parkway-Cincinnati Avenue (Kennedy Pedestrian Bridge) to Columbus Avenue-18th Street-SR 32 (Ohio Avenue)	2035 (Awarded by MPO 2019)	N/A	$ 198,039	$ 49,510	$ 247,549	$ 2,173,858	PROTECT	2031-2040	Exempt
28	**AND-22-005** [1901845]	Anderson	Bike/Pedestrian Facilities	**Panhandle Trail Transit-Pedestrian Connector Project: Phase 1,** Indian Trails Parkway-Cincinnati Avenue (Kennedy Pedestrian Bridge) to Columbus Avenue-18th Street-SR 32 (Ohio Avenue)	2035 (Awarded by MPO 2019)	N/A	$ 45,176	$ 11,294	$ 56,470	$ 2,173,858	PROTECT	2031-2040	Exempt

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Transit Fiscally Constrained Project List

REF	PROJECT DETAILS				PROJECT FUNDING						PLANNING		
	DES	Sponsor	Work Type	Location & Description	Year of Expenditure	Phase	Federal Funds	Matching Funds	Total Funds	Total Project Cost	MTP Action Category	Analysis Period	AQ Conformity Analysis
29	**AND-22-005** [1901845]	Anderson	Bike/Pedestrian Facilities	**Panhandle Trail Transit-Pedestrian Connector Project: Phase 1,** Indian Trails Parkway-Cincinnati Avenue (Kennedy Pedestrian Bridge) to Columbus Avenue-18th Street-SR 32 (Ohio Avenue)	2035 (Awarded by MPO 2019)	N/A	$ 98,744	$ 24,686	$ 123,430	$ 2,173,858	PROTECT	2031-2040	Exempt
30	**AND-22-005** [1901845]	Anderson	Bike/Pedestrian Facilities	**Panhandle Trail Transit-Pedestrian Connector Project: Phase 1,** Indian Trails Parkway-Cincinnati Avenue (Kennedy Pedestrian Bridge) to Columbus Avenue-18th Street-SR 32 (Ohio Avenue)	2035 (Awarded by MPO 2019)	N/A	$ 382,856	$ 95,714	$ 478,570	$ 2,173,858	PROTECT	2031-2040	Exempt
31	**AND-22-005** [1901845]	Anderson	Bike/Pedestrian Facilities	**Panhandle Trail Transit-Pedestrian Connector Project: Phase 1,** Indian Trails Parkway-Cincinnati Avenue (Kennedy Pedestrian Bridge) to Columbus Avenue-18th Street-SR 32 (Ohio Avenue)	2035 (Awarded by MPO 2019)	N/A	$ 321,603	$ 80,401	$ 402,004	$ 2,173,858	PROTECT	2031-2040	Exempt
32	**AND-25-001**	Anderson	Bike/Pedestrian Facilities	**Panhandle Trail Transit-Pedestrian Connector Project: Phase 2,** Columbus Avenue-18th Street-SR 32 (Ohio Avenue) to SR 9 (Scatterfield Road)	2039 (Awarded by MPO 2025)	PE	$ 965,005	$ 241,252	$ 1,206,257	$ 1,206,257	MOVE	2031-2040	Exempt
33	**TBD**	Anderson	Transit Operating	**Transit Operating for CY 2031-40 for CATS**	2040	N/A	$ 17,868,323	$ 17,868,323	$ 35,736,646	$ 35,736,646	CONNECT	2031-2040	Exempt
34	**AND-30-311**	Madison County	Transit Operating	**Transit Operating for CY 2031-40 for TRAM**	2040	N/A	$ 2,748,973	$ 2,748,973	$ 5,497,946	$ 5,497,946	MOVE	2031-2040	Exempt
35	**AND-25-001**	Anderson	Bike/Pedestrian Facilities	**Panhandle Trail Transit-Pedestrian Connector Project: Phase 2,** Columbus Avenue-18th Street-SR 32 (Ohio Avenue) to SR 9 (Scatterfield Road)	2040 (Awarded by MPO 2025)	RW	$ 45,000	$ 11,250	$ 56,250	$ 1,206,257	MOVE	2031-2040	Exempt

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Transit Fiscally Constrained Project List

REF	PROJECT DETAILS				PROJECT FUNDING						PLANNING		
	DES	Sponsor	Work Type	Location & Description	Year of Expenditure	Phase	Federal Funds	Matching Funds	Total Funds	Total Project Cost	MTP Action Category	Analysis Period	AQ Conformity Analysis
36	**AND-25-001**	Anderson	Bike/Pedestrian Facilities	**Panhandle Trail Transit-Pedestrian Connector Project: Phase 2,** Columbus Avenue-18th Street-SR 32 (Ohio Avenue) to SR 9 (Scatterfield Road)	2041 (Awarded by MPO 2025)	CN	$ 765,000	$ 191,250	$ 956,250	$ 1,206,257	MOVE	2041-2050	Exempt
37	**TBD**	Anderson	Bike/Pedestrian Facilities	**Panhandle Trail Transit-Pedestrian Connector Project: Phase 3,** SR 9 (Scatterfield Road) to CR 300 E	2045	PE	$ 198,925	$ 49,732	$ 248,657	$ 8,055,330	MOVE	2041-2050	Exempt
38	**TBD**	Anderson	Bike/Pedestrian Facilities	**Panhandle Trail Transit-Pedestrian Connector Project: Phase 3,** SR 9 (Scatterfield Road) to CR 300 E	2046	RW	$ 99,462	$ 24,866	$ 124,328	$ 8,055,330	MOVE	2041-2050	Exempt
39	**TBD**	Anderson	Bike/Pedestrian Facilities	**Panhandle Trail Transit-Pedestrian Connector Project: Phase 3,** SR 9 (Scatterfield Road) to CR 300 E	2047	CN	$ 1,690,870	$ 422,718	$ 2,113,588	$ 8,055,330	MOVE	2041-2050	Exempt
40	**TBD**	Anderson	Transit Operating	**Transit Operating for CY 2041-50 for CATS**	2050	N/A	$ 19,542,322	$ 19,542,322	$ 39,084,644	$ 39,084,644	CONNECT	2041-2050	Exempt
41	**AND-30-311**	Madison County	Transit Operating	**Transit Operating for CY 2041-50 for TRAM**	2050	N/A	$ 3,036,577	$ 3,036,577	$ 6,073,154	$ 6,073,154	MOVE	2041-2050	Exempt

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A.02 - MPO Illustrative Project List



Elwood

MPO Illustrative Project List

A more in-depth MPO Eligible Non-Funded Potential Projects - For Illustrative Purposes Only - can be found in the TIP.

1. 38th St Grade Separation Project
2. 38th St Corridor Improvement Project
3. 53rd St (Seybert Rd/W CR 300 S) Corridor Improvement Project
4. GPS Tracking System
5. PEL Study - CR 200/Fortville Pike to I-70

Please note this is not an exhasutive list.

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A.03 - Illustrative List of Needs on INDOT Facilities



Madison County

Illustrative List of Needs on INDOT Facilities

REF	Facility Type	Facility & Termini	Need	Muncipality (LPA)
1	Intersection	**SR 28 (Cleveland Street) & CR 100 E (Summitville Road) Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Alexandria
2	Intersection	**SR 28 (Cleveland Street) & SR 9 (Park Avenue) Intersection Realignment & Improvement Project**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Alexandria
3	Intersection	**SR 9 (Park Avenue) & 11th Street (CR 1000 N) Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Alexandria
4	Intersection	**SR 9 (Park Avenue) & SR 28 (Cleveland Street) Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Alexandria
5	Bridge	**Dr. Martin Luther King, Jr. Blvd./Pendelton Avenue @ Bridge over I-69**	Install pedestrian and bicycle infrastructure on Bridge over I-69.	Anderson
6	Interchange	**I-69,** Exit 222 Interchange	Relocate/Combine westbound on & off ramps and 73rd Street Signalized Intersections to facilitate better traffic flow near Exit 222.	Anderson
7	Interchange	**I-69,** Exit 222 Interchange	Reconfigure Exit 222 to a Single Point Interchange.	Anderson
8	Bridge	**Madison Avenue @ Bridge over I-69**	Install pedestrian and bicycle infrastructure on Bridge over I-69.	Anderson
9	Bridge	**Main Street @ Bridge over I-69**	Install pedestrian and bicycle infrastructure on Bridge over I-69.	Anderson
10	Intersection	**SR 9 (Scatterfield Rd.) & 10th Street Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Anderson
11	Intersection	**SR 9 (Scatterfield Rd.) & 19th Street Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Anderson
12	Intersection	**SR 9 (Scatterfield Rd.) & 38th Street (CR 200 S) Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Anderson
13	Intersection	**SR 9 (Scatterfield Rd.) & 53rd Street Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Anderson
14	Intersection	**SR 9 (Scatterfield Rd.) & 8th Street Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Anderson

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Illustrative List of Needs on INDOT Facilities

REF	Facility Type	Facility & Termini	Need	Muncipality (LPA)
15	Intersection	**SR 9 (Scatterfield Rd.) & Alexandria Pike (Bethany Road/CR 240 N) Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Anderson
16	Intersection	**SR 9 (Scatterfield Rd.) & Broadway Avenue Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Anderson
17	Intersection	**SR 9 (Scatterfield Rd.) & Charles Street Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Anderson
18	Intersection	**SR 9 (Scatterfield Rd.) & Cross Street (CR 200 N) Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Anderson
19	Intersection	**SR 9 (Scatterfield Rd.) & Hartman Road Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Anderson
20	Intersection	**SR 9 (Scatterfield Rd.) & Linberg Road (CR 100 N) Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Anderson
21	Intersection	**SR 9 (Scatterfield Rd.) & Mounds Mall Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Anderson
22	Intersection	**SR 9 (Scatterfield Rd.) & Mounds Road (SR 32/SR 232/Ohio Avenue) Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Anderson
23	Intersection	**SR 9 (Scatterfield Rd.) & University Boulevard (5th Street/Main Street/Old SR 32/SR 32) Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Anderson
24	Corridor	**SR 9 (Scatterfield Rd.) ,** E 67th Street (CR 400 S) to Junction of Broadway & SR 9	Evaulate and Coordinate timing of signalized intersections along the SR 9 (Scatterfield Road).	Anderson
25	Corridor	**SR 9 (Scatterfield Rd.),** 38th Street to White River Bridge	Redesign and reconstruct corridor to include pedestrian and bicycle infrastructure along corridor and at all signalized intersections as well as address drainage, access management, and sight issues.	Anderson
26	Corridor	**SR 9 (Scatterfield Rd.),** I-69 to 38th Street	Redesign and reconstruct corridor to include pedestrian and bicycle infrastructure along corridor and at all signalized intersections as well as address drainage, access management, and sight issues.	Anderson
27	Corridor	**SR 9 (Scatterfield Rd.),** University Boulevard (5th Street/Main Street/Old SR 32/SR 32) to Cross Street (CR 200 N)	Redesign and reconstruct corridor to include pedestrian and bicycle infrastructure along corridor and at all signalized intersections as well as address drainage, access management, and sight issues.	Anderson
28	Corridor	**SR 9 (Scatterfield Rd.),** White River Bridge to University Boulevard (5th Street/Main Street/Old SR 32/SR 32)	Redesign and reconstruct corridor to include pedestrian and bicycle infrastructure along corridor and at all signalized intersections as well as address drainage, access management, and sight issues.	Anderson

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Illustrative List of Needs on INDOT Facilities

REF	Facility Type	Facility & Termini	Need	Muncipality (LPA)
29	Corridor	**SR 9 (Scatterfield Rd./East Street),** Cross Street (CR 200 N) to Broadway Avenue (Old SR 9)	Redesign and reconstruct corridor to include pedestrian and bicycle infrastructure along corridor and at all signalized intersections as well as address drainage, access management, and sight issues.	Anderson
30	Bridge	**SR 9 (Scatterfield Road) Grade Separation,** CSX Railroad Crossing between 32nd Street & Mounds Road (SR 32/SR 232/Ohio Avenue)	Construct bridge over CSX Railroad Corridor.	Anderson
31	Bridge	**SR 9 @ Bridge over the White River**	Install pedestrian and bicycle infrastructure on Bridge over White River.	Anderson
32	Bridge	**CR 400 W @ Bridge over I-69**	Install pedestrian and bicycle infrastructure on Bridge over I-69.	Anderson-Pendleton
33	Intersection	**SR 32 (Main Street) & Walnut Street Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Daleville
34	Corridor	**SR 32 (Main Street),** I-69 to Tennessee Street	Redesign and reconstruct corridor to include pedestrian and bicycle infrastructure along corridor and at all signalized intersections as well as address drainage, access management, and sight issues.	Daleville
35	Corridor	**SR 67 (CR 550 S/Commerce Road),** I-69 to CR 400 E	Redesign and reconstruct corridor to include pedestrian and bicycle infrastructure along corridor and at all signalized intersections as well as address drainage, access management, and sight issues.	Daleville
36	Corridor	**SR 67 (CR 550 S/Commerce Road),** I-69 to CR 800 W	Redesign and reconstruct corridor to include pedestrian and bicycle infrastructure along corridor and at all signalized intersections as well as address drainage, access management, and sight issues.	Daleville
37	Intersection	**SR 13 North & SR 37 Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Elwood
38	Intersection	**SR 28 (Main Street) & 22nd Street Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Elwood
39	Intersection	**SR 13 (Madison St), Fortville Pike (Maple St.), CR 200 W, & CR 950 W Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Fortville
40	Corridor	**SR 13**, Fortville Pike/Maple St. @ CR 200 W to SR 234 @ CR 200 W	Design and contruct extension of SR 13.	Fortville
41	Intersection	**SR 234 (CR 800 N) & Fortville Pike Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Fortville
42	Intersection	**US 36 (SR 67/Broadway St.) & Maple Street (Fortville Pike) Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Fortville

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Illustrative List of Needs on INDOT Facilities

REF	Facility Type	Facility & Termini	Need	Muncipality (LPA)
43	Intersection	**US 36 (SR 67/Broadway St.) & Ohio Street (CR 1050 N) Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Fortville
44	Intersection	**US 36 (SR 67/Broadway St.) & SR 13 (Madison Street) Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Fortville
45	Intersection	**US 36 (SR 67/Broadway St.) & W. Garden Street (96th St./Vitality Drive) Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Fortville
46	Corridor	**US 36 (SR 67/Broadway St.),** CR 300 W to W. Garden Street (CR 1000 N)	Redesign and reconstruct corridor to include pedestrian and bicycle infrastructure along corridor and at all signalized intersections as well as address drainage, access management, and sight issues.	Fortville
47	Corridor	**US 36 (SR 67/Broadway St.),** Maple Street (Fortville Pike) to SR 13 (Madison Street)	Redesign and reconstruct corridor to include pedestrian and bicycle infrastructure along corridor and at all signalized intersections as well as address drainage, access management, and sight issues.	Fortville
48	Corridor	**US 36 (SR 67/Broadway St.),** W. Garden Street (CR 1000 N) to Maple Street/Fortville Pike	Redesign and reconstruct corridor to include pedestrian and bicycle infrastructure along corridor and at all signalized intersections as well as address drainage, access management, and sight issues.	Fortville
49	Intersection	**US 36 (SR 67/Broadway St.) & CR 750 W Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Fortville-Ingalls
50	Corridor	**US 36 (SR 67/Broadway St.),** SR 13 (Madison Street) to CR 750 W	Redesign and reconstruct corridor to include pedestrian and bicycle infrastructure along corridor and at all signalized intersections as well as address drainage, access management, and sight issues.	Fortville-Ingalls
51	Intersection	**SR 38 & 53rd Street (CR 300 S/Middletown Avenue/186th St./Boden Road) Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Hamilton County
52	Intersection	**SR 13 & CR 800 S (136th Street) Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Ingalls
53	Intersection	**US 36 (SR 67/Broadway St.) & Alfonte Street (CR 700 W) Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Ingalls
54	Intersection	**US 36 (SR 67/Broadway St.) & East Street (Inman Road) Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Ingalls
55	Intersection	**US 36 (SR 67/Broadway St.) & Meridian Street Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Ingalls
56	Corridor	**US 36 (SR 67/Broadway St.),** CR 750 W to CR 575 W	Redesign and reconstruct corridor to include pedestrian and bicycle infrastructure along corridor and at all signalized intersections as well as address drainage, access management, and sight issues.	Ingalls

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Illustrative List of Needs on INDOT Facilities

REF	Facility Type	Facility & Termini	Need	Muncipality (LPA)
57	Corridor	**SR 13,** Lick Creek Road to I-69	Redesign and reconstruct corridor to include pedestrian and bicycle infrastructure along corridor and at all signalized intersections as well as address drainage, access management, and sight issues.	Ingalls-Madison County
58	Bridge	**CR 650 W @ Bridge over I-69**	Install pedestrian and bicycle infrastructure on Bridge over I-69.	Ingalls-Pendleton
59	Interchange	**Exit 214 Interchange**	Reconfigure Exit 222 to a Diverging Diamond (DDI) Interchange.	Ingalls-Pendleton-Lapel
60	Corridor	**SR 13,** I-69 to SR 38	Redesign and reconstruct corridor to include pedestrian and bicycle infrastructure along corridor and at all signalized intersections as well as address drainage, access management, and sight issues.	Ingalls-Pendleton-Lapel
61	Intersection	**SR 13 & SR 38 Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Lapel
62	Intersection	**SR 13 (Old SR 132) & SR 32 Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Lapel
63	Corridor	**SR 13 (Old SR 132),** Vine Street to SR 32	Redesign and reconstruct corridor to include pedestrian and bicycle infrastructure along corridor and at all signalized intersections as well as address drainage, access management, and sight issues.	Lapel
64	Intersection	**SR 13 (Vine Street) & CR 300 S (53rd Street/Middletown Avenue/186th St./Boden Road) Intersection**	Redesign, expand, and reconstruct intersection add new signal, include pedestrian and bicycle infrastructure, and address drainage, congestion/loading issues, and signal timing.	Lapel
65	Intersection	**SR 13 (Vine Street) & SR 13 (Old SR 132) Intersection**	Redesign, expand, and reconstruct intersection as a roundabout , include pedestrian and bicycle infrastructure, and address drainage, congestion/loading issues, and signal timing.	Lapel
66	Corridor	**SR 13 (Vine Street),** CR 400 S to Old SR 132 (SR 13)	Redesign and reconstruct corridor to include pedestrian and bicycle infrastructure along corridor and at all signalized intersections as well as address drainage, access management, and sight issues.	Lapel
67	Corridor	**SR 13,** SR 38 to CR 400 S	Redesign and reconstruct corridor to include pedestrian and bicycle infrastructure along corridor and at all signalized intersections as well as address drainage, access management, and sight issues.	Lapel
68	Intersection	**SR 13 & CR 700 S (146th Street) Intersection**	Redesign, expand, and reconstruct intersection add new signal, include pedestrian and bicycle infrastructure, and address drainage, congestion/loading issues, and signal timing.	Madison County
69	Intersection	**SR 13 & CR 900 S (126th Street) Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Madison County
70	Intersection	**SR 13 & Fall Creek Drive Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Madison County

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Illustrative List of Needs on INDOT Facilities

REF	Facility Type	Facility & Termini	Need	Muncipality (LPA)
71	Corridor	**SR 13,** just north of Alden Drive to Lick Creek Road	Redesign and reconstruct corridor to include pedestrian and bicycle infrastructure along corridor and at all signalized intersections as well as address drainage, access management, and sight issues.	Madison County
72	Intersection	**SR 13, Lick Creek Road, & CR 1000 S Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Madison County
73	Bridge	**Old SR 132 @ Bridge over I-69**	Redesign, expand, and reconstruct bridge over I-69 and install pedestrian and bicycle infrastructure.	Pendleton
74	Corridor	**SR 38 (State Street) ,** US 36 (SR 67/SR 9) to CR 300 W	Redesign and reconstruct corridor to include pedestrian and bicycle infrastructure along corridor and at all signalized intersections as well as address drainage, access management, and sight issues.	Pendleton
75	Intersection	**SR 38 @ 73rd Street Extension Intersection**	Design and install a new signalized intersection.	Pendleton
76	Intersection	**SR 9 (SR 67) & US 36 (Water Street) Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Pendleton
77	Intersection	**US 36 (SR 67/Broadway St.) & Reformatory Road Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Pendleton
78	Intersection	**US 36 (SR 67/Broadway St.) & South SR 9 (Pendleton Avenue) Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Pendleton
79	Corridor	**US 36 (SR 67/Broadway St.),** CR 575 W to SR 9 South	Redesign and reconstruct corridor to include pedestrian and bicycle infrastructure along corridor and at all signalized intersections as well as address drainage, access management, and sight issues.	Pendleton
80	Intersection	**US 36 (SR 67/SR 9) & Angle Road (Madison Avenue/Lick Creek Pike) Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Pendleton
81	Intersection	**US 36 (SR 67/SR 9) & Huntzinger Bloulevard Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Pendleton
82	Intersection	**US 36 (SR 67/SR 9) & Old US 36 Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Pendleton
83	Intersection	**US 36 (SR 67/SR 9) & S. Broadway Street Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Pendleton
84	Intersection	**US 36 (SR 67/SR 9) & SR 38 (State Street) Intersection**	Redesign, expand, and reconstruct intersection to include pedestrian and bicycle infrastructure and address drainage, congestion/loading issues, and signal timing.	Pendleton

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Illustrative List of Needs on INDOT Facilities

REF	Facility Type	Facility & Termini	Need	Muncipality (LPA)
85	Corridor	**US 36 (SR 67/SR 9),** SR 38 (State Street) to Huntsville Road (CR 500 S)	Redesign and reconstruct corridor to include pedestrian and bicycle infrastructure along corridor and at all signalized intersections as well as address drainage, access management, and sight issues.	Pendleton
86	Corridor	**US 36 (SR 67/SR 9),** SR 9 South to SR 38 (State Street)	Redesign and reconstruct corridor to include pedestrian and bicycle infrastructure along corridor and at all signalized intersections as well as address drainage, access management, and sight issues.	Pendleton
87	Corridor	**US 36,** SR 9 (SR 67) @ Water Street to .15 miles west of Woodrow Drive	Realign, redesign, relocate, and reconstruct corridor and include pedestrian and bicycle infrastructure.	Pendleton

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B.01 - Public Engagement Phase 1 Memo



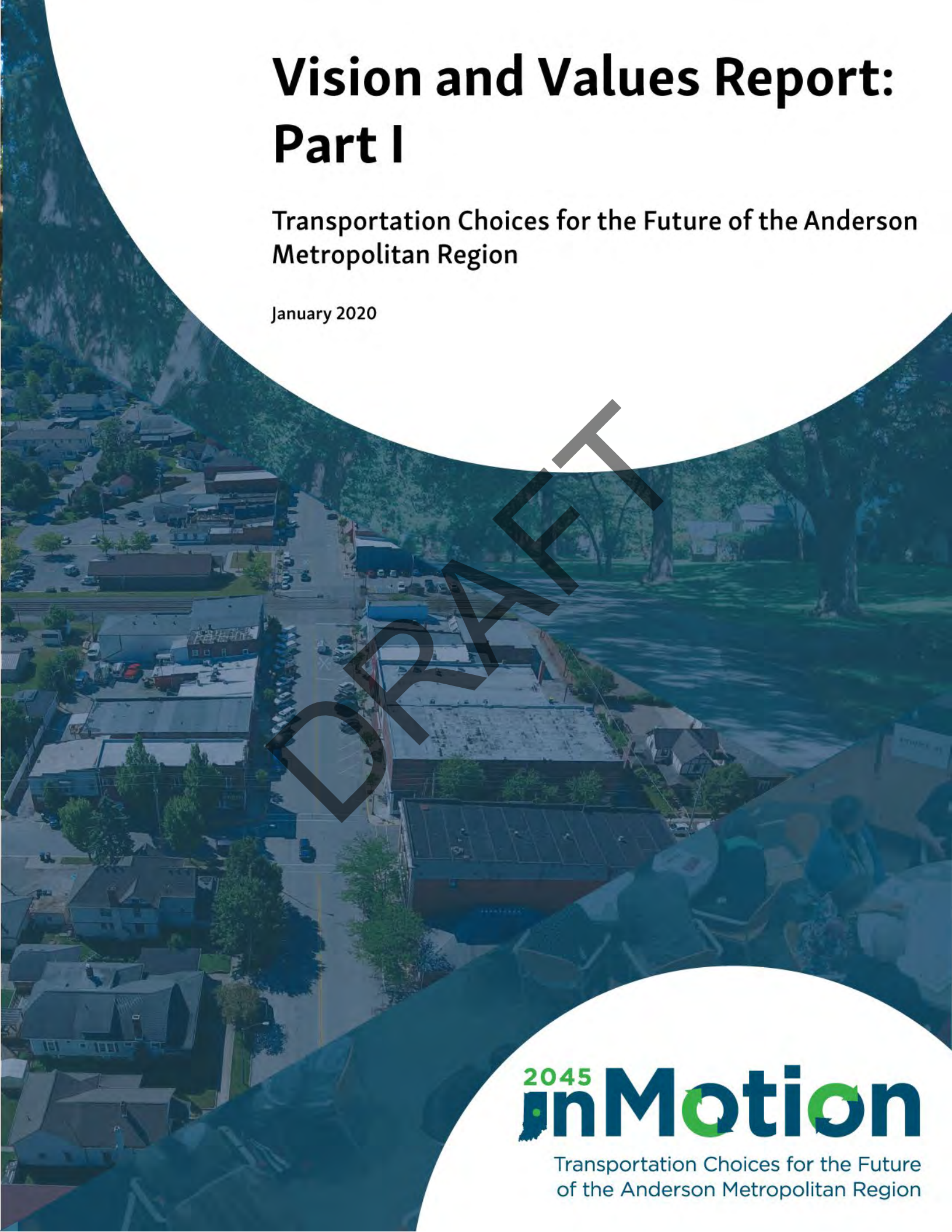
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Alexandria

Vision and Values Report: Part I

Transportation Choices for the Future of the Anderson Metropolitan Region

January 2020



2045 inMotion

Transportation Choices for the Future of the Anderson Metropolitan Region

2045 inMotion
Transportation Choices for the Future of the Anderson Metropolitan Region

Vision and Values Report: Part I

Transportation Choices for the Future of the Anderson Metropolitan Region

This document summarizes inputs collected through the first part of the community engagement process for 2045 inMotion which was conducted between May and December 2019.

The memo includes the following:

1. Process Overview
2. Phase 1A: Mobility Conversations
    2a. Purpose
    2b. Modes of Engagement
    2c. Spreading the Word: Publicity and Outreach
    2d. Activities and Results
    2e. Participation and Satisfaction
3. Phase 1B: Focus Group Meetings
    3a. Purpose
    3b. Results
4. Appendix

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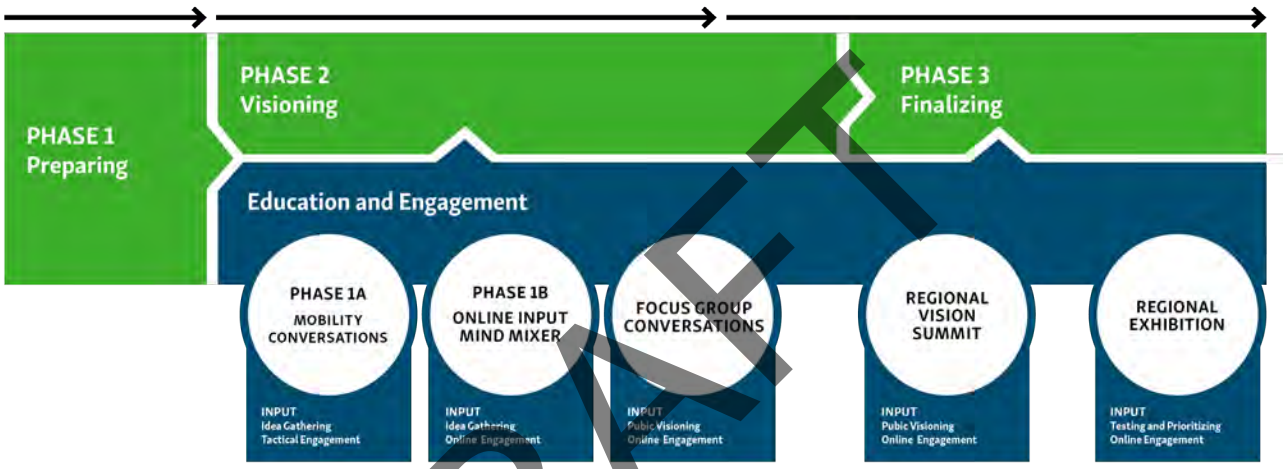
1. Process Overview

The summer of 2019 Madison County Council of Governments (MCCOG), a regional planning organization that works with local communities in and around Madison County, launched an ambitious process to create a long-range transportation plan for the Anderson Metropolitan Planning Area—including all of Madison County, IN; Fortville, IN and Daleville, IN. The process, 2045 inMotion, includes robust regional public engagement to inform the final Metropolitan Transportation Plan. This plan will act as a guide for the future of transportation facilities and how they function as an integrated metropolitan transportation system. Additionally, 2045 inMotion will consider and plan for transportation factors that support the economic vitality of the metropolitan area. Transportation touches all aspects of a community—economic development, quality of life, social equity, public health, ecological sustainability, and so on. It is important to have a long-term blueprint, so the future of transportation is not left to chance.

The engagement lays the groundwork for development of the plan's preliminary goals, objectives and recommendations. With a potential investment of over $100 million, the plan needs community support and input to help prioritize the funds and how this money gets distributed. The process is designed to

provide the platform for anyone who cares about the future of the Metropolitan Planning Area and to help inform the Metropolitan transportation plan. This first phase of engagement lays the groundwork for development of the vision document which will contain a vision statement, goals and short-term and long-term actions (programs, policies and projects).

Throughout the summer and fall of 2019, the 2045 inMotion team traveled around the region to ask key questions and collect as many responses as possible about the future of mobility. The team collected more than 1,000 comments and ideas through in-person and online feedback.



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2. Phase 1A: Mobility Conversations

2a. Purpose

In July 2019, MCCOG hosted a series of mobility conversations in five communities around the region: Anderson, Pendleton, Fortville, Chesterfield-Daleville, and Alexandria. The workshops were open to anyone in the area including residents, business owners, employees, or those with a general interest. During each meeting, the Planning Team gave a short presentation about the process and then engaged participants in several interactive activities. This input from the mobility conversations is critical for the Planning Team to determine preliminary opportunities and challenges for mobility throughout the region and provides an overall orientation for the public to the planning process.

2b. Modes of engagement

Community Conversations

The Community Conversations offered community members from around the region an in-person workshop to learn about the process and give their reactions and ideas to several questions asked by the planning team. These open-call meetings kicked-off the engagement program for the process and attracted numerous residents to the program. Each of the six

meetings was led by an identical agenda designed to collect as much feedback from participants as possible. The meetings were held at the following locations to accommodate as many residents as possible:

- Fortville Community Center, July 10
- Anderson Public Library, July 11
- Bob Rogers Building in Alexandria, July 22
- Mill Creek Civic Center, July 23
- Anderson Impact Center, July 25
- Pendleton Community Library, July 29

> *"There is actually talk and real concern about getting things going in our region concerning transportation and growth."*
>
> mobility conversation workshop participant

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Mobile Engagement / Interceptor Events

In addition to the in-person meetings completed in July, numerous mobile engagement and intercept events were completed in various locations and events across the region. During these events, the planning team shared information with members of the community and elicited feedback to the major question prompts by either attending ongoing events within the region or "intercepting" community members at fairs or their place of employment. These events ranged in scale from dozens of participants to more than 100. Mobile engagement events were held at the following locations or occasions.

- Health Fair
- Anderson Runners Club
- Madison County 4H Fair
- Hospital Night Shift
- Elwood Glass Festival



Online Engagement / Website

Following the completion of the first set of Mobility Conversations, the process website, 2045inMotion.com, featured a link to an online platform on Mind Mixer that mirrored the in-person question prompts. By creating an interactive and accessible platform through Mind Mixer, the online engagement tool was able to generate new ideas and feedback from citizens who could not attend the in-person or mobile engagement conversations. The online engagement page has had 3,329-page views during the first phase of engagement.

Role of the Steering Committee

It is crucial that this long-range plan be built on the values, needs and aspirations of the community. To ensure this happens, a diverse group of community members convened to provide guidance, direction, and support for the planning process.

The steering committee represents the citizens in the planning process, provide guidance to the planning team, disseminate information during the planning process through their individual networks, and serve as stewards of the plan once it is adopted.

2c. Spreading the Word: Publicity and Outreach

Extensive outreach was conducted to spread the word broadly about the opportunity to participate in the 2045 inMotion process.

- 500 printed rack cards and 500 project business cards distributed throughout the community
- Bench ad for 4H Fair
- Email notifications sent by Planning Team
- Facebook posts sent by Planning Team,
- Nextdoor posts and notifications sent by Steering Committee members in various neighborhoods in the region
- Two press releases circulated to the media
- News and event updates on the project website, www.2045inmotion.com



2d. Activities and Results

Below is the summary of the key themes and ideas that were shared as part of the Community Conversations, mobile engagement and online survey. The following section summarizes the input received during the 2045 inMotion initial phase of engagement. This includes a summary of in-person, mobile, intercept, and online activities. The question prompts generated thousands of ideas from more than 1,000 unique participants. Each of these has been captured, categorized and summarized by the planning team. The following section provides a summary of the major findings from each question prompt. For a full review of the comments please refer to the database of ideas in the document appendix.

Measures of Success – Headline Activity

The kick-off activity to engagement focused on indicators of success for 2045 inMotion. Participants were asked to consider what the headlines would say about the impact of the plan 20 years into the future. Responses to the prompt ranged from general reflections on the long-term opportunities to improve mobility in the region, to specific achievements made through new policies, project investments, or community involvement.

What will the news say about this process in 20 years?

The following summarizes the headline cards received during the in-person engagement events.

- The MPA now has well balanced, accessible, safe, transportation system that maintains character of unique towns and cities
- MPA now attracts visitors, has become a destination
- The process and those involved were trailblazers

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- The cities within the MPA have cutting-edge technology

Hopes and Concerns

Participants of the Community Conversations and online feedback tool were asked to share their general and specific reactions to an initial prompt focused on the regions current position regarding mobility. Participants contributed their ideas to following prompt: When we think about the future of mobility in our region… What makes you most optimistic? What are your greatest concerns? The many responses are analyzed later in the report.

When we think about the future of mobility in our region, what makes you most optimistic?

1. **Technology (12%)**
   - New technology can improve accessibility, decision-making, environment, efficiency, etc.
   - Technology can also improve users access to transportation related information such as bus routes, times, closures, and more
2. **Trail Connections (11%)**
   - White River Trail – great, needs to be expanded on
   - Quality trails can boost tourism, enhance pedestrian safety and promote alternative forms of transportation
3. **Road and Infrastructure Improvements (11%)**
   - Improved infrastructure and roadway design can minimize congestion, improve mobility
   - Beautification projects – Dr. Martin Luther King Jr. Boulevard, Washington Street
   - Improving infrastructure also means updating old roads and replacing them with safer new technologies
4. **Pedestrian and Cyclist Friendly (11%)**
   - Excitement towards alternate modes of transportation
   - There is a new push towards these alternate modes of transportation
5. **Increased Safety (9%)**
   - New projects always consider safety
   - Along with road and infrastructure improvements, new projects usually include methods of safety for bikers or pedestrians

When we think about the future of mobility in our region, what are your greatest concerns?

1. **Safety (21%)**
   - Pedestrian and cyclist safety - sidewalks, lighting, crosswalks, protected lanes and trails

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- Pedestrian crossings and bike lanes are not up to the standard that they should be. There also needs to be more crosswalks located in high traffic areas to reduce traffic related deaths.

2. **Old Infrastructure (11%)**
   - Crumbling roads and sidewalks, potholes, outdates bus shelters, lack of maintenance
   - Old infrastructure can be detrimental to the way members of a community move around their neighborhoods and region
3. **Disconnect (9%)**
   - Inefficient – lack of larger connections within MPA and beyond, disjointed sidewalks and trails
   - Minimal transit access or options for the elderly, minorities, disabled, or rural citizens
4. **Planning (7%)**
   - Communication and coordination to accomplish actions, involving everyone, needing to think ahead
   - Plans often sit on the shelf and aren't implemented, how will we know this is any different?
5. **Traffic (7%)**
   - Increased traffic and congestion
   - Traffic can be mitigated by introducing new means of public transport

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Actions/Ideas

Participants were asked to brainstorm specific actions (project, policy, or program) and opportunities the region or their specific City should undertake in order to improve mobility in the future. Answers ranged from continuing to engage with community members on topics of mobility to the top response of implementing more pedestrian safety measures.

What specific actions (project, policy, or program) would you like to see our region, or your city, undertake to improve mobility in the future? What are our biggest opportunities?

1. Implement pedestrian safety measures (15%)
2. Improve / expand trail network (10%)
3. Pursue new technologies / modes of transport (10%)
4. Develop a regional mass transit system (8%)
5. Fix sidewalks and local connectivity (8%)

What development type do you expect to see between now and 2045?



Which development type do you want to see between now and 2045?



Rate how accessible your neighborhood is for walking and biking.

On a scale of 1-5 participants were asked how accessible their neighborhood is (1 being not accessible and 5 being very accessible) concerning more pedestrian-friendly transportation modes.



Would you walk or bike more if rated higher?

- Yes (75%)
- No (25%)

What places or activities do/would you walk or bike to?

1. Exercise (25%)
2. Park (24%)
3. Visit friends / family (19%)
4. Shopping (12%)

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What primary modes of transportation do you use to get around in our Region?

1. Car/Truck/Van/Motorcycle (50%)
2. Walking (28%)
3. Bicycle (18%)
4. Bus (i.e. CATS, Nifty Lift, TRAM) (4%)

What transportation options do you think will be used the most in our Region in 2045?

- Auto (36%)
- Connected and Autonomous Vehicles (24%)
- Bus (16%)
- Bicycle (8%)
- Train (2%)
- Walking (2%)

How would you prioritize transportation improvements?

1. Transportation Safety (19%)
2. Multi-modal Options (Walking, Bicycle, Bus, Rail, etc.) (19%)
3. System Accessibility & Connectivity (Providing access to essential services and other destinations) (17%)
4. Economic Vitality (Creating high-quality places for people to live, work, and play) (14%)
5. Efficient Operations (Enabling people to get to work or goods to be delivered while reducing the number of miles traveled) (13%)
6. System Mobility (Increasing the level of ease of moving goods and services) (6%)
7. System Preservation (Maintaining the current transportation system) (6%)
8. Environment & Air Quality (3%)

What transportation improvements do you think the Region needs more of?

1. Intersection improvements (23%)
2. Sidewalks (17%)
3. Lighting (15%)
4. Bike lanes (15%)
5. Trails (13%)
6. Bus routes (8%)
7. Park and ride carpool lots (5%)
8. Bicycle parking (3%)

What mode of transportation do you typically take to get to work from around the Region?

1. Auto (80%)
2. Bus (10%)
3. Other (10%)

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In what way do you use the sidewalks or walkways around our Community? Pick your top three choices.

1. Exercise (walking or running) (36%)
2. Walking the dog (18%)
3. Shopping (15%)
4. Walking to the park (15%)
5. Walking to a neighbor's house (9%)
6. Walking to work (6%)

2e. Participation and Satisfaction

Participants at the Community Conversations expressed a high level of satisfaction with the meeting format and overall process. Each participant at the Listening & Learning Workshops and through the online survey was asked to fill out an exit questionnaire. These provide insight into the participation at the event. The input can then be compared against the 2016 American Communities Survey and help identify if the participants were representative of the community's demographics. This also lets the planning team reach out to those groups that were under-represented through additional engagement opportunities. The exit questionnaire data reflects only those who responded, not all participants. The following insight is based on the responses.

- 25% of people heard about the conversations through social media sites such as Facebook, Twitter, or Nextdoor. 18% heard through word of mouth or personal invite and 16% heard about the opportunity through e-mail.
- 100% of people felt their input was heard and recorded accurately
- 100% of people indicated they felt comfortable completing the meeting activities
- Participants represented the racial makeup of the region; however, minority populations should continue to be a priority in future outreach strategies
- There was participation from a wide range of ages; however, people aged 15-24 year were underrepresented at 3% compared to 9% in the whole community.
- Participants with low levels of education as well as high levels of education underrepresented, with 3% having high school diplomacy or equivalent and 23% having a Bachelor's, compared to the American Community Survey estimate of 13% and 40%, respectively.

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3. Phase 1B: Focus Group Meetings

3a. Purpose

To supplement the community input gathered from the in-person workshops and mobile and online engagement, the 2045 inMotion planning team convened several focus groups to discuss specific topics that surfaced throughout the MTP process. These groups included:

- Innovation & Technology
- Freight & Logistics
- Development
- Safety & Emergency Management
- Vulnerable Road Users (Non-motorized essentially)
- Equity & Environmental Justice
- Transit

The goal of the focus groups is to provide additional insight and understanding of issues or ideas which may have not been gathered from the standard surveys or large public meetings.

Testing the Development Scenarios

After general discussion about opportunities and challenges, a main component of the focus groups centered around the discussion of four unique, future development scenarios. At each focus group meeting, four different potential futures were introduced to the participants. These are:

- Improved Status Quo - future development is heavily dependent on roads and growth is limited, meaning the population continues to age
- Investing in Place – there is greater reinvestment in the city center; development is largely downtown and infill (building in existing vacant lots)
- Waterfront Development – a large catalytic waterfront project occurs along the White River
- Connected World – technological changes such as automated vehicles have a large effect on the region

Feedback was prompted by asking questions such as how the participants saw their work or world being impacted by each supposed future and the scenarios implications. A proposed likely level of growth, core industry focus, development pattern, and other miscellaneous changes were provided by the planning team for the focus groups to consider in each case.

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3b. Results

Focus Group: Innovation and Technology

Notes:

- Bikeshare
    - ED cultural Trail Inc
        - Private management – 8-mile linear park
        - Pavers bikeshare program
        - Tiger spent 12 mil.
        - Double system size
        - Outside the city/nimble
            - 12 staff
        - Built without city funding
    - How did you get this done? Where are the returns?
        - ROI
            - 2015 report
            - Growth $1 billion
            - Who uses the trail?
                - Opportunity to capture the involvement?
                - Relationships
- John
    - Moving forward – HWD + transit
    - GOAL – COMMUNITY (Human being walking on the streets)
        - Descents of services
        - Pathways to prosperity
        - Have to be honest → we screwed it up…
        - Forest vs. highway
    - Electrification – BRT/carshare
    - Heritage at EV/Elec. Car
    - Bright automotive
        - Commercial vehicles
        - Clean tech park

Focus Group: Business and Development

Notes:

- Rapid residential growth
    - Connected infrastructure
    - QoL indicators
    - Inequity → made some mistakes

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- Airport
    - ED engine
    - Making the airport self sufficient
    - 5,400
- Consumers – why they move here?
    - One-way streets negative
    - Diversity of environments
- Homebuilding
    - Trends?
    - Homes that stand the test of time
    - Schools as a driver (Title I)
- Aging
    - Infrastructure – aging in place
    - Stroller test, getting around
- A. being a better version of who you are not (QUO)
- B. Rediscovery, reinvestment, and strong towns (INVEST)
    - One way
    - Preference for consumers
- C. Plan for all the possibilities (CATALYTIC)
- D. Lean into disruption (CONNECT)
    - Disruptions – assets
- Build out near RR
    - Private line, RR owner investment
- Cost for building
    - Permit and utilities

Focus Group: Freight and Logistics

Notes:

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- 800 trucks, 6 local vans, 400 in mainly N/S
- Train/grade separation
    - Conflict points
    - Friction
- Drivers
- Multi-jurisdictional coordination is sticking point
- Safety – distracted driving
    - Liability reform
- Warehousing
    - Indiana and military
    - $74.4 B in congestion costs
- Infrastructure

    - Raising taxes for infrastructure
- Workforce?
    - Hitachi – Top guys coming in
    - A. Train
    - B. Common sense, multijurisdictional increase local/state/fed.
    - C. Employment/workforce, limited amenity
    - D. Policy, truck lanes, common sense

Focus Group: Transit

Notes:

- How do we define transit?
- Hospitals
    - Transportation #2 inhibitor to people getting to healthcare
    - Program – clients that use car service do it because the must
        - Mon-Fri – 8 am pickup and 4:30 pm
        - Inside the county
        - Growing need?
        - Help as many as possible
        - 7500 to 10000 clients
        - 30 -40 per week
        - Financed in house
    - Customers
        - Keep it secret
        - Program has grown from word of mouth
- Elaine
    - Madison County Express (350-400) and wheelchair clients growing
    - 72% are going to work (ivy tech and charter schools)
    - Growing need…
    - 4 buses that go to healthcare facilities
    - 27 part time drivers and 3 schedules/departures
    - Trips increased 2,500 more trips this last year
- FTA
    - 1. Public safety – webinars offered recently/ stay in the loop on X legislation
    - Connect transit access management
    - Transit access management plan
- CIRTA
    - Carpooling – more people, fewer cars
    - Geography
    - Match needs and where they're going
    - Every county has some of this system
    - Where the world is going

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- Education
- Best practices
- $35 headway on on-demand service

Focus Group: Vulnerable Road Users
Notes:

- Health
    - Health impacts
    - Access to choices
    - Equity as a concern
        - <Priority 1>
        - Infrastructure assessment
        - Community involvement
- Cyclists
    - Sharing the road
    - Safety
    - Protected bike lanes
    - Trail development
    - Safety is a concern…
- Adapting the infrastructure
    - Market driven vs
    - How do we make this lifestyle more convenient?
- Broadening the umbrella
    - Education for all users
- Striping
    - Understanding human nature, water…
- Pilot programs
    - Design
    - Penelis Trail
- Safety
    - Intersections/crosswalks
    - Data driven
        - Be creative
    - Scatterfield road
- Start with common goal and vision
- What are your priority investments?
- What questions can we answer about this work?
- Where are the friction points?
- How do we ensure everyone has access to the system?

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- Connections
- Safety
- ADA
- Basics
- Education
- Access

Focus Group: Safety and Emergency Management

Notes:

- I70- I-69 – pinch points
- Infrastructure
    - We don't grow fast enough
    - Investment
    - Volume
- Congestion
- Overflow
    - From interstate (synchronization and tech)
- Responding to INDOT
- Infrastructure is adopted from older model
- Adapting to new traffic patterns
- 67 traffic
    - N of 30
- Adapting old to new
- Pass through?
- Forecasting is critical
- Strategic alignment
- Danger: consequence of tech
- Traffic lights
- Dynamic / smart / system
- Trains!!!

Focus Group: Equity and Social Justice

Notes:

- Library
    - Services that are more than just books / HUB /
        - Connection between those in need and regions
        - Gathering places for all services
        - Resources -> CAB
        - CAB system

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    - Networking
    - Pendleton Library
- Access to opportunity
    - Uber to the hospital
- Fortville
    - Becoming a bedroom community
    - Rural communities… limited connections
- Juvenile
    - A lot of protection issues – people riding bikes, walking along railroad tracks
    - Trails to Mounds park
    - Services maybe to the periphery?
    - Shell bus system
- Community planning
    - Big Bangs – strategic alignment
- Transit
    - What's the mission? Frequency / coverage
    - Scheduling and access
    - Logic driven service
    - Stigma
- Pedestrians on Scatterfield
    - Dangerous
    - Infrastructure isn't going to intervene
    - GM – united way lyft system

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2045 inMotion
Transportation Choices for the Future of the Anderson Metropolitan Region

Summary of all focus group development scenario discussions

Improved Status Quo
Growth: Low
Industry: Manufacturing
Development: Road Corridor
Miscellaneous: Aging population

- Continuing to use existing infrastructure, but in a better way
- Corridor right-of-way preservation / expansion
- Change in use for redundant retail space

Investing in Place
Growth: Low
Industry: Small Business
Development: Infill / Redevelopment

- Rediscovering patterns that work
- Changing investments to be away from SOV
- Consumer preference (walkable spaces)
- Biggest bang for your buck
- Positive impact on tax revenue
- Missing the need from a developer (infill)
    - Issue with the banks
    - Opportunity for municipalities
- Still require shipments / deliveries (trucking restrictions in small towns)

Waterfront Development
Growth: High (catalytic)
Industry: Toursim / Hospitality
Development: Waterway

- Cultural trail as a catalyst
- Have to move airport
- Potential in other blue ways
- Attracting more qualified people / talent
- School system improvements
- More to do

Connected World
Growth: High (Indy access)
Industry: Tech. Companies
Development: Infill / Redevelopment & Road Corridor

- Getting people out of cars and onto the streets
- Leveraging our history
- AQ Impacts (electric CAV)
- Building on existing assets
- Impacts of on-time delivery
- CAV link from airport to warehouse
- Truck driver shortage
- necessary policy changes
    - Why cant we start it here?
- Separated truck lanes
- Fewer cars on the road, but more trucks potentially

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4. Appendix

1. Headline Card Responses
2. Optimistic
3. Concerns
4. Actions
5. Health Fair Responses
6. Exit Questionnaire
    a. Summary
    b. Expository Answers
7. General Comments

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B.02 - Public Engagement Phase 2 Memo

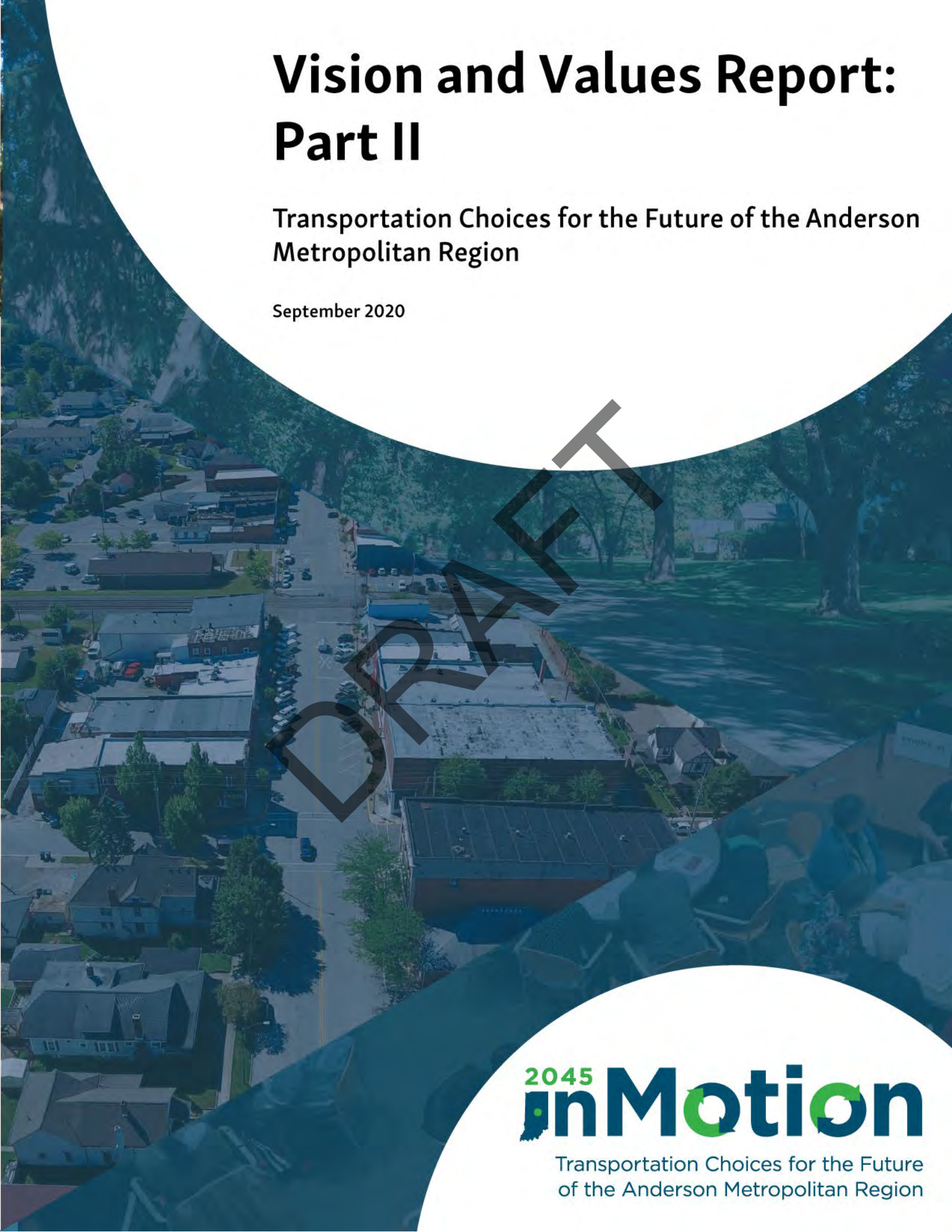


Chesterfield

Vision and Values Report: Part II

Transportation Choices for the Future of the Anderson Metropolitan Region

September 2020



2045 inMotion

Transportation Choices for the Future of the Anderson Metropolitan Region

2045 inMotion
Transportation Choices for the Future of the Anderson Metropolitan Region

Vision and Values Report: Part II

Transportation Choices for the Future of the Anderson Metropolitan Region

This document summarizes inputs collected through the second part of the community engagement process for 2045 inMotion which was conducted between January and September 2020.

The memo includes the following:

1. Process Overview
2. Phase 2A: Destination 2045
    2a. Purpose
    2b. Spreading the Word: Publicity and Outreach
    2c. Activities and Results
    2d. Participation and Satisfaction
3. Phase 2B: Regional Exhibition
    3a. Purpose
    3b. Results
4. Appendix

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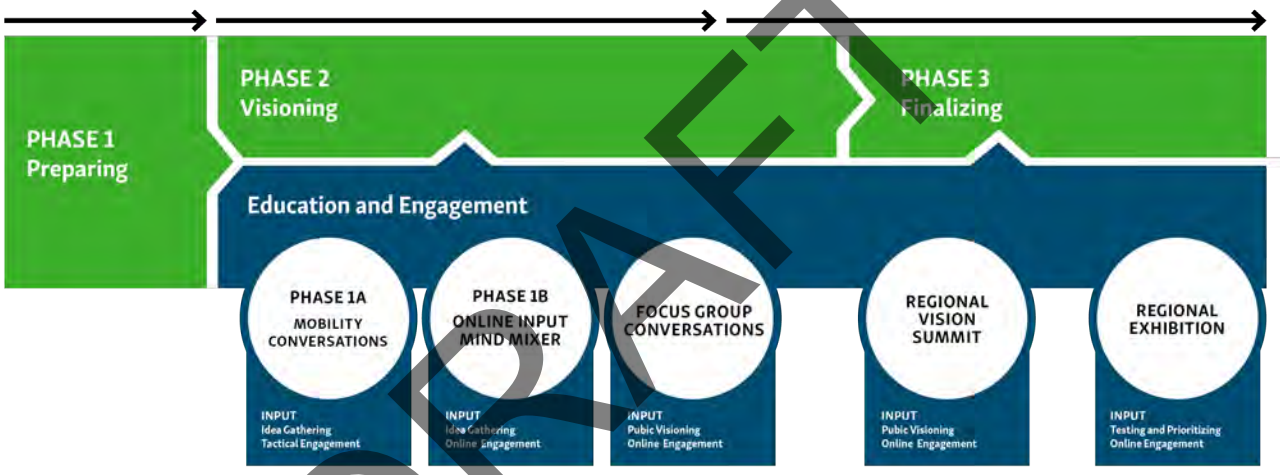
1. Process Overview

The summer of 2019 Madison County Council of Governments (MCCOG), a regional planning organization that works with local communities in and around Madison County, launched an ambitious process to create a long-range transportation plan for the Anderson Metropolitan Planning Area—including all of Madison County, IN; Fortville, IN and Daleville, IN. The process, 2045 inMotion, includes robust regional public engagement to inform the final Metropolitan Transportation Plan. This plan will act as a guide for the future of transportation facilities and how they function as an integrated metropolitan transportation system. Additionally, 2045 inMotion will consider and plan for transportation factors that support the economic vitality of the metropolitan area. Transportation touches all aspects of a community—economic development, quality of life, social equity, public health, ecological sustainability, and so on. It is important to have a long-term blueprint, so the future of transportation is not left to chance.

The engagement lays the groundwork for development of the plan's preliminary goals, objectives and recommendations. With a potential investment of over $100 million, the plan needs community support and input to help prioritize the funds and how this money gets distributed. The process is designed to provide the platform for anyone who cares about the future of the Metropolitan Planning Area and to

help inform the Metropolitan transportation plan. The first phase of engagement laid the groundwork for the process by introducing the public to 2045 inMotion and beginning the conversation on the future of transportation for the county. This second phase tested the vision statement, goal statements, and began outlining both the short-term and long-term actions (programs, policies, and projects) to pursue.

In early 2020, the 2045 inMotion team hosted a regional vision summit dubbed Destination 2045 to test the direction of the vision statement and goals for improving the future of mobility. In the months following Destination 2045, the team conducted a regional exhibition building off previous conversations to further refine potential action items and prioritize investments for improved mobility. The team collected hundreds of comments and ideas through in-person and online feedback.



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2. Phase 2A: Destination 2045

2a. Purpose

On March 4, 2020, MCCOG held the regional vision summit better known as Destination 2045 at Anderson University. This one-night event represented a major milestone in the process to begin testing the direction for the future of mobility in the region. This event was open to anyone interested in enhancing mobility in the region including residents, business owners, employees, and many others. During the event, the President of Anderson University welcomed guests followed by a brief presentation from the Planning Team about the process and regional conditions. The Planning Team then turned the event over to keynote speaker Gabe Klein who spoke about the value and future of mobility which transitioned into several interactive activities to engage participants in refining their vision for the region's future. This input from Destination 2045 is vital as it represents the introduction of the vision statement and goals for future mobility investments, building off the engagement conducted in Phase I. This input will directly shape the short-term and long-term actions items MCCOG can pursue as part of the Metropolitan Transportation Plan.

2b. Activities and Results

Below is an outline of the agenda for Destination 2045 along with a summary of each activity and the key themes and ideas that were shared by participants. The first section provides a brief overview of the agenda items for Destination 2045. The latter sections describe the results of the activities including testing the mission statement, vision statement, and values. The final section includes the results of the public survey completed by participants at the event and online. The prompts generated hundreds of comments and ideas from the public. Each of these has been captured, categorized, and summarized by the planning team. For a full review of the comments, please refer to the database of ideas in the document appendix.

Destination 2045 – Agenda

Destination 2045 was held on March 4, 2020 at Anderson University in Anderson, IN. This event was open to all members of the public, encouraging those who participated in Phase I and those interested in the future of mobility to attend. The one-night event included several, distinct components within a two-hour agenda to introduce participants to the process, highlight key trends and conditions, and guide conversation about the future of the region's mobility.

1. **Welcome** – Anderson University President John Pistole welcomed participants to the campus and to the Reardon Auditorium for the evenings event. He thanked everyone for attending the event and their willingness to help define a pathway for mobility in the region.
2. **Process Overview** – Following the welcome, Kyle May, Senior Planner of planning NEXT provided a brief overview of the process. He highlighted the purpose of 2045 inMotion, what's been completed to-date, and the agenda for the vent, informing participants of other opportunities to remain involved in the process.
3. **Regional Overview / Existing Conditions** – Ryan Phelps, Principal Transportation Planner for MCCOG outlined the existing conditions and trends of mobility in the region. This included discussion on where the region is today, where they'd like to be in the future, and how to get there through 2045 inMotion. Mr. Phelps then introduced the keynote speaker for the event, Gabe Klein.
4. **Keynote Presentation: Gabe Klein** – Gabe Klein, former Commissioner of the Chicago and Washington DC Departments of Transportation and author of "*Start-Up City: Inspiring Private and Public Entrepreneurship, Getting Projects Done, and Having Fun*" (2015) provided his expertise on the future of mobility. He discussed the history of mobility across the world and new technological advances that will redefine how people experience mobility in the future.
5. **Testing the Direction** – The primary activity and most robust component of the agenda included two activities to test the direction of 2045 inMotion; individual online voting and group table discussions. The online voting allowed participants to use their smartphone to provide levels of support for the mission and vision statement along with setting priorities for investing in mobility. Tables would then elect a group recorder to discuss the results of

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the online voting and begin outlining specific action items (programs, policies, and projects) to pursue around mobility in the region.

6. **Next Steps & Adjourn** – At the conclusion of the table conversations, Kyle May of the planning team returned to inform the crowd of their ongoing opportunities to stay involved and thanked them for attending this event.

Destination 2045 – Results

Destination 2045 was held on March 4, 2020 at Anderson University in Anderson, IN. This event was open to all members of the public, encouraging those who participated in Phase I and those interested in the future of mobility to attend.

Mission Statement

The mission statement represents the approach to reach the vision, goals, and objectives of the 2045 inMotion process. Participants were asked to rate their level of support for the statement based on a scale of 1-5, 1 showing no support and 5 showing complete support. The mission statement tested at the event is outlined below:

We aspire to create a complete transportation system that puts people first.



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Vision Statement

The vision statement outlines the desired future and broadest expression of the community's aspirations for the future of mobility. Participants were asked to rate their level of support for the statement based on a scale of 1-5, 1 showing no support and 5 showing complete support. The vision statement and supporting principles tested at the event is outlined below:

Through 2045 inMotion, we aim to realize a transportation system that is efficient, effective, and equitable.



Community Principles

- *Efficient: emphasizing strategic investments that enhance existing assets and strengthen community connectivity.*
- *Effective: seamlessly integrating multiple modes of transport and embracing innovation to safely connect our communities locally and regionally.*
- *Equitable: ensuring all residents have access to the growing opportunities of the broader region.*

What's missing from the Vision Statement?

- Safe / Safety
- Partnerships
- Quality of Life
- Environment
- Inclusion
- Mobility
- Trust
- Livability
- The what and why?
- How we plan to pay for it?
- Support
- Accessibility

Community Survey

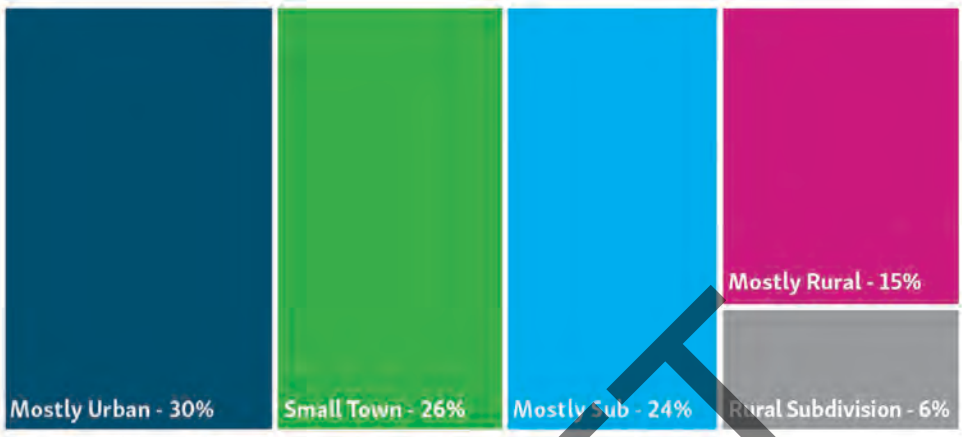
The Community Survey was a major component of Destination 2045. The survey sought to identify opportunities to enhance mobility and determine priority investment areas to explore for future funding. Participants experienced a variety of questions; stating level of support, ranking priority areas, and allocating dollar amounts to potential investments are just a few examples. After Destination 2045, this survey was converted into an online form for people who were unable to attend the event to complete. The results of the community survey are provided on the following pages.

COVID-19 Input

Due to the COVID-19 pandemic, several question prompts were introduced to gather additional input from the public. These results are denoted with a unique symbol as they were not incorporated into the original question set.

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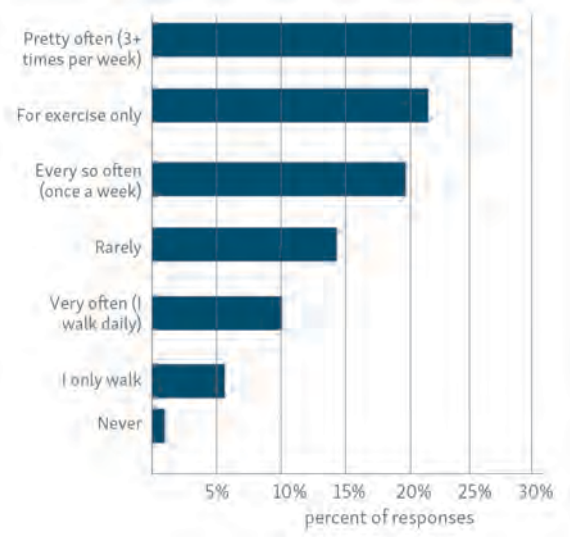
What type of community do you live in today?



Does the area around your house have sidewalks?

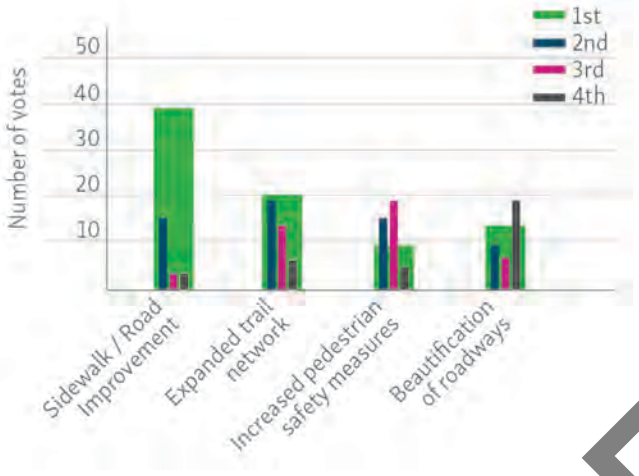


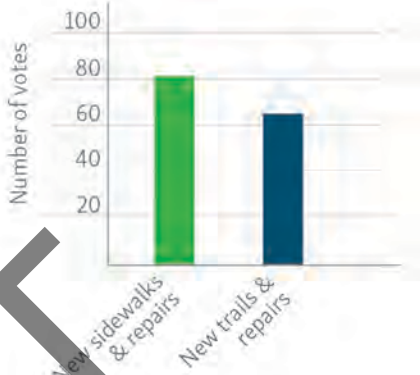
How often do you walk or bike?



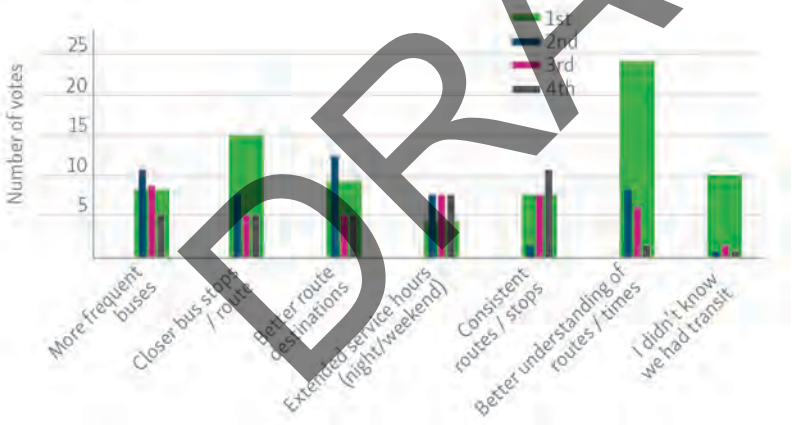
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Aside from weather, what would encourage you to walk more?

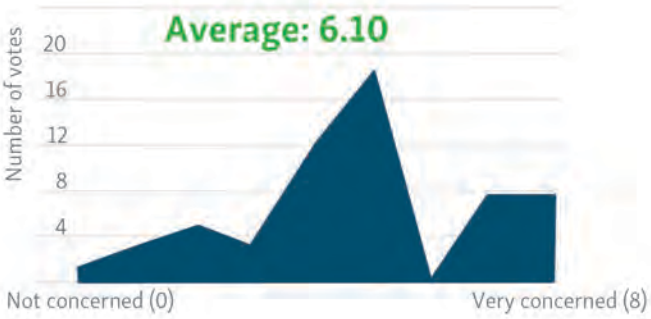




What would encourage you to take transit more?

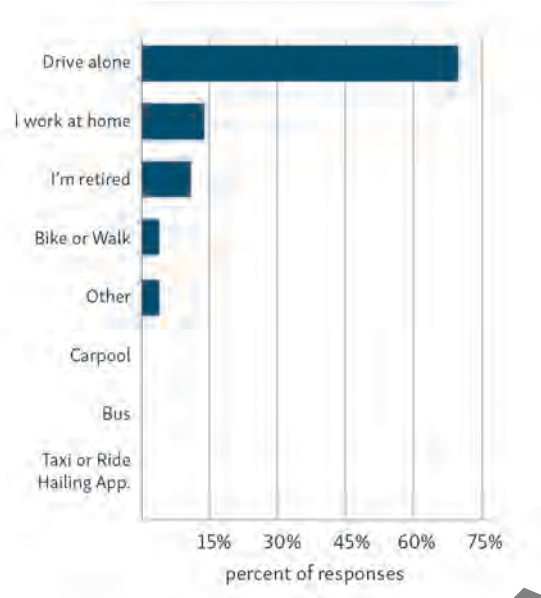


Are you concerned about the loss of natural and/or agricultural lands to growth and development?

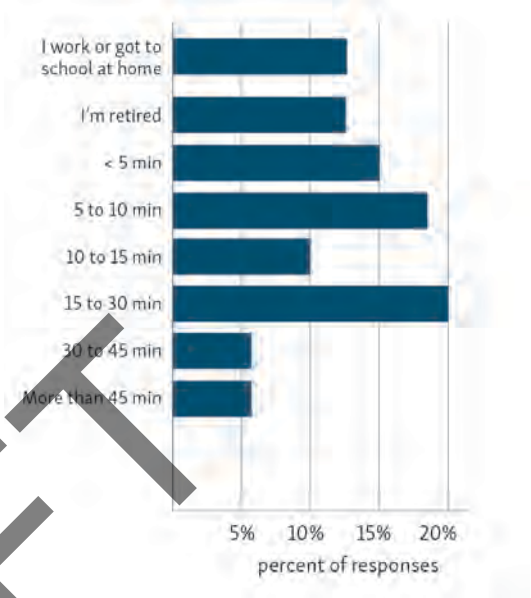


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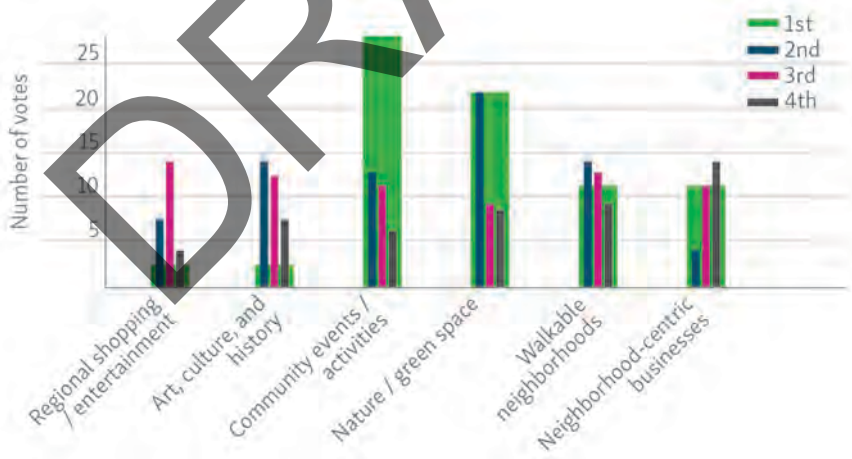
How do you get to work or school everyday?



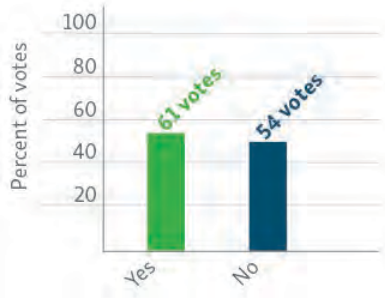
How long is your daily commute to work or school (one way)?



What makes a strong quality of place?



The workplace is different now. Do you think COVID-19 will permanently increase telecommuting at your job?

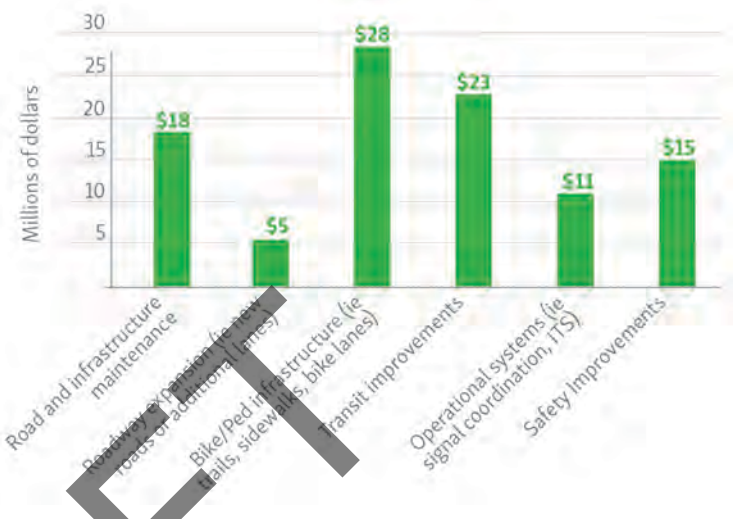


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What types of initiatives would you support to reduce emissions?



With $100 million, how would you invest in our transportation system



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2d. Participation and Satisfaction

Participants at Destination 2045 expressed a high level of satisfaction with the meeting format and overall process. Each participant at the event and through the online survey was asked to fill out an exit questionnaire. These provide insight into the participation at the event and activities conducted. The input can then be compared against the 2016 American Communities Survey and help identify if the participants were representative of the community's demographics. This also lets the planning team reach out to those groups that were under-represented through additional engagement opportunities. The exit questionnaire data reflects only those who responded, not all participants. The following insight is based on the responses.

- 32% of people heard about the event through social media sites such as Facebook, Twitter, and Nextdoor. 18% heard through email and an additional 12% heard through word of mouth or personal invite.
- 97% of people felt their input was heard and recorded accurately
- 100% of people indicated they felt comfortable completing the meeting activities
- 1005 of people indicated they would continue to participate in the process moving forward
- Participants represented the racial makeup of the region; however, minority populations should continue to be a priority in future outreach strategies
- There was participation from a wide range of ages; however, people aged 15-24 year were underrepresented during Destination 2045.
- Participants with low levels of education were underrepresented, with none having high school diplomacy or equivalent and 31% having a Bachelor's, compared to the American Community Survey estimate of 13% and 40%, respectively.

3. Phase 2B: Regional Exhibition

3a. Purpose

Following Destination 2045 and the finalization of a guiding structure, action items composed of projects, programs, and policies were identified. These actions were developed from public input and technical analysis representing the priority methods for achieving the vision for the transportation system. The Regional Exhibition served as an opportunity for the public to weigh-in on the action items and identify their priorities for future investment. Although initially planned as in-person meetings held throughout the region, the Regional Exhibition was redefined in the wake of the COVID-19 pandemic as entirely online.

Public input was gathered through online activities through the project website. These opportunities were promoted through various social media outlets to encourage participation from people across the region. The goal of these activities was to prioritize actions, ensure previous input was represented, and identify potential gaps or missing items in the MTP.

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Reviewing the Actions

The online Regional Exhibition was organized into two main components. The first component included an opportunity to review the draft plan document and provide general comments for review. A link to the document was provided and updated periodically as other review comments from organizations were incorporated. Participants were also provided with an interactive map of the Anderson MPA to understand the regional context for the MTP.

The second component asked participants to identify priority actions for each of the four MTP categories along with general feedback on the types of programs, policies, and projects. These four MTP categories represented major areas of focus for the transportation system and organized the overall document as follows:

- Protect – cover or shield from danger or injury
- Move – advance people from one place to another
- Connect – join or link people, places, and activities
- Educate – develop by teaching

Participants could review the entire list of actions with an optional dropdown description of each individual action intent or details about the project. Participants were then asked to identify their top three action priorities for both infrastructure projects and non-infrastructure programs /policies. Each category could be completed individually allowing for participants to return at a later time to finish the activities. A follow-up prompt asked participants to identify any missing actions from the outlined list and reasoning for including that project in the future.

3b. Results

The online Regional Exhibition generated additional comments from the public based on the question prompts. A set of questions was developed for each of the MTP categories, generating a wide variety of comments. The following includes a summary of all responses received.

Note: NA indicates that the respondent did not provide an answer

	Protect			
ID	**What are your top THREE priority Infrastructure Actions?**	**What are your top THREE priority Non-Infrastructure Actions?**	**Do these actions align with the future vision for the region's transportation?**	**Is there anything missing from the Protect action recommendations?**
1	NA	NA	NA	NA

	Move			
ID	**What are your top THREE priority Infrastructure Actions?**	**What are your top THREE priority Non-Infrastructure Actions?**	**Do these actions align with the future vision for the region's transportation?**	**Is there anything missing from the Move action recommendations?**
1	67th St Extension Project CR 800 S Corridor Improvement Project White River Trail Extension Project	County Connect Integration Program TRAM Rural Transit Operations Study Workforce Connect Integration Program	Any of the extension projects have value - we need to help citizens efficiently travel within the county and beyond. And, the White River Trail Extension (and I'm sure the Panhandle) carry many benefits of connecting, moving and encouraging physical activity	I heard many comments at my table (at the Summit) about the need for better transportation available between our communities within Madison County.

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Note: NA indicates that the respondent did not provide an answer

	Connect			
ID	**What are your top THREE priority Infrastructure Actions?**	**What are your top THREE priority Non-Infrastructure Actions?**	**Do these actions align with the future vision for the region's transportation?**	**Is there anything missing from the Connect action recommendations?**
1	Anderson Transportation Center Construction Project Beulah Park Trail Construction Project Transit Pedestrian & Bicycle Connectivity Project	Bicycle & Pedestrian Planning Integration Initiative Sidewalk Gap Identification Tool Street Design Standards Development Program	NA	It is important to provide assistance to our smaller communities. All actions (infrastructure and non-infrastructure) have value, so it is difficult to identify only three!

	Educate		
ID	**What are your top THREE priority Non-Infrastructure Actions?**	**Do these actions align with the future vision for the region's transportation?**	**Is there anything missing from the Educate action recommendations?**
1	NA	I don't have specific priorities. Just mainly, it is important to continue your efforts to plan/educate/be proactive to our ever-changing environment	NA

Additional Comments	
ID	**Comment**
1	We need bus service to Chesterfield. People here have no way to get to town.
2	Great job - I attended the Summit, and you listened carefully. It is exciting to anticipate the eventual changes that are being proposed.
3	The plan looks really good. Great work! I see "Madison Avenue Shared Use" in the Additional Projects section, and am hopeful it involves installing sidewalk/trail between Vanbuskirk Road and Vineyard Road in Anderson. I wish it weren't listed in Additional Projects because I feel like it is a vital. Many people walk that route, presumably to and from Community Hospital and doctors' offices. Madison is narrow, with blind spots from a hill and neighborhood entry points in that area.
4	I think this will improve the look and walkability of Fortville. I hope the project starts ASAP!

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Additional Comments	
ID	**Comment**
5	The trail from downtown Fortville to the Mount Vernon High School was supposed to be started this year. There are no sidewalks south of town on Fortville pike. Many bikes wind up in bad situations there due the increased truck traffic which shouldn't even be on Fortville pike. The trail is highly needed. The "road diet" on Broadway avenue would be welcome, but I really wonder how that will affect traffic backups during rush hour. One doesn't have to look far down the road to see what rush hour traffic does to a little town.
6	Broadway in Fortville definitely needs improvement. As the gateway to the community there is nothing appealing about Broadway. All you see on your way through town is blighted buildings for sale and a couple gas stations. There is nothing saying, "hey stop here or look at the nice downtown area". You basically just pass on through. Has any thought been given to the city purchasing the vacant buildings (drugstore/car detailing place). I can't imagine anyone is going to be purchasing those soon. I'm guessing they will just sit abandoned. Perhaps consideration should be given to removing those buildings and building new retail buildings (like downtown Fishers/a smaller version of course) or developing some green space. Even the Subway has no appeal as it's perhaps the worst looking Subway I've ever seen. Perhaps some effort could be made to assist those owners in making their properties more appealing. Remember the Broadway corridor is the face of the community. Let's make it so people want to stop in Fortville and spend their money (increasing tax revenue) instead of just passing through in the blink of an eye. Also it's great that a trail is being built. However, has any consideration been given to building something similar out to the growing Wyndstone development? Many families live there and there isn't even a sidewalk to bring those people to downtown. Driving is the only option. I believe a trail there would help to develop a vibrant community.
7	I appreciate the consideration of the public's stated desires for preservation of agricultural land. We recently moved to an unincorporated portion of SR 36, and one of the draws of the area is the amount of working farms surrounding the town. Losing that would very negatively affect the character of the area. We didn't want to live in Fishers because of the overwhelming amount of development and lack of open spaces. An increase in connectivity to Pendleton, specifically, would be welcome in the form of safer bike/pedestrian access along 36 and 38, but not if it means sacrificing the rural feel of the area. Focusing on developing or renewing existing assets and properties is also a positive in my opinion. There is more value in investing in place than paving over our fields and woods. Thank you for looking forward as the area grows so the area will not fall victim to unplanned and unrestrained development.
8	Hard pass. Traffic during rush times is already ridiculous, and Fortville is putting in 3-4 new housing additions within just the past 6mo. This will be a nightmare for both people who live in town, and drove through it.
9	None of this has to do with Fortville. I'm not sure how Madison County got involved with Hancock county business.
10	Fortville downtown is perfect the way it is. I moved here 8 years ago because I fell in love with it. We do not need a place for bikes to park. If people ride their bikes let them park off street in the parking spaces already available. Turn one space into 5 bike rests. As far as changing Broadway to a one lane each way, it is going to cause a slowdown in traffic and potentially cause even more confusion and accidents. If it is working for the residents then don't change it just so you can cash in on a plan that doesn't work for everyone. Thank you

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4. Appendix

1. Mission Statement Responses
2. Vision Statement Responses
3. Community Survey Results
4. Exit Questionnaire
    a. Summary
    b. Expository Answers
5. General Comments

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B.03 - Public Comment Database



Daleville

Group Discussion Expository Responses (Headlines)

August 2019

ID	Source	What will the news say about this process in 20 years?
1	Fortville - July 10	Hancock County Welcome Flying Cars
2	Fortville - July 10	Fortvilles leaders in 2020 make todays travel a reality
3	Fortville - July 10	Cyclists celebrate completion of bike network betweeen indy - anderson
4	Fortville - July 10	Fortville maintains village atmosphere
5	Fortville - July 10	Fortville retains charming character
6	Fortville - July 10	Small town manages growth and mobility to become pedestrian and transportation friendly
7	Anderson - July 11	City Introduces Flying Taxi Service
8	Anderson - July 11	Mounds and White River Trails Between Muncie and Anderson Finally Connected
9	Anderson - July 11	Train Travel Makes a Dramatic Comeback
10	Anderson - July 11	Trail System Links All of Indiana
11	Anderson - July 11	Anderson Moves Up to Top of Quality Life List
12	Anderson - July 11	Flying Cars Make Their Way to the Dealerships
13	Anderson - July 11	Amazon Expands Their Factories, With Three Being Built in Anderson
14	Anderson - July 11	Looking Back: How Transportation Planning Curbed the Urban Sprawl and Reinvented Small Metropolitan Communities
15	Anderson - July 11	5 Most Cultural and Innovative Cities You Must Visit: San Diego, San Antonio, NYC, Chicago, Anderson
16	Anderson - July 11	Liberty Christian Finally has the funds for the new High School
17	Chesterfield-Daleville - July 23	Madison county firt in the state to offer free public transportation in and out of the county in 24/7/365
18	Chesterfield-Daleville - July 23	Nature calls in Madison County (recreation in spotlight)
19	Chesterfield-Daleville - July 23	Comfortable, rapid, and multi-purpose travel is here!
20	Chesterfield-Daleville - July 23	Madison County provides positive transportation options for older adults
21	Chesterfield-Daleville - July 23	Madison County the most mobile transportation county in the USA! " The Best!"
22	Chesterfield-Daleville - July 23	Pedestrian fatalities halved in Madison county over last 20 years
23	Chesterfield-Daleville - July 23	"2045 inMotion solves critical medical transportation need!"
24	Anderson - July 25	Anderson on the go! Catch up!
25	Anderson - July 25	Look how far they came. Look how far we can keep going.
26	Anderson - July 25	Carless community, Anderson IN - It works!
27	Anderson - July 25	Anderson transportation moving fast, moving forward
28	Anderson - July 25	Anderson had foresight not to install roundabouts
29	Anderson - July 25	Madison County: Great place for a weekend trip!
30	Anderson - July 25	New I 69 exit facilities easy access to mounds reservoir
31	Anderson - July 25	More access to city bus!

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Group Discussion Expository Responses (Headlines)

August 2019

ID	Source	What will the news say about this process in 20 years?
32	Pendleton - July 29	Madison county connections spark growth!
33	Pendleton - July 29	Transportation drives huge economic growth in madison county
34	Anderson - July 25	Downtown Anderson sees regrowth as walkable community
35	Pendleton - July 29	Madison County has a great deal of roads / streets connecting small historic towns and downtown anderson, that also are bikable with wider pavement width for bike lanes

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Group Discussion Expository Responses (Optimistic)

August 2019

ID	Source	Table	When we think about the future of mobility in our region, what makes you most optimistic?
1	Fortville - July 10	1	The commerce connector route
2	Fortville - July 10	1	sidewalk connectivity
3	Fortville - July 10	1	New technologies enhance existing infrastructure
4	Fortville - July 10	1	Possible new by-passes
5	Fortville - July 10	1	New fule efficient vehicles
6	Fortville - July 10	1	Potential new roundabouts
7	Fortville - July 10	1	Level of engagement
8	Fortville - July 10	1	I-69 to 234 in 20 yr plan
9	Fortville - July 10	1	Road diets on 67
10	Fortville - July 10	1	Light at Anderson and 67 to be fixed
11	Fortville - July 10	1	Trails for cyclists / pedestrians becoming more prevalent / popular
12	Fortville - July 10	1	South Madison Extension (East)
13	Fortville - July 10	1	Scooters
14	Anderson - July 11	1	More sidewalks could create a better sense of community
15	Anderson - July 11	1	Glad there is a plan for the future
16	Anderson - July 11	1	Trails, bike lanes, more options Uber, Lyft growing
17	Anderson - July 11	1	Safer trails
18	Anderson - July 11	1	Greater senior citizen mode / transit options
19	Anderson - July 11	1	Small vehicles (EV) for people to rent / borrow (Blue Indy cited)
20	Anderson - July 11	1	Big services expanded local and state
21	Anderson - July 11	1	Greater awareness of more transit options
22	Anderson - July 11	1	More walking trails with cross-walk, pedestrian overpasses
23	Anderson - July 11	2	Flying bicycles
24	Anderson - July 11	2	Different construction types for streets
25	Anderson - July 11	2	Flying cars and all modes of transportation
26	Anderson - July 11	2	Automation of vehicles (also a concern)
27	Anderson - July 11	2	utilizing air travel for transportation
28	Anderson - July 11	2	Conections for sidewalks and bike lanes
29	Anderson - July 11	2	Pendleton has great pedestrian activity
30	Anderson - July 11	2	Communities that are walkable
31	Anderson - July 11	2	Light rail connectivity (regionally)
32	Anderson - July 11	2	Anderson becoming a commuter town to Indy
33	Anderson - July 11	2	MLK into Pendleton is example of gateway into Anderson
34	Anderson - July 11	2	MLK greening with bike bath connections
35	Anderson - July 11	2	Downtown revitalization
36	Anderson - July 11	2	White river trail connection (others as well)
37	Anderson - July 11	2	renovate old, deteriorating houses
38	Anderson - July 11	2	Brick and cobblestone drives in downtown (8th street)
39	Anderson - July 11	2	children can walk and bike to school
40	Anderson - July 11	2	Sidewalk expansion and tree lawn widening
41	Alexandria - July 22	1	Need more bike trails - would bike more if safer
42	Alexandria - July 22	1	More trails in general to encourage people to get out more

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Group Discussion Expository Responses (Optimistic)

August 2019

ID	Source	Table	When we think about the future of mobility in our region, what makes you most optimistic?
43	Alexandria - July 22	1	Kids within mile or two from school - can we get them walking / biking
44	Alexandria - July 22	1	Take advantage of whtie river (all successful cities do)
45	Alexandria - July 22	1	Mass transit - light rail
46	Alexandria - July 22	1	Aesthetics
47	Alexandria - July 22	1	Safety
48	Alexandria - July 22	1	connectivity
49	Chesterfield Daleville	1	Existing trail system (but needs expanded on)
50	Chesterfield Daleville	1	Trail connectivity to parks (ie mounds state park)
51	Chesterfield Daleville	1	White river is an asset
52	Chesterfield Daleville	1	1-69 widening (asset and concern) - access to 69
53	Chesterfield Daleville	1	MLK alternate route info
54	Chesterfield Daleville	1	Resurfacing of roads in old emerald glen neighborhood
55	Chesterfield Daleville	1	Moving in the right direction
56	Chesterfield Daleville	1	Proximity to Indy
57	Chesterfield Daleville	1	Public open spaces and ROW - Park connections potential
58	Chesterfield Daleville	1	Statewide trend toward alternate transportation / white river trails
59	Chesterfield Daleville	1	Daleville downtown (signage, investments) Attracting
60	Chesterfield Daleville	1	Opportunity with the open spaces to connect / build right
61	Chesterfield Daleville	1	Bikelane on 8th street
62	Chesterfield Daleville	1	Streetcar system
63	Anderson - July 25	3	Working together (stability)
64	Anderson - July 25	3	Carless (choice driverless)
65	Anderson - July 25	3	More bike / ped options, not just trails
66	Anderson - July 25	3	Renewable energy
67	Anderson - July 25	3	Parks and trails (esp. neighborhood parks)
68	Anderson - July 25	3	Downtown businesses
69	Anderson - July 25	3	More people are trying to get involved / help fix issues
70	Anderson - July 25	3	More employment opportunities
71	Anderson - July 25	2	Active discussion about transportation for variety of residents
72	Anderson - July 25	2	Wants commercial connector - dissapointed that don't follow through
73	Anderson - July 25	2	Fossil fuel alternatives will be made more important
74	Anderson - July 25	2	Transportation terminal will make mass transit easier
75	Anderson - July 25	2	Bike route / paths / lanes are getting more attention
76	Anderson - July 25	2	Madison ave expansion - enough AADT to support
77	Anderson - July 25	2	Roundabouts
78	Anderson - July 25	2	Hopeful about Kids to use streets - through continued discussion
79	Anderson - July 25	2	Anderson geographically located well in region
80	Anderson - July 25	1	8th street bridge downtown, connects e/w
81	Anderson - July 25	1	Incorporating technology
82	Anderson - July 25	1	"smart" traffic lights
83	Anderson - July 25	1	Data collection in real time
84	Anderson - July 25	1	New designs include safety more

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Group Discussion Expository Responses (Optimistic)

August 2019

ID	Source	Table	When we think about the future of mobility in our region, what makes you most optimistic?
85	Anderson - July 25	1	Connectivity regionally
86	Anderson - July 25	1	Bringing back rail
87	Anderson - July 25	1	White river trail
88	Anderson - July 25	1	shifts away from automobiles - bike infrastructure, sidewalk repair, attract jobs / people
89	Anderson - July 25	1	Scooters / alternative transportation
90	Anderson - July 25	1	Decent recreational trails
91	Anderson - July 25	1	Madison ave childrens programs
92	Pendleton - July 29	1	Fan of roundabouts
93	Pendleton - July 29	1	transit is in the right direction
94	Pendleton - July 29	1	I - 69 project
95	Pendleton - July 29	1	Washington street small projects (Elwood)
96	Pendleton - July 29	1	Traffic reduction opportunities (bike lanes)
97	Pendleton - July 29	1	Holistic implementation - complete trails - connections
98	Pendleton - July 29	1	Raising tide is the key
99	Pendleton - July 29	1	Growth is happening - anticipate for the growth
100	Pendleton - July 29	1	Downtown character of place
101	Pendleton - July 29	1	start at the core - move inwards
102	Online	N/A	Mounds Greenway and Mounds Reservoir Coexisting - Ultimately, I would love to see our community have developed trails so families have incentive to lead a healthy lifestyle. These trails can be linked to other communities and even provide destinations in our own city for people to walk, ride, run, skate, etc.. Families considering moving to Anderson are looking for these kinds of opportunities. Families no longer accept a stale non-proactive community as a place to live in. They want to see a thriving, vibrant healthy community they can join. Adding trails, maintaining them and the ones we currently have, will give a sense of pride to existing families and generate excitement that will bring new ones here as well.
103	Online	N/A	Anderson connected to other communities by trail system- The Mounds Greenway offers a way for Anderson to be connected with communities along the White River Corridor via a trail system. If we create more destinations for people to explore along the river, it will also attract new families. This will generate income as folks come to visit Anderson and in the long term hopefully will settle here.

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Group Discussion Expository Responses (Optimistic)

August 2019

ID	Source	Table	When we think about the future of mobility in our region, what makes you most optimistic?
104	Online	N/A	St Rd 37 made into 4 lanes from Elwood to Noblesvil - With the recent added growth Elwood has been experiencing the last couple of years, now more than ever St Rd 37 needs to be expanded to 4 lanes from Elwood to Noblesville. This expansion has been needed for the last 3 decades and was once on the State list of highway improvements to be done. There was even a web site with a map that laid out the recommended adjusted route 37 should take. But sadly the proposed project was scrapped by the state for unknown reasons. Driving from Elwood to Noblesville on St Rd 37 has been a nightmare since the late 80s and it is only getting worse. Especially with Hamilton County residents relocating to the Elwood area because of the costs of housing in that count. Those Hamilton County transplants are only adding to the already congested work and other unrelated traffic from people commuting to work in Hamilton County and Indianapolis from Elwood and other general traffic traveling to those areas south of Elwood.
105	Online	N/A	I'm most optimistic that we are actually even talking! I'm excited that we are involving any/all community members who are so inclined to get involved.
106	Online	N/A	Easy access the goods and services that people need and want. I would like to see a community where all pockets of the population whether urban or rural have a connection to the goods and services they need to survive, and, the goods and services they want to thrive.
107	Online	N/A	More but safe. Access to more options and sense of connectivity. Safety
108	Online	N/A	Being able to have a SAFE way to get to and from my house. We need an access road on 360 West in Pendleton. Right now the train tracks are closed and we have NO WAY to get to and from our home.
109	Online	N/A	When need bike trails connected from elwood to and If u ever got stuck walking from anderson to elwood in the morning or night u end up soaking wet. Let alone almost hit.. we need lanes to protect bikes and walkers to and from
110	Online	N/A	Alertnatives to motorized transportation. I would like to see safer areas for walkers to get to stores and downtown. Too dangerous to walk or ride a bike to Meijer or Walmart from 53rd & Columbus. City is not friendly to alternate transporation other than motorized.
111	Online	N/A	Great off-road paved bike trails. Like the Monon. Paved, clean, running through downtown Carmel's Art District. Or out into the lake at Shadyside.
112	Online	N/A	The idea of linking up communities. A network of bike/walking paths that link our communities together and allow people to move safely without the risk of vehicular traffic

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Group Discussion Expository Responses (Optimistic)

August 2019

ID	Source	Table	When we think about the future of mobility in our region, what makes you most optimistic?
113	Online	N/A	Handicap bus rides 7 days a week. My husband is disabled and uses the bus system to get around if we are not using our car. It would be nice if there was a bus that would drive for all 7 days a week through more than just one county. It would be nice when it is Sunday and people want to go to church. Not all churches have handicap buses to pick people up. Also, it would be wonderful for those who work on the weekends but can't bring their electric wheelchair if needed because they have to take a car. I think it would be great to even have a train system that connected many cities. Independence is key for people. In order to have independence you need to be able to have resources you can access and sometimes what you need is not available.
114	Online	N/A	Access to work, food and fun for our all. It can be difficult for people to obtain gainful employment when they are limited to the area where they can walk. Families should be able to have access to all the wonderful activities the city has to offer.
115	Anderson Runners Club	N/A	Mounds Greenway Project
116	Anderson Runners Club	N/A	ATV w/ Police
117	Anderson Runners Club	N/A	Anderson Running Aesthetic (better than Fishers)
118	Anderson Runners Club	N/A	Nature / Open Space
119	Anderson Runners Club	N/A	White River Trail
120	Anderson Runners Club	N/A	Mounds Greenway Trail
121	Anderson Runners Club	N/A	Improvement of City Parks System in Anderson (recently paved, especially shadyside)
122	Anderson Runners Club	N/A	Panhandle Trail (Kokomo to New Castle)
123	Anderson Runners Club	N/A	More trails, bike lanes, sidewalks, leads to healthier lifestyle
124	Anderson Runners Club	N/A	Great parks and recreation
125	Anderson Runners Club	N/A	Child friendly
126	Anderson Runners Club	N/A	Fixing Scatterfield and 69
127	Anderson Runners Club	N/A	Anderson is growing
128	Anderson Runners Club	N/A	New Jail
129	Anderson Runners Club	N/A	HEC Mounds Greenway

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Group Discussion Expository Responses (Concerns)

August 2019

ID	Source	Table	When we think about the future of mobility in our region, what are your greatest concerns?
1	Fortville - July 10	1	Funding sources
2	Fortville - July 10	1	Traffic / gridlock
3	Fortville - July 10	1	Pedestrian safety / walkability
4	Fortville - July 10	1	Inactivity around businesses
5	Fortville - July 10	1	Repairing old infrastructure / maintenance
6	Fortville - July 10	1	Traffic engineers don't always understand Fortville
7	Fortville - July 10	1	Separation between North and south of railroad tracks
8	Fortville - July 10	1	Traffic in residential areas (hard to get out of driveway on Merill Street)
9	Fortville - July 10	1	Safe turns for firetrucks / large vehicles on Broadway
10	Fortville - July 10	1	Ingalls / Fortville left behind in regional plans
11	Fortville - July 10	1	"Suburbanized" arterials - maintain Fortvilles character
12	Fortville - July 10	1	Development could overbuild, cosst too much for too little benefit
13	Fortville - July 10	1	Internal vs external traffic (keep local traffic smooth)
14	Fortville - July 10	1	Changing data / needs, transparent information, updates
15	Fortville - July 10	1	Closing rail yard at Avon increases train traffic
16	Fortville - July 10	1	Railroad blocks emergency vehicles
17	Fortville - July 10	1	Land use regulations separate trails
18	Fortville - July 10	1	Scooters
19	Fortville - July 10	1	Train stops in town
20	Anderson - July 11	1	As trains become more viable, will people / communities make them obsolete?
21	Anderson - July 11	1	Potholes - you fill them and then new ones pop up
22	Anderson - July 11	1	Sidewalks crumbling
23	Anderson - July 11	1	Most transportation not effective, local and national
24	Anderson - July 11	1	Lack of transit options for seniors (Rangeline Senior Center cited)
25	Anderson - July 11	1	BUS STOP IDENTITY / Times cited for scheduled stops
26	Anderson - July 11	1	Interstate congestion
27	Anderson - July 11	1	Education of citizens low in regard to transportation modes
28	Anderson - July 11	1	Lack of respect by motorists of bike and pedestrian / uneducated
29	Anderson - July 11	2	Potholes and maintenance (32 or Reble - North of 8th)
30	Anderson - July 11	2	On-street parking (8th street bike lane)
31	Anderson - July 11	2	No off-site parking or driveways
32	Anderson - July 11	2	Bike lanes have minimal enforcement
33	Anderson - July 11	2	Scatterfield and other roadways have no pedestrian travel
34	Anderson - July 11	2	No access to essential services within walking distance
35	Anderson - July 11	2	Outward growth taking over agricultural property
36	Anderson - July 11	2	Environmental stewardship
37	Anderson - July 11	2	Perception of public transit
38	Anderson - July 11	2	Aesthetics into Anderson (gateways)
39	Anderson - July 11	2	MLK updgrade to represent community

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Group Discussion Expository Responses (Concerns)

August 2019

ID	Source	Table	When we think about the future of mobility in our region, what are your greatest concerns?
40	Anderson - July 11	2	MLK condition and maintenance
41	Anderson - July 11	2	Industrial travel and access to facilities
42	Anderson - July 11	2	Make anderson a community again
43	Anderson - July 11	2	Traffic lights in Downtown Anderson (Funding)
44	Alexandria - July 22	1	Not a single bike lane in Madison County / sidewalks rough shape
45	Alexandria - July 22	1	Hamilton 191 main roads becoming drag strips
46	Alexandria - July 22	1	Education barriers - people don't know where to bike
47	Alexandria - July 22	1	37 commute to Indy gets bottle-necked / busy
48	Alexandria - July 22	1	Not doing the job right - going too "cheap"
49	ChesterfieldDaleville - July 23	1	I-69 widened, but traffic will return
50	ChesterfieldDaleville - July 23	1	Aging without convenient, non driving transportation
51	ChesterfieldDaleville - July 23	1	Bridges (ie 400) - maintenance
52	ChesterfieldDaleville - July 23	1	Concerned about gaps not being filled (ie Atwood) to be more of an A to B system
53	ChesterfieldDaleville - July 23	1	Safety of existing bike lanes (8th street)
54	ChesterfieldDaleville - July 23	1	Usage of trail facilities by seniors - need rest areas
55	ChesterfieldDaleville - July 23	1	Lack of sidewalks (not putting in when re-paving / re-building), especially arterials like scatterfield and 53
56	ChesterfieldDaleville - July 23	1	Few good roads connections going E to W (Anderson)
57	ChesterfieldDaleville - July 23	1	Crossing SR9 / Scatterfield
58	ChesterfieldDaleville - July 23	1	Grade separations from train line: safety concerns everywhere (mentioned SR9/28 Alex), speed of action from RRs
59	ChesterfieldDaleville - July 23	1	At-grade RR crossing Rangeline
60	ChesterfieldDaleville - July 23	1	Drainage around Emerald Glen: Flooding and impact on infrastructure (climate change), Safety during flooding events (cars being swept away)
61	ChesterfieldDaleville - July 23	1	Being struck on the interstate in emergency situations
62	ChesterfieldDaleville - July 23	1	Getting city / communities and schools, etc. to cooperate
63	Anderson - July 25	3	Road repair (ie SR 32 through town), improving aesthetics of gateways
64	Anderson - July 25	3	Neglect of west side of Anderson (equity)
65	Anderson - July 25	3	Lack of input / community support for planned projects
66	Anderson - July 25	3	Bike / ped, etc. safety, especially SR 9, (crossing) Muncie HAWK

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Group Discussion Expository Responses (Concerns)

August 2019

ID	Source	Table	When we think about the future of mobility in our region, what are your greatest concerns?
67	Anderson - July 25	3	CATS efficiency (start day at 7am, 3 appointment, might be home by 6pm)
68	Anderson - July 25	3	Half-steps (ie 8th street bike lane)
69	Anderson - July 25	3	Waving down buses (set schedule and stops on major bus routes)
70	Anderson - July 25	3	AU and City (no cooperation)
71	Anderson - July 25	3	Education for/about non-motorized travel - safety issue
72	Anderson - July 25	3	Texting and driving
73	Anderson - July 25	3	Need for more options (not creating jobs where the people are)
74	Anderson - July 25	3	Evening / night transportation (CATS / Nifty)
75	Anderson - July 25	3	Not enough lighting (ie SR9 ped. Payless area)
76	Anderson - July 25	3	Bus shelters
77	Anderson - July 25	3	Driverless households getting to juvenile facility - non able bodied getting to/from bus shelters
78	Anderson - July 25	3	# / length / frequency of trains
79	Anderson - July 25	2	If you don't plan - neighborhoods could get locked out
80	Anderson - July 25	2	Mass transit options are limited
81	Anderson - July 25	2	465 traffic at rush hour is impassable
82	Anderson - July 25	2	I-69 is expanded exponentially - need to get ahead of growth
83	Anderson - July 25	2	Dragging feet about changes from oil consumption
84	Anderson - July 25	2	Speed enforcement lacking
85	Anderson - July 25	2	Healthcare facilities becoming more regional - concern for accessable
86	Anderson - July 25	2	N-W connection / bypass on western portion of the county and city
87	Anderson - July 25	2	Bike shared lanes still dominated by drivers
88	Anderson - July 25	2	Bus system designed for employees and not for riders
89	Anderson - July 25	2	Bus system coverage doesn't all get to where people live
90	Anderson - July 25	2	Concern about thinking about we don't yet know - whats in store for the future?
91	Anderson - July 25	2	Roundabouts
92	Anderson - July 25	2	Downtown safe for cyclists and pedestrians
93	Anderson - July 25	2	Distracted drivers
94	Anderson - July 25	2	Anderson as a municipality not very forward thinking
95	Anderson - July 25	1	Lack of access to busses / stops
96	Anderson - July 25	1	Lack of schedules and times for buses
97	Anderson - July 25	1	No signage for bus stops
98	Anderson - July 25	1	Sidewalk issues and gaps / resurfacing
99	Anderson - July 25	1	Sidewalk repairs (fairview) close to madison ave where the schools are
100	Anderson - July 25	1	No sidewalks / routes for children
101	Anderson - July 25	1	Too much politics involved
102	Anderson - July 25	1	Worried about funding - tax caps, funding option
103	Anderson - July 25	1	Inner structure crumbling on roads
104	Anderson - July 25	1	Crumbling roads - prioritization
105	Anderson - July 25	1	Health and safety comes first

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Group Discussion Expository Responses (Concerns)

August 2019

ID	Source	Table	When we think about the future of mobility in our region, what are your greatest concerns?
106	Anderson - July 25	1	Expand trail system
107	Anderson - July 25	1	Not getting word out about whats available
108	Anderson - July 25	1	Inadequate bus stop infrastructure - covered stops
109	Anderson - July 25	1	land use issues - placing underserved populations in areas where they cant walk to places services for them
110	Anderson - July 25	1	State priorities for funding
111	Anderson - July 25	1	More funding in general for efficient transportation and moving people
112	Pendleton - July 29	1	Poor traffic plans in pendleton / not a system / flow - need to think long term
113	Pendleton - July 29	1	Transit terminal taking a long time
114	Pendleton - July 29	1	Transit access to small towns.. Rural transit
115	Pendleton - July 29	1	communication - long term…
116	Pendleton - July 29	1	coordination / strategy
117	Pendleton - July 29	1	HDP - GPS not accessable
118	Pendleton - July 29	1	Small town safety issues
119	Pendleton - July 29	1	Being reactive - knowing where the growth is coming
120	Pendleton - July 29	1	right size and replace infrastructure
121	Pendleton - July 29	1	Pendleton infrastructure - development is critical
122	Pendleton - July 29	1	Disparities in the growth - north / south (stormwater issues)
123	Pendleton - July 29	1	Tax burden
124	Pendleton - July 29	1	Infrastructure
125	Pendleton - July 29	1	What is the vision for pendleton/ (on the edge)
126	Pendleton - July 29	1	historic areas - manage the flow with community
127	Pendleton - July 29	1	opt to network the place / youre a region
128	Anderson Runners Club	N/A	53rd Street
129	Anderson Runners Club	N/A	Roundabotus - tough to enter
130	Anderson Runners Club	N/A	Sidewalks (lack of) - alexandira pike to payless
131	Anderson Runners Club	N/A	Unsafe, barely there bike lanes (not enough visability / signage)
132	Anderson Runners Club	N/A	Safety when I'm alone
133	Anderson Runners Club	N/A	More open
134	Anderson Runners Club	N/A	Lights on the trails
135	Anderson Runners Club	N/A	Trail maintenance
136	Anderson Runners Club	N/A	Trash monitoring
137	Anderson Runners Club	N/A	Sidewalks on Scatterfield
138	Anderson Runners Club	N/A	crossovers / pedestrians crossings
139	Anderson Runners Club	N/A	Rebel and Baxter Road NOT SAFE
140	Anderson Runners Club	N/A	More safe bicycle routes
141	Anderson Runners Club	N/A	Water fountains on trails
142	Anderson Runners Club	N/A	Homeless people crowding trails
143	Anderson Runners Club	N/A	Lots of intersections
144	Anderson Runners Club	N/A	Board walk repairs (3rd and 8th street)
145	Anderson Runners Club	N/A	Adding green space

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Group Discussion Expository Responses (Concerns)

August 2019

ID	Source	Table	When we think about the future of mobility in our region, what are your greatest concerns?
146	Anderson Runners Club	N/A	SR 9 safety no sidewalks no crosswalks
147	Anderson Runners Club	N/A	Trail under 8th street no longer there
148	Anderson Runners Club	N/A	Reservoir plan controversial
149	Anderson Runners Club	N/A	Scatterfield inaccessable to pedestrians
150	Anderson Runners Club	N/A	Pedestrians crossing SR 9 - very unsafe, no signals
151	Anderson Runners Club	N/A	Health, not excersising enough
152	Anderson Runners Club	N/A	Loss of inter-urban railway
153	Anderson Runners Club	N/A	8th street shared bike/park lane
154	Anderson Runners Club	N/A	lack of knowledge about pedestrians and bicyclist
155	Anderson Runners Club	N/A	Safety of existing trails, no lighting
156	Anderson Runners Club	N/A	Unsafe conditions on trails (isolation) lighting might help
157	Anderson Runners Club	N/A	Police monitoring of trails (edgewood)
158	Anderson Runners Club	N/A	Maintenance
159	Anderson Runners Club	N/A	Bike lanes needed, would be used
160	Anderson Runners Club	N/A	Parks Maintenance
161	Anderson Runners Club	N/A	Roundabouts
162	Anderson Runners Club	N/A	Not finishing what we start
163	Anderson Runners Club	N/A	Meantenance / clean up of medians, planting, overgrown
164	Anderson Runners Club	N/A	Scatterfield congestion
165	Anderson Runners Club	N/A	Railroad stopping
166	Anderson Runners Club	N/A	Too dangerous to run on sidewalks
167	Anderson Runners Club	N/A	Rangeline to avoid scatterfield
168	Online	N/A	Ease of getting around town and to Indy. Would like to see easy transporation to the circle from Anderson. Also to the sports arena for events.
169	Online	N/A	folks don't live in the same area that they are employed. There needs to be continuity of transportation between cities and or counties
170	Online	N/A	I'm concerned about the lack of affordable options. We are in an economically challenged region and folks with health issues are unable to afford transportation to and from care.
171	Online	N/A	Traffic. Increase of vehicular traffic
172	Online	N/A	fix city streets that really need fixed. to many city streets in elwood are getting fixed that really dont need it. while streets that really need fixed are being ignored. we also need better acess to handicaped transportation.
173	Online	N/A	decaying infrastructure. It seems that the infrastructure is often allowed to decay to an alarming degree before maintenance/upgrades are initiated.
174	Online	N/A	Sidewalks & Bike Lanes. We need sidewalks and bike lanes in the existing heavy use areas.

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Group Discussion Expository Responses (Concerns)

August 2019

ID	Source	Table	When we think about the future of mobility in our region, what are your greatest concerns?
175	Online	N/A	Lack of bike trails that provide quality exercise. We need bike trails. Too many residents are obese and sedentary. See picture of Cuyahoga Bike Path near Cleveland.
176	Online	N/A	The reliance on the automobile as the only way to get . There needs to be a network of light rail on major routes with parking/bike carriers on the light rail to ease congestion on the roadways. Urban design needs to be more sensible, putting shopping and other needs closer than the 10-30 minute drives now experienced. Buses need to be scheduled with light rail to take people to their destinations whether it be work, shopping or entertainment venues. Security needs to be aligned with local law enforcement and not privatized by the the mass transit system.
177	Online	N/A	Environmental sustainability. If we don't mitigate our carbon footprints individually and as a collection of communities and neighborhoods and reintegrate the wellness of our natural ecosystems into everything we do if there ultimately won't be a livable Madison County by 2045 for all of these projects to matter. The county and my zip code 46016 have lower life expectancy rates relative to the state and nationally which means social determinants of health are already poorer for many of us (see Robert Wood Johnson Foundation's calculator). I am now medically frail myself at 34. The environmental components impact our health and will only grow in significance. Please integrate environmental sustainability into the process and across the projects in addition to the goals. We cannot afford not to.
178	Online	N/A	Rural Living. Loss of rural atmosphere.

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Group Discussion Expository Responses (Actions)

August 2019

ID	Source	Table	What specific actions (project, policy, or program) would you like to see our region, or your city, undertake to improve mobility in the future? What are our biggest opportunities?
1	Fortville - July 10	1	New / expanded / improved trails, bridges
2	Fortville - July 10	1	Securing right-of-way quickly / strategically
3	Fortville - July 10	1	Commerce connector
4	Fortville - July 10	1	Drone infrastructure
5	Fortville - July 10	1	Crossing at railroad, overpass
6	Fortville - July 10	1	Bike - friendly infrastructure
7	Fortville - July 10	1	Rent-a-bikes like Anderson / Pendleton
8	Fortville - July 10	1	Scooters
9	Fortville - July 10	1	Amenities for cyclists staying overnight
10	Anderson - July 11	1	Mass transit to Indy / Indy airport
11	Anderson - July 11	1	Mass transit to chicago from Indy or direct from Anderson
12	Anderson - July 11	1	Bus stop signage would increase awareness of buses / schedules
13	Anderson - July 11	1	Education on Transportation in schools and public forums
14	Anderson - July 11	1	Sidewalk / bike lanes on Scatterfield
15	Anderson - July 11	1	Neighborhood parks - more small parks, distributed
16	Anderson - July 11	1	Green spaces in Madison County - functional / maintained
17	Anderson - July 11	1	Better maintenance of roads and sidewalks
18	Anderson - July 11	1	New technologies for paving that reduces / eliminates potholes
19	Anderson - July 11	1	Highway lanes with designated speeds / flows / rules / HOV lanes
20	Anderson - July 11	1	Publisizing transit / bus / train / van pool / other options so people know
21	Anderson - July 11	1	Autonomous vehicles (individual and route / "tram" vehicles) technology adoption
22	Anderson - July 11	1	Education vs awareness. Publicizing options
23	Anderson - July 11	1	Downloading Uber / Lyft - teaching seniors how to do that
24	Anderson - July 11	1	Continuity of trails / sidewalks
25	Anderson - July 11	1	Fleet of cars as part of bus service / public taxi service; integrated with buses
26	Anderson - July 11	1	Important to reach seniors that are not internet / smartphone connected
27	Anderson - July 11	1	Overpass / underpass fro rail / freight lines
28	Anderson - July 11	1	Scatterfield: bike lanes - allow wheelchairs / protected, sidewalks all along, better lighting / street lights, rail over/under pass, overpass/crosswalks - protected, synchronize lights
29	Anderson - July 11	1	Reconfigure / densify footprint; build in city core
30	Anderson - July 11	2	Brick and cobblestone roads on 7th and 9th
31	Anderson - July 11	2	Pocket park creation in Downtown
32	Anderson - July 11	2	Walking trail for kids to school
33	Anderson - July 11	2	Trail and river systems to Muncie and Indy
34	Anderson - July 11	2	White river reinforcement and upgrade (San Antonio Riverwalk)
35	Anderson - July 11	2	Riverwalk along White River

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Group Discussion Expository Responses (Actions)

August 2019

ID	Source	Table	What specific actions (project, policy, or program) would you like to see our region, or your city, undertake to improve mobility in the future? What are our biggest opportunities?
36	Anderson - July 11	2	Bridge connections over white River
37	Anderson - July 11	2	Athletic park maintenance and amenities
38	Anderson - July 11	2	Upgrade walking path along white river
39	Anderson - July 11	2	MLK wayfinding
40	Anderson - July 11	2	Connectivity (pedestrian) was of Reble on 8th
41	Anderson - July 11	2	Local connectivity between neighborhoods
42	Anderson - July 11	2	Fill in missing sidewalk connections
43	Anderson - July 11	2	Improve rail connections and stations for pessenger travel
44	Anderson - July 11	2	Passenger travel along existign rail lines
45	Alexandria - July 22	1	Sidewalks - improved paths and lighting - leads to school mobility
46	Alexandria - July 22	1	Trail connectivity
47	Alexandria - July 22	1	Safe scooters
48	Alexandria - July 22	1	Aesthetics matter - landscaping, design, "place-making"
49	Alexandria - July 22	1	Have to be willing to spend money to make money, return on investment on art
50	Alexandria - July 22	1	Expanding highway 37 @ least to the mercantile 37
51	Alexandria - July 22	1	Educating broader public on cost of these projects
52	Alexandria - July 22	1	Regional mass transit
53	Chesterfield-Daleville - July 23	1	Slow lane for bikes, mopeds, golf carts (by speed)
54	Chesterfield-Daleville - July 23	1	Rail service to Indy (with parking nearby)
55	Chesterfield-Daleville - July 23	1	Mounds greenway / white river greenway
56	Chesterfield-Daleville - July 23	1	Main street anderson connection to pendleton
57	Chesterfield-Daleville - July 23	1	"red sticks" to mark roadway edges
58	Chesterfield-Daleville - July 23	1	Use of City buses for schools isntead of school-specific buses(connections to other locations easier than just via school bus, specialized schools)
59	Chesterfield-Daleville - July 23	1	Crosswalk improvements (local, regional, etc.)
60	Chesterfield-Daleville - July 23	1	Madison Avenue / Hospital (focus on the friction zones)
61	Chesterfield-Daleville - July 23	1	One ways / two ways / not logical
62	Chesterfield-Daleville - July 23	1	Bridge improvements WORKING BASE, incremental
63	Chesterfield-Daleville - July 23	1	Train system - improve the service. There is service

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Group Discussion Expository Responses (Actions)

August 2019

ID	Source	Table	What specific actions (project, policy, or program) would you like to see our region, or your city, undertake to improve mobility in the future? What are our biggest opportunities?
64	Chesterfield-Daleville - July 23	1	"text to get a ride" communicate the system
65	Chesterfield-Daleville - July 23	1	Uber med..? We need affordable medical transportation
66	Chesterfield-Daleville - July 23	1	Connect and scale Big City ideas
67	Chesterfield-Daleville - July 23	1	Community Buy-in
68	Chesterfield-Daleville - July 23	1	32 / 67 / accommodate human beings
69	Chesterfield-Daleville - July 23	1	Safety plan / pedestrian / bus stops
70	Chesterfield-Daleville - July 23	1	Transit cost and accessability
71	Chesterfield-Daleville - July 23	1	Transportation for cancer patients / costs / accessability
72	Chesterfield-Daleville - July 23	1	Solid bridges with pedestrian ROW (safety)
73	Chesterfield-Daleville - July 23	1	Fragmented open space
74	Chesterfield-Daleville - July 23	1	Bike / ped accidents / safety is an issue
75	Chesterfield-Daleville - July 23	1	Taxi cars service / train not consistent
76	Chesterfield-Daleville - July 23	1	Technology is limiting the disabled / deaf / not universally accessable
77	Chesterfield-Daleville - July 23	1	Insurance coverage for transportation to hospital
78	Chesterfield-Daleville - July 23	1	Default has been to invest in the same projects
79	Chesterfield-Daleville - July 23	1	Road network is very rural… ongoing maintenance…
80	Chesterfield-Daleville - July 23	1	Lack of sidewalks and connections
81	Chesterfield-Daleville - July 23	1	Safety: certain individuals are blind
82	Chesterfield-Daleville - July 23	1	Connect the assets
83	Chesterfield-Daleville - July 23	1	Little progress

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Group Discussion Expository Responses (Actions)

August 2019

ID	Source	Table	What specific actions (project, policy, or program) would you like to see our region, or your city, undertake to improve mobility in the future? What are our biggest opportunities?
84	Chesterfield-Daleville - July 23	1	Wheelchair access, logical basics
85	Chesterfield-Daleville - July 23	1	Universal improvements
86	Chesterfield-Daleville - July 23	1	Maintenance schedule
87	Chesterfield-Daleville - July 23	1	Education - safety, technology,
89	Chesterfield-Daleville - July 23	1	Crossings at logical areas
90	Chesterfield-Daleville - July 23	1	Car first culture
91	Chesterfield-Daleville - July 23	1	Children not safe when getting off the bus
92	Chesterfield-Daleville - July 23	1	Disparities
93	Anderson - July 25	3	Transit ouside of MPA / City 9Regional connections) esp. for work
94	Anderson - July 25	3	Fix / beautify gateways (SR 32)
95	Anderson - July 25	3	SR 9 Pedestrian safety improvements
96	Anderson - July 25	3	Later / evening bus routes (ie. Circular...people mover)
97	Anderson - July 25	3	School bus / CATS partnership
98	Anderson - July 25	3	Technology to track buses
99	Anderson - July 25	2	Inner urban mass transit should be brought back, infrastructure already there
100	Anderson - July 25	2	Bicycle awareness programs for drivers
101	Anderson - July 25	2	Analysis of bus schedule / routes
102	Anderson - July 25	2	Rable Ave to be improved on W side of town
103	Anderson - July 25	2	Improve access to waterways - white river could be better utilized - all recreational opportunities - trails, bikeways - Has economic impact on community
104	Anderson - July 25	2	Street Trees program - especially at entrances
105	Anderson - July 25	2	Private transportation options limited - few taxis, scooters, bikeshare
106	Anderson - July 25	1	Partner with rideshare apps to expand services and hours
107	Anderson - July 25	1	Make a monthly newletter for seniors and disabled to showcase and educate about available transportation options
108	Anderson - July 25	1	Coordinate school bus routes, stops, schedules and funding for school busses
110	Anderson - July 25	1	Print trailmaps for awareness
111	Anderson - July 25	1	Sidewalks on both sides of Madison Ave
112	Anderson - July 25	1	Stop sign @ Cross and Scatterfield - potential red bridge?
113	Anderson - July 25	1	Shift portion of funding to strictly pedestrian and bike

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Group Discussion Expository Responses (Actions)

August 2019

ID	Source	Table	What specific actions (project, policy, or program) would you like to see our region, or your city, undertake to improve mobility in the future? What are our biggest opportunities?
114	Anderson - July 25	1	Make maps / awareness of parks / trails/ recreation
115	Anderson - July 25	1	Make updates on apps that people already have instead of creating new apps
116	Anderson - July 25	1	Continue to have conversations with the community
117	Anderson - July 25	1	Establish a planning department - set up like atlanta city studio (resourceful, conducive to conversation)
118	Anderson - July 25	1	Create Regional Transit Authority
119	Anderson - July 25	1	Create transportation services for major events in the region (like the fair)
120	Anderson - July 25	1	Beautification of streets
121	Pendleton - July 29	1	I - 69 impact of widening - prepare
122	Pendleton - July 29	1	Alt. truck route - plan
123	Pendleton - July 29	1	Transit investments / system
124	Pendleton - July 29	1	Multi-lifestyle environment / complete community / vision
125	Pendleton - July 29	1	Regionalism
126	Pendleton - July 29	1	Culture trap / knowledge transfer / best practice
127	Pendleton - July 29	1	Bike projects - be ambitious - data driven decisions
128	Pendleton - July 29	1	incentive driven investments
129	Pendleton - July 29	1	Safety plan / pedestrian / bus stops
130	Pendleton - July 29	1	Building complete comm. / safe routes to school / Holistic
131	Pendleton - July 29	1	connections to amenities
132	Pendleton - July 29	1	Schools are an important player
133	Pendleton - July 29	1	Economic development collaborate with all communities
134	Pendleton - July 29	1	Modes of transportation?
135	Online	N/A	Commuter access to Indianapolis. Judging by the amount of traffic every day most folks don't work in Anderson. There is no other option for commuting to where the jobs are
136	Online	N/A	creating and sharing a plan for the region. In Falls Park in Pendleton there are signs explaining what projects are being done and will be done. These give the public an idea of what is being done, a sense of where the money is going and what they can look forward to when the projects are completed.
137	Online	N/A	Mass transit between Madison County and Indianapolis. Definitely a long term project, but with the growth of the NE side of Indianapolis and the traffic issues of commuting, having a transit system will allow Madison County residents access to a better job market while bringing tax and spending dollars back.
138	Online	N/A	Pedestrian. More pedestrian friendly options
139	Online	N/A	Better Roads. Make the roads better.
140	Online	N/A	500 north in Anderson Indiana needs work. 500 north is full of pot holes and needs lots of work

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Group Discussion Expository Responses (Actions)

August 2019

ID	Source	Table	What specific actions (project, policy, or program) would you like to see our region, or your city, undertake to improve mobility in the future? What are our biggest opportunities?
141	Online	N/A	Mounds Greenway. I would like to see the trails we have maintained to a higher standard, and lengthen the one along the White River under the Scatterfield bridge out towards the Rangeline Park and on to Mounds State Park.
142	Online	N/A	Mounds Greenway and sidewalks. The Mounds Greenway offers our city connectivity with other communities and offers a way for families to adopt a healthy lifestyle.
143	Online	N/A	Handicap Accessibility for everyone. The more things are accessible for various disabilities, because all disabilities are different from each other and require different things, that will start to help. Wider doorways, ramps, bathrooms that have arm bars you can pull down from wall if you need them by the toilet, sinks that are lower, anything that is higher be down a little lower for someone who is disabled to reach. Safe areas to cross for anyone. Increase transportation to various cities in the state instead of one county.
144	Online	N/A	pave roads like the east end of N D street. East of 21st st. Finish paving N. D street in elwood. The east end is far worse then most roads being paved now
145	Online	N/A	Historical and Cultural Bike Trails through downtown. Like the Glick Historical Trail in Indy
146	Online	N/A	Something like Uber Health. We need transportation specially for healthcare that is either funded by insurance/govt plans or free.
147	Anderson Runners Club	N/A	Crosswalks on SR 9
148	Anderson Runners Club	N/A	Join trail from Delaware County to Madison County
149	Anderson Runners Club	N/A	Connection to Mounds park via 232
150	Anderson Runners Club	N/A	Connection to mounds park to Rengeline Nature Preserve
151	Anderson Runners Club	N/A	Paved Edgewater path
152	Anderson Runners Club	N/A	Fully dedicated bike lanes
153	Anderson Runners Club	N/A	Lighting for trails especially in parks - Athletic park and shadyside park
154	Anderson Runners Club	N/A	Education about healthy benefits of non-motorized moving
155	Anderson Runners Club	N/A	More bike lanes, especially downtown
156	Anderson Runners Club	N/A	Edgewater trail connected to rangeline/mounds park/whitewater walking trail
157	Anderson Runners Club	N/A	Finish and connect existing trails throughout region
158	Anderson Runners Club	N/A	Overpass for peds over SR 9
159	Anderson Runners Club	N/A	Improve mounds trail - erosion of trail
160	Anderson Runners Club	N/A	Connect communities through mounds greenway
161	Anderson Runners Club	N/A	Build mounds greenway

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Health Fair Responses

September 2019

ID	#1	#1 (expository)	#2	#2 (expository)	#3	#4	#5	#5+	#5+	#5+	#5+
1	3		1		3	1	1	2	4	7	
2	1		3	Updates to be comparible	5	1	1	2	4	6	
3	3		3	Preserve open areas / wildlife	3	1	5				
4	2	Develop what already exists	2	Help our existing economy and bring business	4	1	1	2	3	4	5
5	1	Infrastructure	1	Need roads to accommodate population	3	2	5				
6	3	Look better for the city			3	1	1				
7	2		3		3	2	5				
8	1		1		5	1	4				
9	3		3		1	1	1	4	5	6	
10	2		2		3	1	1				
11	1		3		2	1	2	3	4		
12	3		3		3	1	4	5	9		
13	3		1		3	1	1	5	9		
14	3		3		1	1	4				
15	1	It appears that is where the concentration is	2	Need to resuse / refurbish vacant buildings	4	1	1	4	5	6	
16	3		3		3	1	1				
17	3	To rebuild the city	3	Bring more jobs back to the city	3	2	6				
18	3	Unused properties as well as expansion from Indy	3	Jobs, Better use of vacant land/buildings	3	1	1	4	5	6	9
19	3		3		3	1	5				
20	3		3		3	1	1	3	4	9	
21	1	Bus Transport			5	1	1	2	4		
22	3	Need to help rebuild the town	3	Need to help the community	3	1	2	4	5	6	8
23	3		3		3	2	4	5	6		

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Health Fair Responses

September 2019

ID	#1	#1 (expository)	#2	#2 (expository)	#3	#4	#5	#5+	#5+	#5+	#5+
24		No smelting plant at Newco Metals		None, I like my small town		2	1	4			
25	3		3		1	2	9				
26	1		2		2	1	1	5			
27	1	Expansion of Indianapolis moving further North	3	Prefer homes	1	2	4	5			
28	3	Downtown Anderson needs redeveloped			3	1	5	6			
29	3	Refurbish old buildings	3	Refurbish old buildings	1	1	5	6			
30	3		2		3	1	1	4	5		
31	3		2		5	1	1	2	4	7	
32	3		3		5		1	2			
33	3		3		5	1	4	5			
34	3	Good for the community	3	Good for the community	5	1	6				
35	3		3		3	1	1	4	5		
36	3		3		5	2	9				
37	3		3		3	1	1				
38	3		3		3	1	1				
39	3		3		3	1	9				
40	3	Anderson has plenty of property available	3		2	1	1	2	3	4	5
41	3		3		5	1	1	4	5		
42	1	More lanes - better roads	3	Because so many empty houses	3	1	1				
43	3		3		3	2	1				
44	3		3		1	1	1				
45	3	It seems to be wiser choice to "recycle" current	3	It seems to be wiser choice to "recycle" current	3	1	1	2	5	6	
46	1		1		3	1	2				

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Health Fair Responses

September 2019

ID	#1	#1 (expository)	#2	#2 (expository)	#3	#4	#5	#5+	#5+	#5+	#5+
47	3	It would be nice to see the empty existing property used	3	It would be nice to see the empty existing property used	5	2	1				
48	1		3		1	1	9				
49	3		2		1	1	4	5			
50	1		1		5	1	4	6			
51	1	I69 expanding over the years	3	Keep the towns small	4	1	1	2	4	5	6
52	3		3		5	2	4	5	6		
53	2	To help build the community	3	To make sure my kids will be set up	2	1	1	4	5		
54	3	Too many abandoned buildings	3	Too many abandoned buildings	3	2	3	4	5		
55	3	it's a good resource	3	Save the culture of old buildings	3	1	2	3			
56	3		3	Help people grow and where they live	2	1	1	3	4	5	
57	3	so many empty buildings	3	So many empty buildings	3	2	1				
58	1	Travel to and from work	1		4	1	1	5	9		
59	3	Utilize what we already have	3		5	2	2	3	5		
60	3		2		2	1	1	2			
61	3	Needs improvement	3	Keep it growing	3	1	1	3	4		
62	1		3		5	2					
63	3	Due to TIF areas			1	1	1	2	4	5	
64	3		3	Anderson has so many beautiful buildings and	5	2	1	5			
65	2	I hate empty buildings	3	City growth - new businesses	5	1	2	3	4	5	6
66	2	Population growth as well as business growth will attract	3	Several vacant buildings and houses. Many that are not	3	2	1				
67	3										
68	3	The county has a lot of potential buildings that	3	Redevelopment I feel encourages community	4	1	1	2	3	4	5
69	1		1		5	1	1	2	5		

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Health Fair Responses

September 2019

ID	#1	#1 (expository)	#2	#2 (expository)	#3	#4	#5	#5+	#5+	#5+	#5+
70	2	More recreation areas	2		1	1	1	6			
71	3		3		1	1	1	2	5		
72	1		3		1	1	4	5	6		
73	3		2		1	1	1				
74	3	We need it	1		3	1	1	4	7		
75	3		2		3	2	4	5			
76	1	Indy Sprawl	3	Rebuild the City and its tax base, more commercial and	5	2					
77	3	make it attractive to new businesses	3		3	1	1	4	5		
78	3		3		5	1	1	2	3	4	5
79	3		3		5						
80	2		2		3		1	2	5		
81	3		3		1	1	1				
82	3		3		2	1	1				
83			3	To revitalize our county	1	1	1	2	3	4	5
84	3		3		3	2	1	9			
85	3				3	1	3				
86	1	Industrial and commerical in S and SW	1	More tax base	1	2	1				
87	3	To see less empty buildings	3	Growth and improvement is always possible	3	2	1				
88	1	My community was built along 69	3	I think redevelopment is crucial especially in areas like	3	1					
89	2	Infill - that's where the work is needed most	3	Redevelopment we need to make our community look	1	1	1	2	5		
90	2	my brother has started things up in Frankton	2	Because it affects my town	3	2	4	5	6		
91	3		3		5		1	2	5		
92	3	Anderson has gone down since GM factories closed	3	Improvement is always helpful for cities	1	1	1				

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Health Fair Responses

September 2019

ID	#1	#1 (expository)	#2	#2 (expository)	#3	#4	#5	#5+	#5+	#5+	#5+
93	1	Need better roads	1		3	1	4	5			
94	3	We need it!	1	Need it	5	2	1	5			
95	1	Travel to Indy	1		5	1	5				
96	3		3		3	1	1	4			
97	3	There seems to be a trend toward developing internally	3	Building on the foundation of what is there	5		1	2	3	9	
98	3		2		5	2	1	4	5		
99	3		3	Rail	5	2	5				
100	3		3		1	1	1	4	5		
101	1		1	Bring people in	5	2	1	2	3	4	5
102	1	Population growth	3	Great spaces need to be improved	1	1	3	4	5		
103	1	Lots of new redevelopment along interstates	3	We have several areas to redevelop vacant properties -	3	1	1	5			
104	1		3		1	1	1				
105	2	Make use of whats already there	3	This county is in the need of redevelopment	5	1	1	4	5	6	
106	3		1		3	2	1				
107	2	Need to revitalize vacant areas and begin using	2	Need to revitalize vacant areas and begin using	3	2	2				
108	3	Please reuse / repurpose existing development before	3	Please reuse / repurpose existing development before	1	1	1	3	5		
109	3	We need new things	3	Small town charm (stores, restaurants, community	3						
110	3		3		2	2	1				
111	1	Easy access	3		3	2	2	3	5	6	
112	1		3		1	1	1	5			
113	3	Small business, fixing abandoned properties, etc.	3	Community parks, homeless shelters, better animal	4	1	2	3	4	5	6
114	3		3		2	1	1				
115	2	Lots of abandoned properties in Anderson	2	Lots of abandoned properties in Anderson	2	1	4	5			

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Health Fair Responses

September 2019

ID	#1	#1 (expository)	#2	#2 (expository)	#3	#4	#5	#5+	#5+	#5+	#5+
116	1		2		3	2	1	2	4		
117	3	So many vacant houses			3	1	2	5			
118	3	Neighborhoods on West Side have poor roads and	3	Neighborhoods on West Side have poor roads and	1	1	1	4	5		
119	2	Would draw more people in	3		2	2	1				
120	3		1		5	1	1	2	5	6	
121	3	Bring Anderson back to life	3	Bring Anderson back to life	5	1	1	2	4	5	6
122	1	Businesses seem to move closer and closer to 69	3	So that we can use whats already here to help make	3	1	1	4	5	6	
123	3	To rebuild anderson	3	Bring life back down to downtown	1	1	1	2	5		
124	3	There are many empty buildings that need to be	3	See above	3	1	1	2	3	4	5
125	3	Need improvements to draw more people in, safer roads	3		1	1	1	2	3	4	5
126	3	Make life better	3	Making living here better	3	1	1	4	5	9	
127	3		3		3	1	1	2	4	5	
128	3	We have lots of empty buildings that could still be	3	We have lots of empty buildings that could still be	3	1	5	6			
129	1		2		3	1	4				
130	3		2		5	1	4	5			
131	1	Everyone wants to be close to interstate for travel	3	Use what is there and not use up farmland. Keep	2	1	1	4	5		
132	3	Need more for the homeless and low income families	2	Need more for the homeless and low income families	2	1	2	4	5	6	9
133	3	Madison county has a good amount of unused buildings	2	More homes for madison co	5	1	1	5			
134	2	West side of Anderson a grocery store would be nice	3	No reason to come to the downtown / easier to go to	5	2	2	5	6		
135	3		3		3	1	1	2	3	4	5
136	1		1		5	1	3	5	6		
137	3		3		3	1	1	3	4	5	6
138	3		3		3	1	3				

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Health Fair Responses

September 2019

ID	#1	#1 (expository)	#2	#2 (expository)	#3	#4	#5	#5+	#5+	#5+	#5+
139	3	Would like to see a lot of the old schools and buildings	3		1	1	1	2	4	5	
140	2		2		1	1	3	5			
141	3		3		1	1	4	5			
142	1				3	1	1	4	5		

DRAFT

Exit Questionnaire (KEY)

Before you leave, please take a minute to answer the following questions. Your feedback is crucial to documenting participation in the 2045 inMotion planning process.

1. How did you hear about The Mobility Conversations?

[1] Word of Mouth
[2] Newspaper Article
[3] Ad
[4] Poster / Flyer
[5] Radio / TV
[6] City website
[7] 2045 inMotion website
[8] Facebook/Instagram/Twitter
[9] Nextdoor
[10] Community Event
[11] Online News
[12] Email
[13] Organization

Name?

[14] Other

What?

2. Were you comfortable completing today's meeting activities? If not, explain why. [1] Yes [2] No

3. Did you feel your input was heard and recorded accurately? If not, explain why. [1] Yes [2] No

4. Was the meeting [ ] too long, [ ] too short, [ ] about right?

5. Will you continue to participate in the planning process? If not, explain why. [1] Yes [2] No

6. Reflecting on the program, is there anything we missed? If yes, please explain. [1] Yes [2] No

7. **What was your strongest take-away from what you heard tonight?**

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Questionnaire continues on the back of this page →

Please tell us about yourself

This information helps us know if participation was representative of the diversity in the community. Please answer as many or as few questions as you like. **Your responses are completely anonymous.**

1. You are [1] Female [2] Male [3] Non-Binary [4] Prefer not to say

2. Which racial group do you most closely identify with?

   [1] Asian [2] Black or African American [3] Native American [4] White [5] Two or more races

   [6] Other: _____

3. Are you Hispanic or Latinx? [1] Yes [2] No

4. What is your age?

   [1] <15 [3] 25-34 years [5] 45-54 years [7] 65 or over

   [2] 15-24 years [4] 35-44 years [6] 55-64 years

5. What is your highest level of education?

   [1] Less than a high school diploma [3] Some college [5] Bachelor's Degree

   [2] High school diploma or equivalent [4] Associate's Degree [6] Master's Degree / Ph.D.

6. What is your zip code? _____

7. How long have you lived there?

   [1] 0-4 years [3] 10-19 years [5] 30-39 years [7] 50+ years

   [2] 5-9 years [4] 20-29 years [6] 40-49 years [8] Live outside the City

8. Please tell us about your annual household income:

(This information will be cross referenced with census data to ensure input is representative of the community. All answers are anonymous.)

[1] Less than $35,000 [3] $50,000 to $74,999 [5] $100,000 to $199,999

[2] $35,000 to $49,999 [4] $75,000 to $99,999 [6] $200,000 +

10. Additional comments, thoughts or ideas:

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ID	Source	Exit Questionnaire Page 1													Exit Questionnaire Page 2								
		1	1+	1+	1+	1+	1+	Organization	1 (Other)	2	3	4	5	6	1	2	2 (Other)	3	4	5	6	7	8	10
1	Fortville - July 10	8	12							1	1	3	1	2	2	4		2	5	2	46040	3	6	
2	Fortville - July 10	12	13					Vernon Township		1	1	3	1		1	4		2	5	6	46055	4	5	
3	Fortville - July 10	11								1	1	3	1	2	1	4		2	7	2	46040	4	3	
4	Fortville - July 10	2								1	1	3	1	2	2	4		2	7	3		7		
5	Fortville - July 10	6	10	11						1	1	3	1	1	2	4		2	7	3	46040	4	4	
6	Fortville - July 10	8								1	1	3	1	2	1	4		2	3	6	46040	1	5	
7	Fortville - July 10	8								1	1	3	1	2		4			7	2		4	4	
8	Fortville - July 10	1								1	1	3	1	2	2	4		2	4	5	46038	2		
9	Fortville - July 10	8	14						Bob Holland	1	1	3	1	2	1	4		2	6	3	46040	7	4	
10	Anderson - July 11	12								1	1	3	1	2	2	4		2	7	5	46055	7	5	
11	Anderson - July 11	1								1	1	3	1	2	2	4		2	5	5	46012	3	6	Great opportunities exist for our community if our leaders are willing to take intelligent risks.
12	Anderson - July 11	1								1	1	3	1	2										
13	Anderson - July 11	2								1	1	3	1	2		4		2	7	6			1	
14	Anderson - July 11	2								1	1	3	1	2										
15	Anderson - July 11	8								1	1	3	1		1	4		2	4	3	46012	5	2	
16	Anderson - July 11									1	1	3		2	1	4		2	1	1	46016	3		
17	Anderson - July 11	8	9							1	1	3	1		1	4		2	3	6	46011	1	4	
18	Anderson - July 11									1	1	3	1	2	1	4		2	1	1	46011	1		
19	Anderson - July 11	14							Anna Price	1	1	3	1	2	2	4		2	4	5	46011	1	5	
20	Anderson - July 11									1	1	1	1	2	2	4		2	2	1	46011	1		
21	Anderson - July 11	1								1	1	3	1	2	1	4		2	3	5	46036	2	5	

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ID	Source	Exit Questionnaire Page 1													Exit Questionnaire Page 2								
		1	1+	1+	1+	1+	1+	Organization	1 (Other)	2	3	4	5	6	1	2	2 (Other)	3	4	5	6	7	8	10
22	Anderson - July 11	1								1	1	3	1	2	2	4		2	3	5	46036	5	5	
23	Chesterfield Daleville	8								1	1	1	1	2	2	4		2	6	3	46017	5	3	
24	Chesterfield Daleville	13						Optimist Club Chesterfield		1	1	3	1											
25	Chesterfield Daleville	13						Optimist Club Chesterfield		1	1	3	1	2	1	4		2	7	6	46012	5	5	Transportation vehicles may change dramatically, - self drive cars not owned but called on demand
26	Chesterfield Daleville	13						Hoosier Environmental		1	1	3	1	2	2	4		2	2	5	46060	1	1	
27	Chesterfield Daleville	8								1	1	3	1		1	4		2	3	6	46016	4	1	Are you inlcuding communities of color in the conversation? How are you reaching out? (not a lot of diversity at this meeting) otherwise I had a postive experience
28	Chesterfield Daleville	8								1	1		1	2	1	4			5	2	46017	1		
29	Chesterfield Daleville	6	7							1	1	3	1	2	2	4			5	6	46240	3	5	I wonder if outreach to minority community is as strong as it could be. Not sure of a solution, just an observation from a couple of the meetings.
30	Chesterfield Daleville	13						Community Hospital		1	1	3	1	2	1	4		2	5	5	47334	6	5	
31	Chesterfield Daleville	12	14						Committee Member	1	1	3	1		1	4		2	6	6	46064	3	3	
32	Anderson - July 25	14							2045 inMotion Committee	1	1	3	1	2										
33	Anderson - July 25	12								1	1	3	1	2	1	2		2	7	3	46011	3	2	
34	Anderson - July 25	1								1	1	3	1	1	1	2		2	5	6	46013	6	3	Good community engagement
35	Anderson - July 25	1								1		1	1	2	2	4		2	3	2	46016	1	1	
36	Anderson - July 25	14							Betty Williams	1	1	3	1		1	2		2	6	4	46012	4	5	Looking forward to the next meeting. Thank you for your interest in community input.
37	Anderson - July 25	12	14						Buckskin Bikes	1	1	1	1	2	2	4		2	3	5	46016	3	2	
38	Anderson - July 25	8								1	1	3	1	2	2	4		2	7	2	46016	7	3	
39	Anderson - July 25	1								1	1	3	1	2	2	4		2	7	6	46016	7	5	

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ID	Source	Exit Questionnaire Page 1													Exit Questionnaire Page 2								
		1	1+	1+	1+	1+	1+	Organization	1 (Other)	2	3	4	5	6	1	2	2 (Other)	3	4	5	6	7	8	10
40	Anderson - July 25	1								1	1	3	1	1	2	2		2	6	6	46012	2	3	
41	Anderson - July 25	14							On the Stakeholder	1	1	3	1	2	1	4		2	4	6	46016	4	4	Great conversation and facilitation
42	Anderson - July 25	2								1	1	3	1	2	2			2	7	5		7	1	
43	Anderson - July 25	1								1	1	3	1	2	1	6	All	2	7		46016	4	2	Please consider Athletic Park Pool reopening so people have a reason to come downtown
44	Pendleton - July 29	12								1	1	3	1	2										
45	Pendleton - July 29	8	12							1	1	3	1	2	1	4		2	3	5	46064	5	3	
46	Pendleton - July 29	8								1	1	3	1	2	1	4		2	4	5	46064	2	6	
47	Pendleton - July 29	8								1	1	3	1		1	4		2	4	5	46001	6	3	
48	Pendleton - July 29	8								1	1	3	1	2	2	4		2	6	5	46064	8	4	
49	Pendleton - July 29	12								1	1	3	1	2	2	4		2	7	5	46064	5	3	Good presentation
50	Employee Health Fair														2	4		2	3	5	46046	1	3	
51	Employee Health Fair														1	4		2	6	4	46064	7	3	
52	Employee Health Fair														1	4		2	6	5	46011	6	2	
53	Employee Health Fair														2	5			5	2		4	2	
54	Employee Health Fair														2	2		2	4	2	46013	2	1	
55	Employee Health Fair														1	4		2	7	3	46001	5	3	
56	Employee Health Fair														2	5		2	6	2	46001	7	3	
57	Employee Health Fair														1	4		2	4	5	46013	1	3	
58	Employee Health Fair														1	4		2	4	3	46012	6	1	
59	Employee Health Fair														2	4		2	6	2	46013	7	3	
60	Employee Health Fair														1	4		2	5	5	46044	7	3	
61	Employee Health Fair														1	2		2	5	2	46016	5	1	

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ID	Source	Exit Questionnaire Page 1													Exit Questionnaire Page 2								
		1	1+	1+	1+	1+	1+	Organization	1 (Other)	2	3	4	5	6	1	2	2 (Other)	3	4	5	6	7	8	10
62	Employee Health Fair														1	4		2	6	5	46012	4	4	
63	Employee Health Fair														1	4		2	6	3	46013	2	2	
64	Employee Health Fair														1	4		2	5	2	46070	1	1	
65	Employee Health Fair														2	4		2	3	2	46048	2	3	
66	Employee Health Fair														1	4		2	4	6	46040	3	2	
67	Employee Health Fair														1	2		2	5	6	46017	6	3	
68	Employee Health Fair														2	4		2	5	5	46001	3	3	
69	Employee Health Fair														1	4		1	6	3	46013	4	4	
70	Employee Health Fair														1	4		2	2	5	46064	4	3	
71	Employee Health Fair														1	4			4	3	46013	3	1	
72	Employee Health Fair														1	4		2	3	4	46036	4	4	
73	Employee Health Fair														1	4		2	5	2	46013	3	3	
74	Employee Health Fair														2	4		2	6	2	46012	5	4	
75	Employee Health Fair														1	4		2	3	6	46012	1	5	
76	Employee Health Fair														1	4		2	5	3	46051	7	5	
77	Employee Health Fair														1	4		2	4	6	46012	1	5	
78	Employee Health Fair														1	4		2	5	2	46044	3	5	
79	Employee Health Fair														1			2	7	3		7	2	
80	Employee Health Fair														1	4		2	6	5	46013	2	1	
81	Employee Health Fair														1	4		2	6	2	46013	5	2	
82	Employee Health Fair														2	4		2	3	3	46012	3	3	
83	Employee Health Fair														1	4		2	3	3	46011	1	3	

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ID	Source	Exit Questionnaire Page 1													Exit Questionnaire Page 2								
		1	1+	1+	1+	1+	1+	Organization	1 (Other)	2	3	4	5	6	1	2	2 (Other)	3	4	5	6	7	8	10
84	Employee Health Fair														1	4		2	6	2	46011	7	3	
85	Employee Health Fair														1	4		2	4	3	46064	2	4	
86	Employee Health Fair														1	4		2	6	3	46011	2	2	
87	Employee Health Fair														1	5		2	4	3	46016	2	1	
88	Employee Health Fair														1	4		2	6	2	46013	1	2	
89	Employee Health Fair														1	6		1	4	3	46037	2	4	
90	Employee Health Fair														1	4		2	5	3	46013	3	1	
91	Employee Health Fair														1	4		2	4	2	46036	5	2	
92	Employee Health Fair														2	4		2	4	5	46012	5	2	
93	Employee Health Fair														2	4		2	6	5		7	5	
94	Employee Health Fair														1	4		2	5	3	46012	3	3	
95	Employee Health Fair														1	4		2	6	5	46011	5	5	
96	Employee Health Fair														2	4		2	4	5	46013	2	5	
97	Employee Health Fair														2	5		2	3	3	46016	4	2	
98	Employee Health Fair														1	4		2	6	3	46013	7	5	
99	Employee Health Fair														1	4		2	6	5	46001	5	5	
100	Employee Health Fair														1	4		2	6	3	46064	5	4	
101	Employee Health Fair														1	4		2	7	2	46011	4		
102	Employee Health Fair														2	2		2	5	3	46013	1	2	
103	Employee Health Fair														1	4		2	6	2	46001	7	5	
104	Employee Health Fair														1	4		2	6	4	46012	2	5	
105	Employee Health Fair														1	4		2	4	3	46011	5	1	

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ID	Source	Exit Questionnaire Page 1													Exit Questionnaire Page 2								
		1	1+	1+	1+	1+	1+	Organization	1 (Other)	2	3	4	5	6	1	2	2 (Other)	3	4	5	6	7	8	10
106	Employee Health Fair														2	4		2	5	3	46013	3	2	
107	Employee Health Fair														1	4		2	4	5	46012	2	5	
108	Employee Health Fair														1	4		2	5	4	46011	3	2	
109	Employee Health Fair														1	4		2	6	3	46013	7	3	
110	Employee Health Fair														2	4		2	6	5	46140	4	5	
111	Employee Health Fair														1	4		2	6	4	46011	6	4	
112	Employee Health Fair														1	4		2	5	3	46001	6	5	
113	Employee Health Fair														1	4		2	6	4	46044	5	2	
114	Employee Health Fair														1	4		2	5	4	46055	1	6	
115	Employee Health Fair														1	4		2	7	3	46001	3	1	
116	Employee Health Fair														1	4		2	6	4	46012	7	3	
117	Employee Health Fair														1	4		2	5	3	46001	3	2	
118	Employee Health Fair														2	4		2	6	5	46017	4	4	
119	Employee Health Fair														1	4		2	4	5	46012	3	4	Focus on bringing more resources to underprivledged areas / low income areas
120	Employee Health Fair														1	4		2	3	5	46012	1	2	
121	Employee Health Fair														2	2		2	5	6	46016	3	3	
122	Employee Health Fair														1	4		2	6	2	46013	7	2	
123	Employee Health Fair														2			2	6	5	46011	7	3	
124	Employee Health Fair														1	4		2	5	2	46001	4	2	
125	Employee Health Fair														1	4		2	6	3	46011	7	1	
126	Employee Health Fair														2	4		2	6	6	46011	4	4	
127	Employee Health Fair														1	4		2	6	5	46012	5	4	

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ID	Source	Exit Questionnaire Page 1													Exit Questionnaire Page 2									
		1	1+	1+	1+	1+	1+	Organization	1 (Other)	2	3	4	5	6	1	2	2 (Other)	3	4	5	6	7	8	10
128	Employee Health Fair														1	4		2	5	3	46016	4	2	Youre all doing a great job! Keep it up!
129	Employee Health Fair														1	4		2	4	5	46001	1	3	
130	Employee Health Fair														1	4		2	4	4	46011	3	5	
131	Employee Health Fair														1	4		2	3	4	46011	2	1	
132	Employee Health Fair														1	4		2	3	4	46012	1	1	
133	Employee Health Fair														1	2		2	4	5	46055	3	5	
134	Employee Health Fair														1	4		2	3	5	46011	3	3	
135	Employee Health Fair														1	4		2	5	5	46064	4	4	
136	Employee Health Fair														1	4		2	4	6	46013	2	4	
137	Employee Health Fair														1	2		2	5	4	46011	6	4	
138	Employee Health Fair														1	2		2	4	5	46012	6	2	
139	Employee Health Fair														1	4		2	3	4	46064	4	4	
140	Employee Health Fair														1	4		2	3	3	46012	4	2	
141	Employee Health Fair														1	4		2	4	3	46013	1	2	
142	Employee Health Fair														1	2		2	4	5	46013	2	2	
143	Employee Health Fair														2	4		2	4	3	46044	6	2	
144	Employee Health Fair														1	2		2	5	2	46016	5	2	
145	Employee Health Fair														1	4		2	3	4	46013	3	2	More bike trails better sidewalks community center/events
146	Employee Health Fair														1	4		2	6	2	46011	5	3	
147	Employee Health Fair														1	4		2	6	5	46013	1	3	
148	Employee Health Fair														1	4		2	5	5	46001	4	5	
149	Employee Health Fair														2	4		2	6	6	46011	4	4	

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ID	Source	Exit Questionnaire Page 1													Exit Questionnaire Page 2								
		1	1+	1+	1+	1+	1+	Organization	1 (Other)	2	3	4	5	6	1	2	2 (Other)	3	4	5	6	7	8	10
150	Employee Health Fair														1	4		2	5	3	47334	4	5	
151	Employee Health Fair														2	2		2	4	5	46016	1	5	
152	Employee Health Fair														1	2		2	3	3	46016	1	1	
153	Employee Health Fair														1	2		2	2	3	46011	1	1	
154	Employee Health Fair														1	5		2	5	4	46012	2	3	
155	Employee Health Fair														2	4		2	4	2	46011	1	1	
156	Employee Health Fair														1	4		2	5	5	46017	3	5	
157	Employee Health Fair														1	4		2	7	5	46064	4	3	
158	Employee Health Fair														1	2		2	4	5	46013	2	2	
159	Employee Health Fair														2	2		2	5	6	46016	3	3	

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Exit Questionnaire Responses (Expository)

August 2019

ID	Source	Answer
2. Were you comfortable today's meeting activities? If not, explain why.		
15	Anderson - July 11	Yes, very
20	Anderson - July 11	Very involving, great activity
34	Anderson - July 25	Yes, the environment was conducive to brainstorming ideas
3. Did you feel your input was heard and recorded accurately? If not, explain why.		
34	Anderson - July 25	Ryan took notes, brian did too
5. Will you continue to participate in the planning process? If not, explain why.		
16	Anderson - July 11	Maybe
20	Anderson - July 11	Love sharing my opinion
30	Chesterfield Daleville	I would love to!
34	Anderson - July 25	Send out emails, put on website
6. Reflecting on the program, is there anything we've missed?		
5	Fortville - July 10	Probably, it's a large screen and it didn't all get covered in 2 hours
17	Anderson - July 11	Would be nice if the maps showed where the walking / biking trails were and highlighted important areas
27	Chesterfield Daleville	Are you specifically engaging with communities of color? Please do
34	Anderson - July 25	Continue efforts to reach minority groups
40	Anderson - July 25	Still not sure when some activities will take place
41	Anderson - July 25	Theonly possible thing would be to help us think more broadly about transportation and mobility… it was easy to get stuck on bikes or buses or something.
49	Pendleton - July 29	Good presentation
7. What was your strongest takeaway from what you heard tonight?		
1	Fortville - July 10	Future concerns
3	Fortville - July 10	Safety concerns
4	Fortville - July 10	People listened
5	Fortville - July 10	It's all Money. Hope Fortville can get a lot of the $115 mil
6	Fortville - July 10	Many people have similar concerns and optimism fro the future
9	Fortville - July 10	The need for other means of transportation
10	Anderson - July 11	Scatterfield upgrade. Work outward from center City.
11	Anderson - July 11	Need to be more proactive about growth, not reactive. Develop city core / density, walkability builds community.
12	Anderson - July 11	Everyone was given the change to participate and speak
13	Anderson - July 11	We are starting to plan - rather than just sprawl. Great!
14	Anderson - July 11	That COG not only cares, they are active and proactive. Thank you!
16	Anderson - July 11	I don't know

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Exit Questionnaire Responses (Expository)

August 2019

ID	Source	Answer
18	Anderson - July 11	Opportunity for river walk
22	Anderson - July 11	Everyone was genuinely interested in hearing our thoughts on how to improve our communities
23	Chesterfield Daleville	The communitys voice counts
24	Chesterfield Daleville	We are planning for the future of our prosperity!
25	Chesterfield Daleville	Thoughtful, in-depth problem solving in transportation
26	Chesterfield Daleville	Shift in focus from recreation to basic needs and safety
29	Chesterfield Daleville	Public input is important. Safety impacts quality of life, quality of place.
30	Chesterfield Daleville	Safety is critcally lacking
31	Chesterfield Daleville	Very diverse input and lots of information shared and learned
32	Anderson - July 25	The organizers of this events wants to be inclusive in gethering information and engaging the community
33	Anderson - July 25	Working together works!
34	Anderson - July 25	COG wants to be inclusive and are making great efforts
35	Anderson - July 25	We need to "blow-up" these meetings and get more together
36	Anderson - July 25	Communication among community leaders, meeting of the minds, brainstorming
37	Anderson - July 25	Land use is directly tied to transportation needs
39	Anderson - July 25	The great ideas - the great participation
40	Anderson - July 25	People are talking about transportation
41	Anderson - July 25	Planning is a big process!
42	Anderson - July 25	Looking ahead to the future is paramount
43	Anderson - July 25	That there is actually talk and real concern about getting things going in Anderson concerning transportation and growth
44	Pendleton - July 29	Everything
47	Pendleton - July 29	We need to plan and work together
48	Pendleton - July 29	Regional transportation issues
49	Pendleton - July 29	interactive conversation

17.Additional comments, thoughts or ideas?

11	Anderson - July 11	Great opportunities exist for our community if our leaders are willing to take intelligent risks.
25	Chesterfield Daleville	Transportation vehicles may change dramatically, - self drive cars not owned but called on demand
27	Chesterfield Daleville	Are you inlcuding communities of color in the conversation? How are you reaching out? (not a lot of diversity at this meeting) otherwise I had a postive experience
29	Chesterfield Daleville	I wonder if outreach to minority community is as strong as it could be. Not sure of a solution, just an observation from a couple of the meetings.
34	Anderson - July 25	Good community engagement
36	Anderson - July 25	Looking forward to the next meeting. Thank you for your interest in community input.

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Exit Questionnaire Responses (Expository)

August 2019

ID	Source	Answer
41	Anderson - July 25	Great conversation and facilitation
43	Anderson - July 25	Please consider Athletic Park Pool reopening so people have a reason to come downtown
49	Pendleton - July 29	Good presentation
119	Employee Health Fair	Focus on bringing more resources to underprivledged areas / low income areas
128	Employee Health Fair	Youre all doing a great job! Keep it up!
145	Employee Health Fair	More bike trails better sidewalks community center/events

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General Comment Responses

August 2019

ID	Meeting	Comment
11	Anderson - July 11	Anderson Road-Runners, Thursday Evenings @ 6 pm, Shadyside Park (East Side)
12	Anderson - July 11	Concern:lack of mass transit, hope: park and ride options, hope:expanding knowledge of current transit options, concern: no idea where bus stops are at, Hope: use walking and biking to get healthier, hope: bedroom community for indianapolis
	Fortville - July 10	We didn't talk at all about managing actual or perceived negative effects of improvement projects like this. It's no secret that the rising property values that come along with community investment like this create displacement for people without the means to afford the higher bills. I imagine that families who have a tough time putting food on the table for their children might have a much different perspective on what the county needs than those who don't face that challenge. I'd love to see a creative approach to bring folks from all walks of life and income levels into the fold for the planning.
N/A	N/A	Would like to see more trails
N/A	N/A	Roundabouts - better signage, lighting, education (who goes when and who has ROW) for citizens over 50 years old
N/A	N/A	More bike cops on trails - extra security
N/A	N/A	More bike trails and lanes
N/A	N/A	more awareness of bike laws
N/A	N/A	Focus on downtown areas with adding opportunities to low income neighborhoods
N/A	Mobile Engagement	Pipe creek needs cleaned out (frankton)
N/A	Mobile Engagement	500 west in anderson and n 100w / madison ave too many potholes!
N/A	Mobile Engagement	Need more parks for kids, re-do skate park (alexandria)
N/A	Mobile Engagement	Cross street needs to be wider, sidewalks, repaved fix potholes
N/A	Mobile Engagement	4th street, alexandria - needs pavement, completed, repaved
N/A	Mobile Engagement	Frankton - need to fix water lines
N/A	Mobile Engagement	Sidewalks on scatterfield
N/A	Mobile Engagement	food deserts
N/A	Mobile Engagement	Nondigital gas pumped for senior citizens
N/A	Mobile Engagement	Transportation to office visits
N/A	Mobile Engagement	Spend more repaving than police cars so cars don’t get destroyed by potholes
N/A	Mobile Engagement	Drive to school b/c don’t trust public (like 4 to 5 blocks from school)
N/A	Mobile Engagement	SR 9 Anderson - lighting along corridor
N/A	Mobile Engagement	Safety concerns (SR 9), 2 crashes on the way here, all roads need re-paved
N/A	Mobile Engagement	More roundbout education
N/A	Mobile Engagement	SR 67 Pendleton Ave worse to cross since construction
N/A	Mobile Engagement	Expand trail north in Anderson esp across river and east side, lighting on trail, edgewood area too esp. for seniors
N/A	Mobile Engagement	Parks / trails need doggie bags / receptacles

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General Comment Responses

August 2019

ID	Meeting	Comment
N/A	Mobile Engagement	Security concerns on trails, classes for safety esp for women, healthy and healthy food options
N/A	Mobile Engagement	Roads need fixed, road heating during winter
N/A	Mobile Engagement	Central ave needs sidewalk for kids walking to school - alexandria
N/A	Mobile Engagement	need to pave roadways, not a fan of roundabouts-too many in a row, more lighting, more signage/markings, time and place (60th street works well)
N/A	Mobile Engagement	Construction (MOT) confusing patterns, SR 9 and I 69, Columbus and I 69
N/A	Mobile Engagement	Connect blue line or red line from Indy to Anderson
N/A	Mobile Engagement	Trails that are accessable to equestrians
N/A	Mobile Engagement	Too many blind corners in Elwood

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Source	Refer to Mentimeter Slideshow for Questions																															
	ID	1	2	3	4	4+	4+	4+	5	5+	5+	5+	5+	5+	5+	6	7	8	9	9+	9+	9+	9+	9+	10	11	11+	11+	11+	11+	11+	12	13	13. What's missing from the Vision Statement? :
In-Person (Menti)	1	2	2	4	2	3	1	4	1	6	3	2	4	5	7	3	4	8	6	4	3	1	2	5	3	10	0	30	30	10	20	5	5	
In-Person (Menti)	2	2	1	3	2	1	3	4	2	6	1	3	4	5		3	3	10		2	1	3	4	5	3	0	10	30	30	0	30	5	5	Safety
In-Person (Menti)	3	1	2	5		1				1		2		3		3	6	8				1			3	0	0	100	0	0	0	5	5	
In-Person (Menti)	4	1	1	4	1	3	2	4	5	1	6	2	4	3		3	3	8	5	6	2	3	1	4	3	0	0	50	20	10	20	5	5	Partnerships
In-Person (Menti)	5	4	1	1	4	3	2	1	4	1	3	2	6	5		3	5	7	2	6	5	3	1	4	2	10	2	30	35	5	18	5	5	
In-Person (Menti)	6	1	2	5	3	1	2	4		2		3	5	1	4	3	3	10	6	3	5	2	1	4	3	40	0	50	0	0	10		4	Health Environment Livability
In-Person (Menti)	7	2	2	5	1				1							3	4	10	6	3	2	1	5	4	3	0	0	30	30	10	30	5	5	Mobility Money Safety
In-Person (Menti)	8	5	1	2	2	1	4	3	5	1	3	4	6	2	7	3	7	7	6	4	2	5	1	3	3	20	0	30	20	0	30	5	5	
In-Person (Menti)	9	5	3	2		1		2			1		3	2		3	5	4	5	3	1	2	4	6	3	30	10	20	20	0	20	4	4	Partnerships Self explanatory
In-Person (Menti)	10	2	1	3	1	2	4	3	1	4	5	2	6	3		3	4	5	6	5	2	1	3	4	2	20	0	30	30	10	10	5	5	Inclusion of Impoverished
In-Person (Menti)	11	2	2	2	2	1	3	4	2	6	4	3	1	5	7	3	8	5	2	4	1	5	3	6	2	0	10	20	30	10	30	5	5	
In-Person (Menti)	12	3	1	5	3	1	4	2	3	6	2	4	5	1		3	6	4	6	5	4	2	1	3	3	10	0	50	20	10	10	4	5	Bicycles
In-Person (Menti)	13	5	1	2	2	1	3	4	4	5	2	7	1	6	3	3	6	3	5	2	3	4	6	1	3	20	0	30	20	10	20	4	4	
In-Person (Menti)	14	3	4	3	1	2	3			1				2		3	7	9			4	1	2	3	2	20	0	30	30	10	10	5	5	Scalable
In-Person (Menti)	15	2	1	2	1	2	3	4	3	4	2	5	6	1		3	4	2	2	3	5	6	4	1	2	0	0	20	40	10	30	4	4	Connectivity in statement Mobility in statement Quality of life
In-Person (Menti)	16	1	2	2	3	4	2	1	5	3	4	6	2	1	7	3	6	9	3	2	4	1	5	6	2	0	0	40	20	10	30	5	4	Nature
In-Person (Menti)	17	1	1	3	1	4	3	2	3	1	2	6	4	5	7	3		10	6	5	2	1	3	4	3	20	0	30	30	10	10	4	5	
In-Person (Menti)	18	2	2	4			1		3	5	2	4	6	1	7	3	5	0	2	6	5	4	3	1	4	0	0	20	30	20	30	4	4	Safety Safely
In-Person (Menti)	19	1	3	5	1	3	2	4	1	4	6	5	2	3	7	3	6	10	6	5	3	4	2	1	3	20	0	30	20	10	20	5	5	
In-Person (Menti)	20	3	1	4	1		3	2	2	3	1					3	8	2	1			3		2	3	30	10	20	10	10	20	3	4	Safe
In-Person (Menti)	21	2	1	2	1	2	3	4	2	1	3	5	4	6		3	4	5	1	4	2	5	3	6	3	10	0	20	50	20	0	5	4	Imaginative Revolutionary
In-Person (Menti)	22	1	1	3	2	3	1	4	6	2	4	5	3	1	7	3	5	8	5	2	3	1	4	6	3	15	0	50	10	5	20	5	5	Regardless of socio-econo Cultural
In-Person (Menti)	23	2	1	4	2	4	1	3	5	6	3	1	4	2	7	2	2	10	6	2	1	3	5	4	2	0	0	10	20	10	10	5	5	
In-Person (Menti)	24	1	1	2	2	1	3	4	1			2				3	4	8	4	5	2	1	3		3	10	0	30	40	10	10	5	5	Quality of life
In-Person (Menti)	25	3	1	4	1	2	3	4	4	1	2	5	3	6	7	3	4	7	2	6	3	4	5	1	3	30	0	40	0	30	0	3	2	Weather Weather Weather
In-Person (Menti)	26	5	3	2	4	1	2	3	2	3	1	6	5	4	7	1	1	4	6	1	3	2	4	5	1	9	1	10	20	20	40	5	4	
In-Person (Menti)	27		2	6	1				2			3	1			6	3	8		4	5	3	2	1	3	10	0	30	30	10	20	5	5	
In-Person (Menti)	28	2	2	2	1	3	2				2			3	1	1	1	0	2	3	1			4	3	20	0	40	10	0	30	2	4	
In-Person (Menti)	29	5	1	7	1	3	4	2	1	5	2	3	4	6		3	3	5	5	2	3	6	1	4	2	20	0	10	60	0	10	5	5	
In-Person (Menti)	30	1	1	4		1								1		3	5	5	4	2	1	3	5		3	20	10	20	20	10	20	4	3	
In-Person (Menti)	31	1	1	2	1	2							1			3	6	2	3	4	1		2		3	30	10	50	10	0	0	4	4	
In-Person (Menti)	32	3	4	4		2		1			1						2	9	3		4	2	1		3	0	0	30	0	30	10	5	5	Safe
In-Person (Menti)	33	5	2	6			1		3	1			4	2		6	3				2		1	3	3	0	0	40	20	20	20	5	5	
In-Person (Menti)	34	2	2	5	2	4	1	3	2	6	1	5	3	4		3	8	10	6	2	5	1	4	3	3	0	10	40	30	10	10	4	5	Beautiful Trust Progressive

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Source	Refer to Mentimeter Slideshow for Questions																															
	ID	1	2	3	4	4+	4+	4+	5	5+	5+	5+	5+	5+	5+	6	7	8	9	9+	9+	9+	9+	9+	10	11	11+	11+	11+	11+	11+	12	13	13. What's missing from the Vision Statement? :
In-Person (Menti)	35	2	1	4	3		2	1								3	6	4		2	1	4		3	2	0	0	0	100	0	0	5	5	
In-Person (Menti)	36	3	1	5	1	3	2	4	5	2	4	6	1	3		1	1	10	6	2	4	1	3	5	2	0	0	30	10	30	30	4	4	Environmental protection Resource stewardship
In-Person (Menti)	37	1	1	3	2	3	1	4	4	1	3	2	5	6	7	1	1	10	6	5	2	1	4	3	3	20	0	20	40	0	20	4	5	And includes all people Safe
In-Person (Menti)	38	5	1	6		1					1			2		3	7	7			2	1			3	20	0	30	30	0	20	5	5	
In-Person (Menti)	39	2	2	2	2	1	3	4	3		2	5	4	1		3	4	7	6	4	1	2	3	5	2	10	0	20	40	10	20	5	5	
In-Person (Menti)	40	4	3	3	1	2	3	4	6	1	3	4	5	2	7	3	3	10	3	5	2	6	4	1	2	20	10	20	30	10	10	5	5	
In-Person (Menti)	41	5	3	4				1	5	7	6	4	3	2	1	3	3	1	2	3	1	4		5	3	30	30	20	0	10	10	3	5	
In-Person (Menti)	42	1	2	2	1					1						3	4	8				1			3	20	10	50	0	0	20	4	4	Support School days home Support work from home Support doctor at home
In-Person (Menti)	43	5	3	5		1									1	3	6	10			3	1	2		3	10	0	50	0	20	20	3	5	
In-Person (Menti)	44	2	2	2	1	3	2						1			1	7	7		1				2	3	20	0	20	20	20	20	4	4	
In-Person (Menti)	45		3	3		1									1	3	3	5			1				5	30	30	10	30	0	0			
In-Person (Menti)	46	2	3	5	1	4	3	2	2	4	3	5	6	7	1	1	1	10	6	1	5	4	2	3	2	10	0	40	20	10	20	5	5	Accessibility History
In-Person (Menti)	47	2	3	2				1			2		1			3	3	5	1		2				3	0	0	20	50	0	30	4		
In-Person (Menti)	48			6	2	3	1	4	2	6	3	4	5	1		8	2	10	6	3	4	2	1	5	2	0	0	30	30	20	20	5	4	Climate Environment Social
In-Person (Menti)	49	3	4	5	1	4	3	2	3	2	4		5	1		2	2	10	6	3	1	2	5	4	2	20	0	30	20	10	20	5	5	
In-Person (Menti)	50	1	3	5				1							1	3	6	2						1	1	30	40	0	10	10	10	3	5	How we will pay for it
In-Person (Menti)	51	5	3	5				1						1		3	6	10						1	4	20	0	30	20	0	30	5	3	Electricity
In-Person (Menti)	52	5	3	4		2		1	2			1				3	4	7		2	1	3			2	20	0	10	30	0	40	5	5	Safe
In-Person (Menti)	53	5	1	5	2	3	4	1	4	2	6	5	3	1		8	5	10		2	3	1	4	5	2	20	10	20	20	10	20	4	4	Affordable Clean
In-Person (Menti)	54	3	4	6	1									1		2	2	9			1				2	30	0	30	0	20	20	5		
In-Person (Menti)	55																																	
In-Person (Menti)	56	5	2	3	4	3	2	1	6	3	2	5	4	1	7	3	4	0	6	2	3	4	5	1	1	0	0	30	30	40	0	3		
In-Person (Menti)	57	5	3	6	2	1	3		2	5	1	4	3	6		2	2	10			3	2	1	4	3	10	0	10	10	10	10	5	5	Quality Cost Future
In-Person (Menti)	58											1						10			2	3	1	4	3							3	2	The what and why

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Source	Refer to Mentimeter Slideshow for Questions																																
	ID	1	2	3	4	4+	4+	4+	5	5+	5+	5+	5+	5+	5+	6	7	8	9	9+	9+	9+	9+	9+	10	11	11+	11+	11+	11+	11+	12	13	13. What's missing from the Vision Statement? :
In-person (form)	59	3	4	3												3	6	10	4											50	50	2	3	Transportation improvements within cities and towns are a good things if that's what citizns want. Rural areas generally don't expect a bus, bike, or sidewalks to walk on or be picked up by. Rural folks like open areas and expect to have to drive back and forth to work or to town. Thats why we live in a rural setting because we don't want to be consumed by all things you would find in your cities.
In-person (form)	60	3	3	3				1						1		3	4	2.5															
In-person (form)	61	3	4	4				1		1						2	2	7.5						1	2	20	0	20	20	20	20	5	5	
Online	62	1	3	4		1				1						3	8	4		3	1		2		2	33		33			33			
Online	63	1	1	6	1	2		3						1		3	4	4	5		1	2	3	4	2			33			33			
Online	64	1	3	7			1	2	1							2	2	5		3	1	2			1	33	33			33				
Online	65	1	1	5	1	2								1		1	1	4		3	1		2		2			33	33	33				
Online	66	5	1	5		1		2		2	1		3			3	6	5				1	2	3	1	33		33		33				
Online	67	4	1	7	1		2		3	4	2	6	5	1		3	6	5	3		1		2		1	33	33			33				
Online	68	1	1		1		2		1	2						1	1	3			1	2	3		2			33	33		33			
Online	69	5	1	7	1	2		3		3	2	5	4	1		3	7	4			1	2	3		2	33	33		33					
Online	70	1	1	5	1									1		1	4	3			1	2	3		1	33		33			33			
Online	71	2	2	4	1	2						1				3	6	5				1	2	3	2	33		33	33					
Online	72	3	1	2	1										1	2	2	5	3		1	2			1	33		33			33			
Online	73	1	1	2		1										3	8	5	3			1	2		1	33	33			33				
Online	74	2	1	2	1									1		6	3	4	3		1			2	1	33		33			33			
Online	75	1	1	5		1										1	1	1	3		1	2			1	33	33	33						
Online	76	5	3	5	1	2	3	4							1	3	3	2	3		1	2			3	33		33		33				
Online	77	4	2	5	1	2							2	1	3	3	6	4		3	1	2			1	33		33	33					
Online	78	1	1	5	1		2			1						2	2	5			1	2	3	4	1			33	33		33			
Online	79	4	1	6	1	2	3									8		5	3		1	2			3		25	25		25	25			
Online	80	5	1	7	1										1	6	1	5	3		1	2			3	33		33			33			
Online	81	5	1	4	1	2	3	4							1	3	6	4	3		1	2			1	25	25		25	25				
Online	82	2	1	5	1	2	3							1		3	5	5	3	2		1			5	33		33			33			
Online	83	1	1	5	1	2								1	2	3	5	4		3		1		2	1	33		33		33				

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Source	Refer to Mentimeter Slideshow for Questions																														
	ID	1	2	3	4	4+	4+	4+	5	5+	5+	5+	5+	5+	5+	6	7	8	9	9+	9+	9+	9+	9+	10	11	11+	11+	11+	11+	11+	12	13	13. What's missing from the Vision Statement? :
Online	84	1	1	5	1											1	1	5	4			1	2	3	1	33		33			33			

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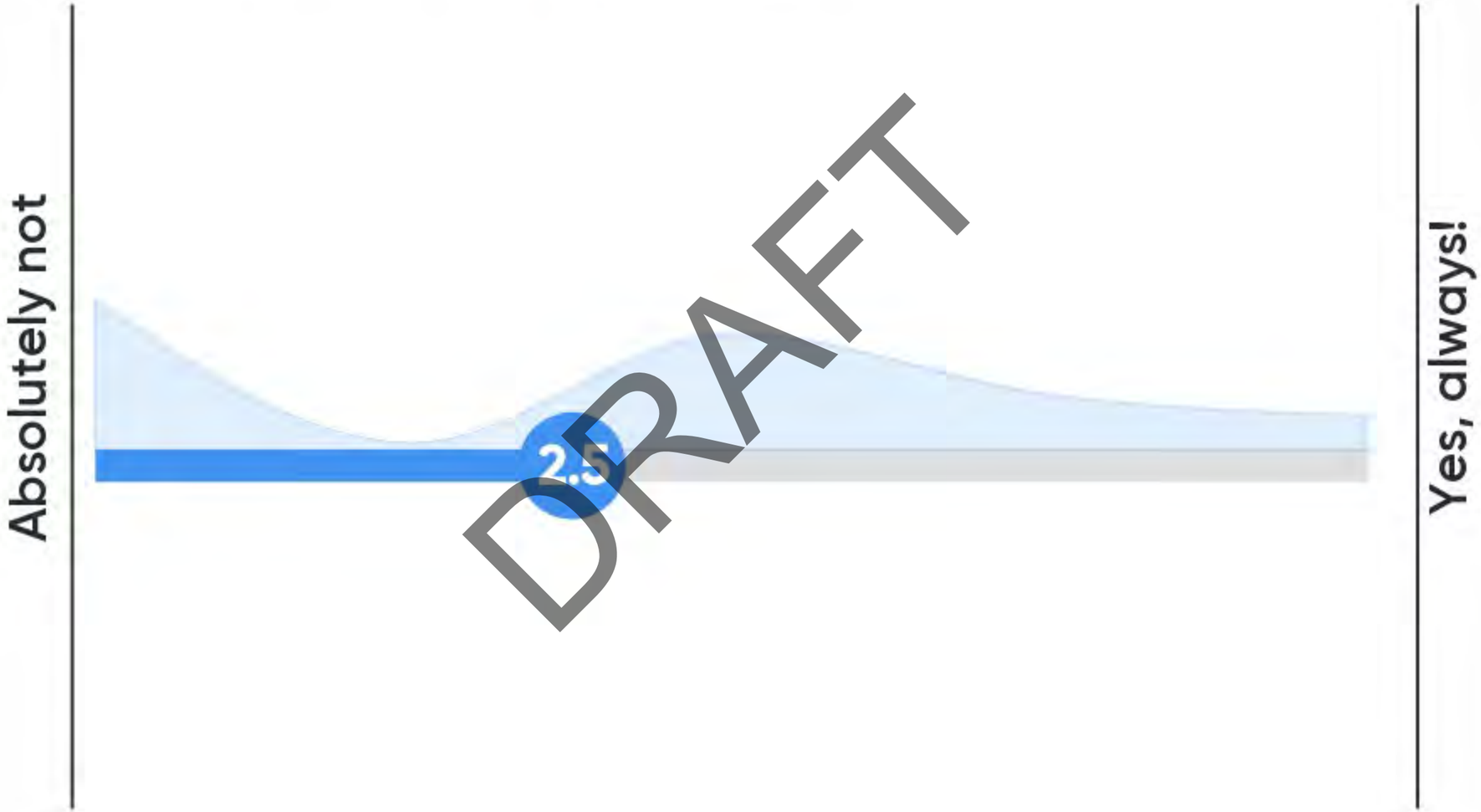
Let's test this out!

Get your phone ready ...

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Does pineapple belong on pizza?

Mentimeter



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55

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Testing our direction

What will the future of our region look like? Our investment decisions play a big role.

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First, let's talk about your community ...

How do you get where you're going?

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1. What type of community do you live in today?

Mentimeter

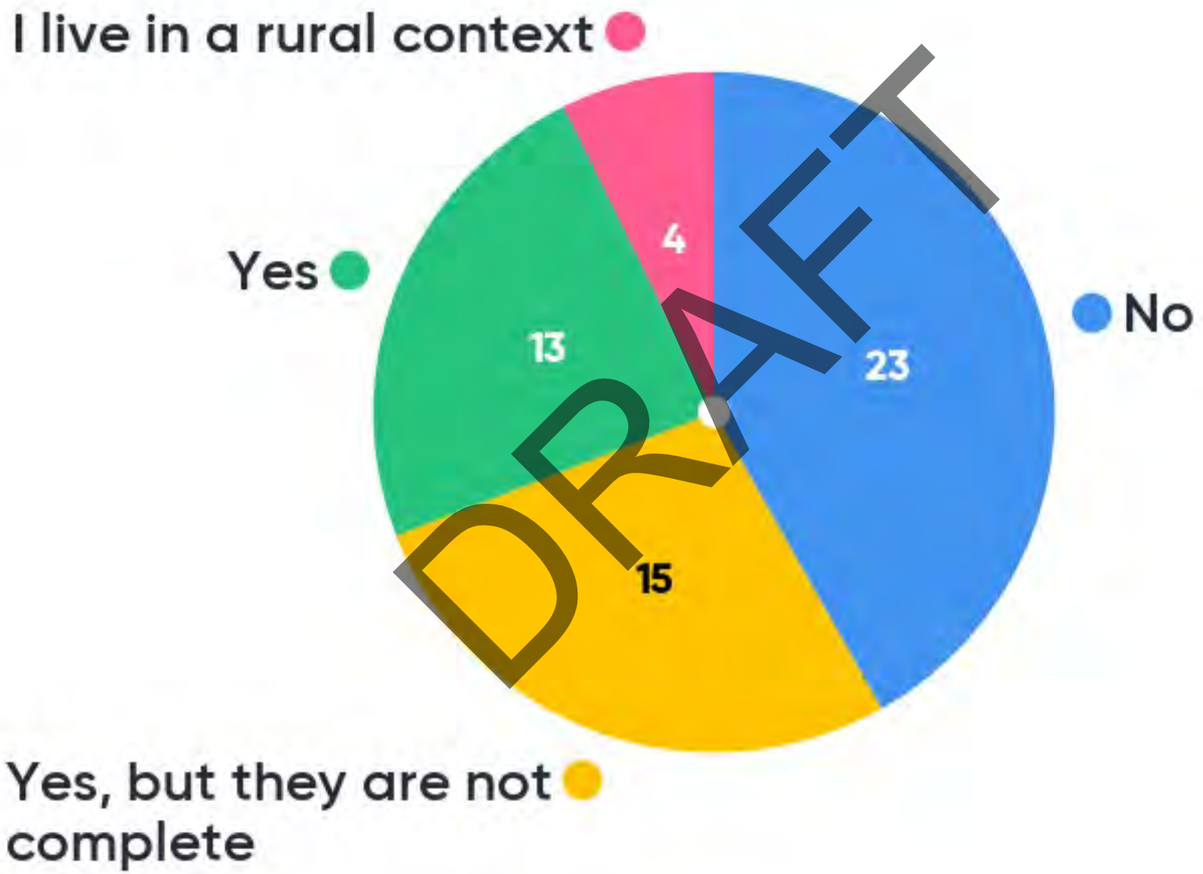


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2. Does the area around your house have sidewalks?

Mentimeter

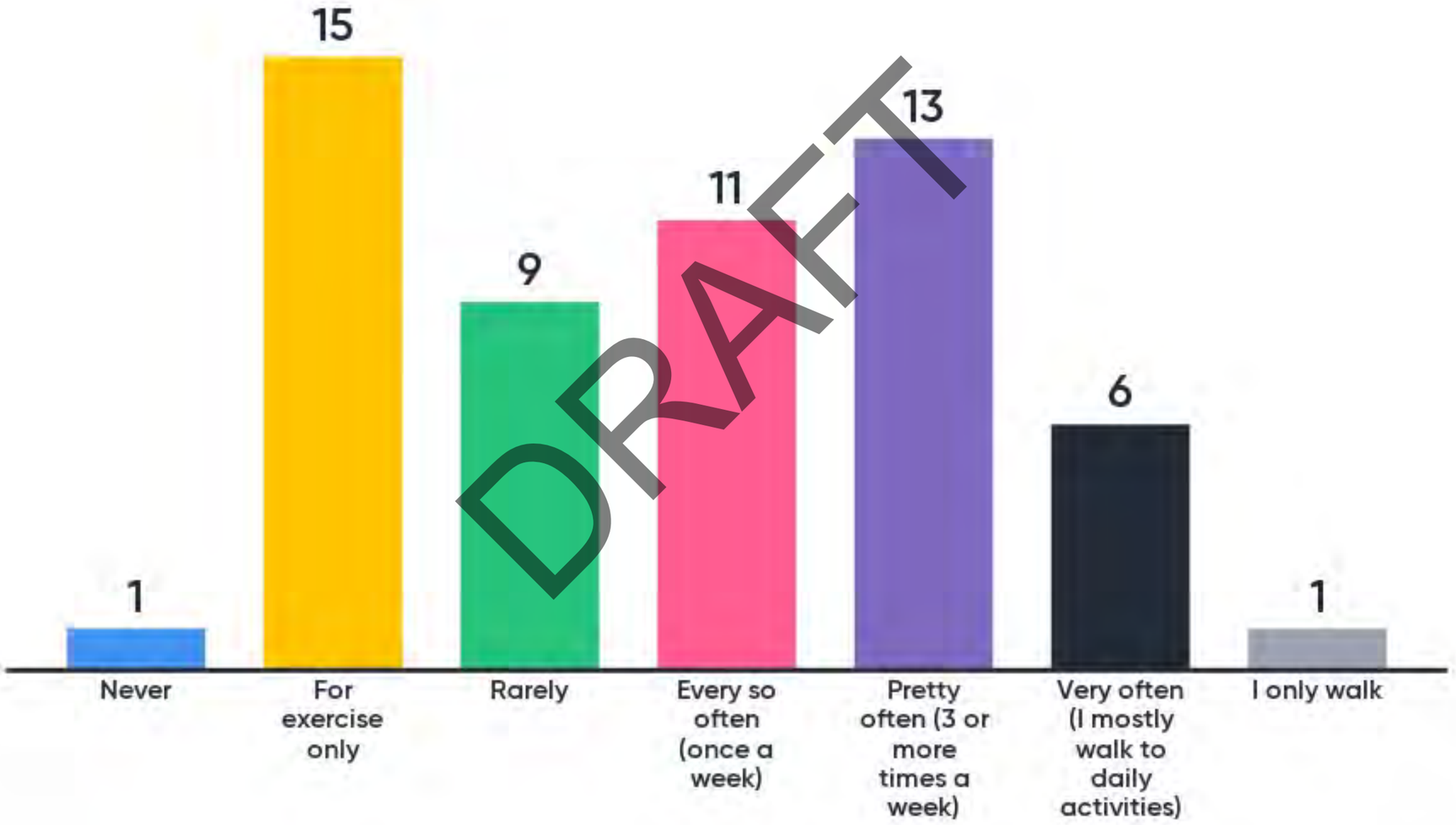


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3. How often do you walk or bike?

Mentimeter

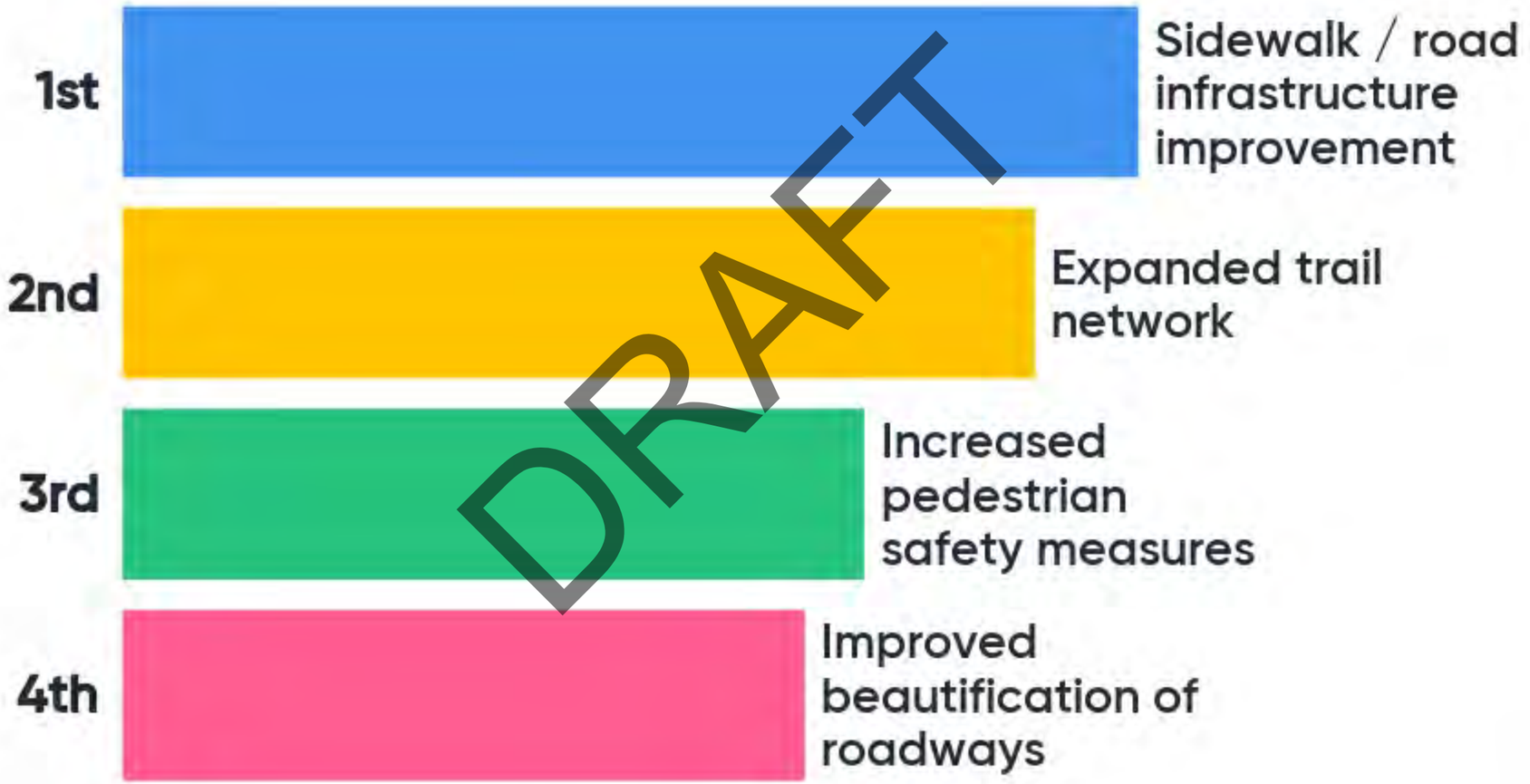


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4. Aside from weather, what would encourage you to walk more?

Mentimeter

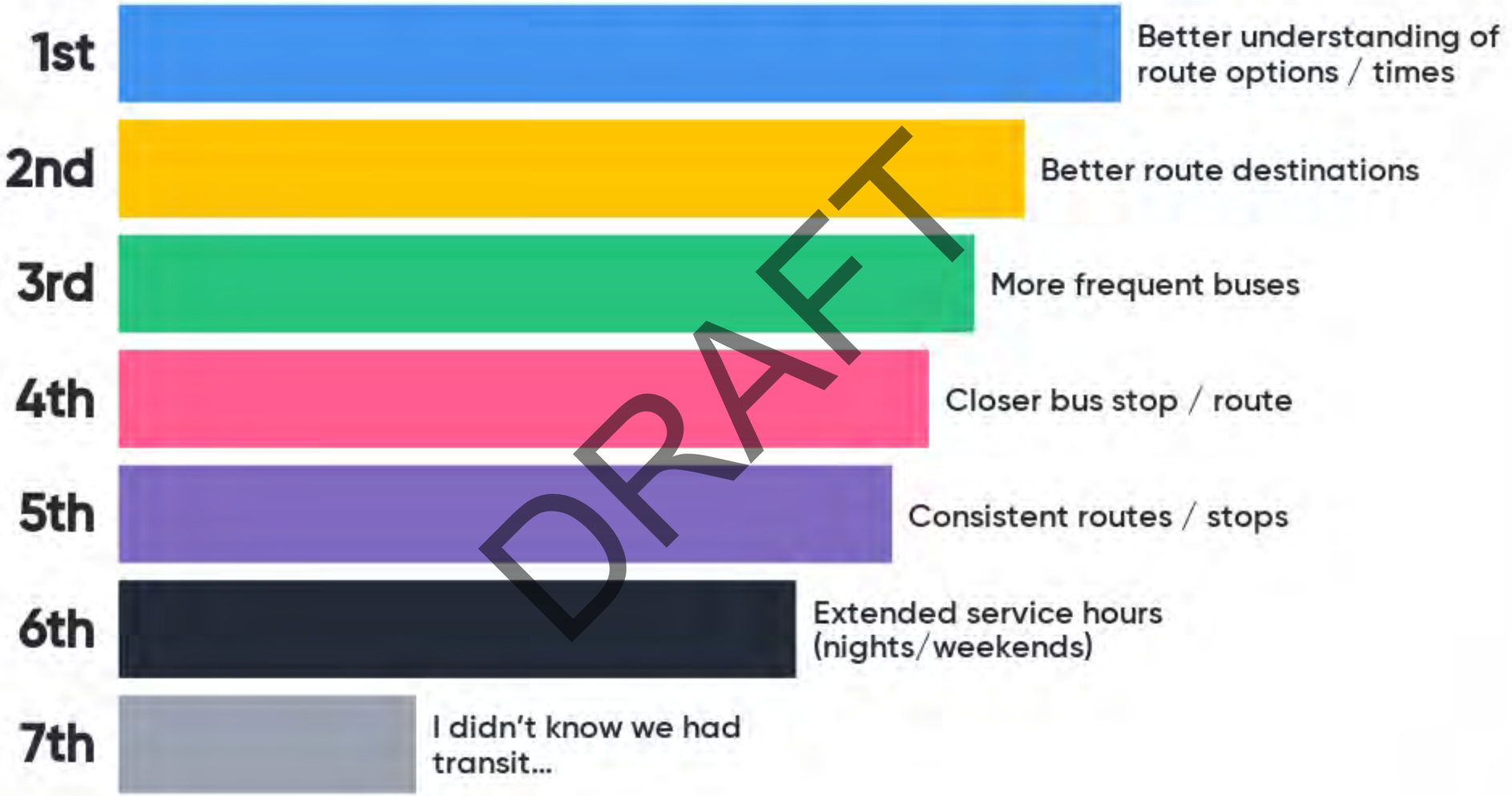


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5. What would encourage you to take transit more?

Mentimeter



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6. How do you get to work or sch[illegible]y?

Mentimeter



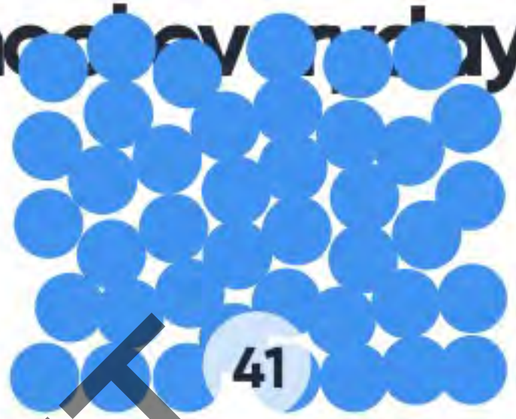
6

I work at home



4

I'm retired



41

Drive alone

0

Carpool

0

Bus



2

Bike or Walk

0

Taxi or Ride Hailing App.



2

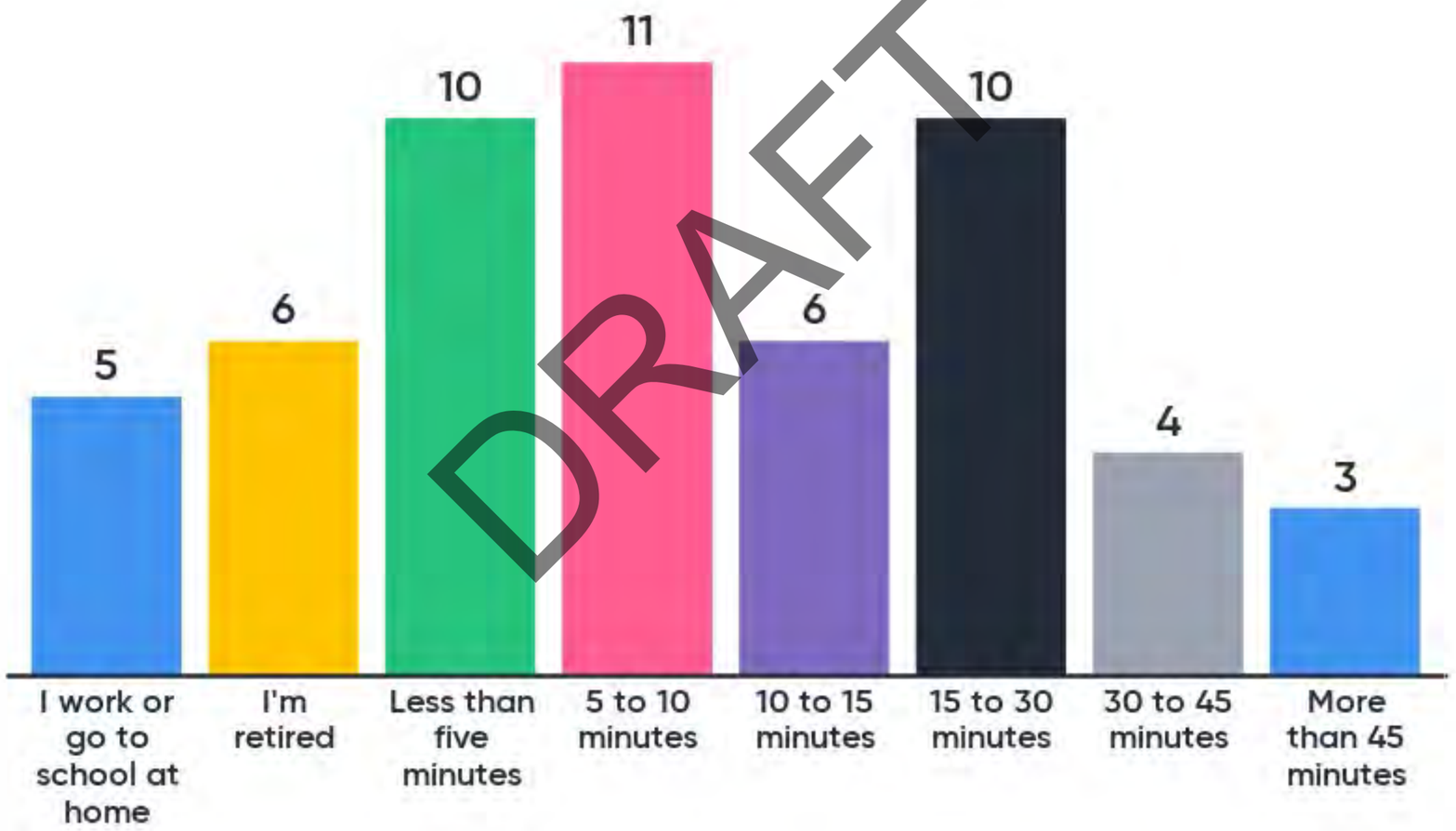
Other

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7. How long is your daily commute to work or school? (one way)

Mentimeter



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Mentimeter

Now let's talk about our region ...

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8. Are you concerned about the loss of natural and/or agricultural lands to growth and development?



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9. What makes a strong quality of place?

Mentimeter



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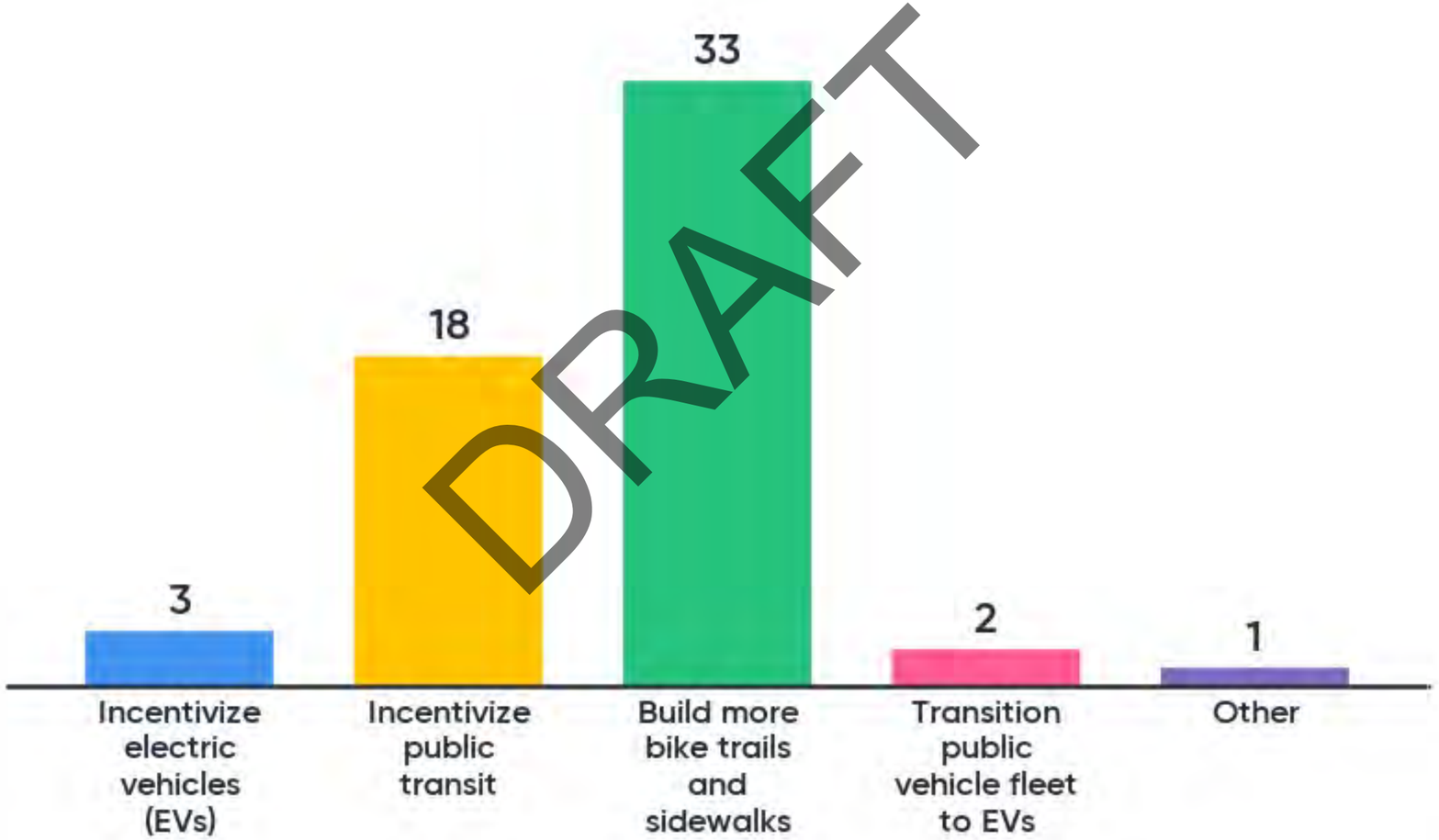
Mentimeter

Investing in our region...

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10. What types of initiatives would you support to reduce emissions?

Mentimeter

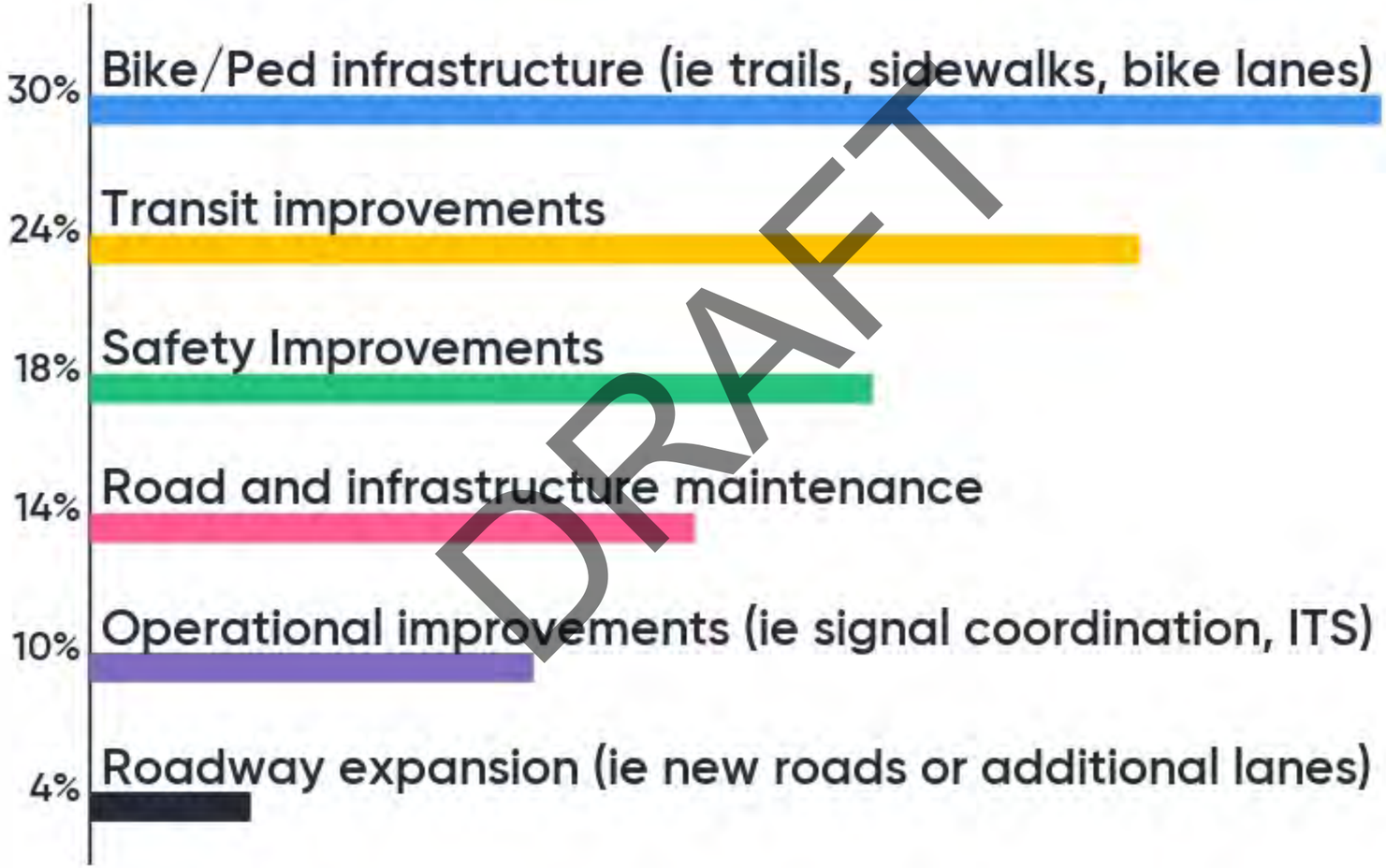


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11. With $100 million, how would you invest in our transportation system?

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The Region's Direction

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Mentimeter

Mission

the approach to reach the vision, goals, & objectives

DRAFT

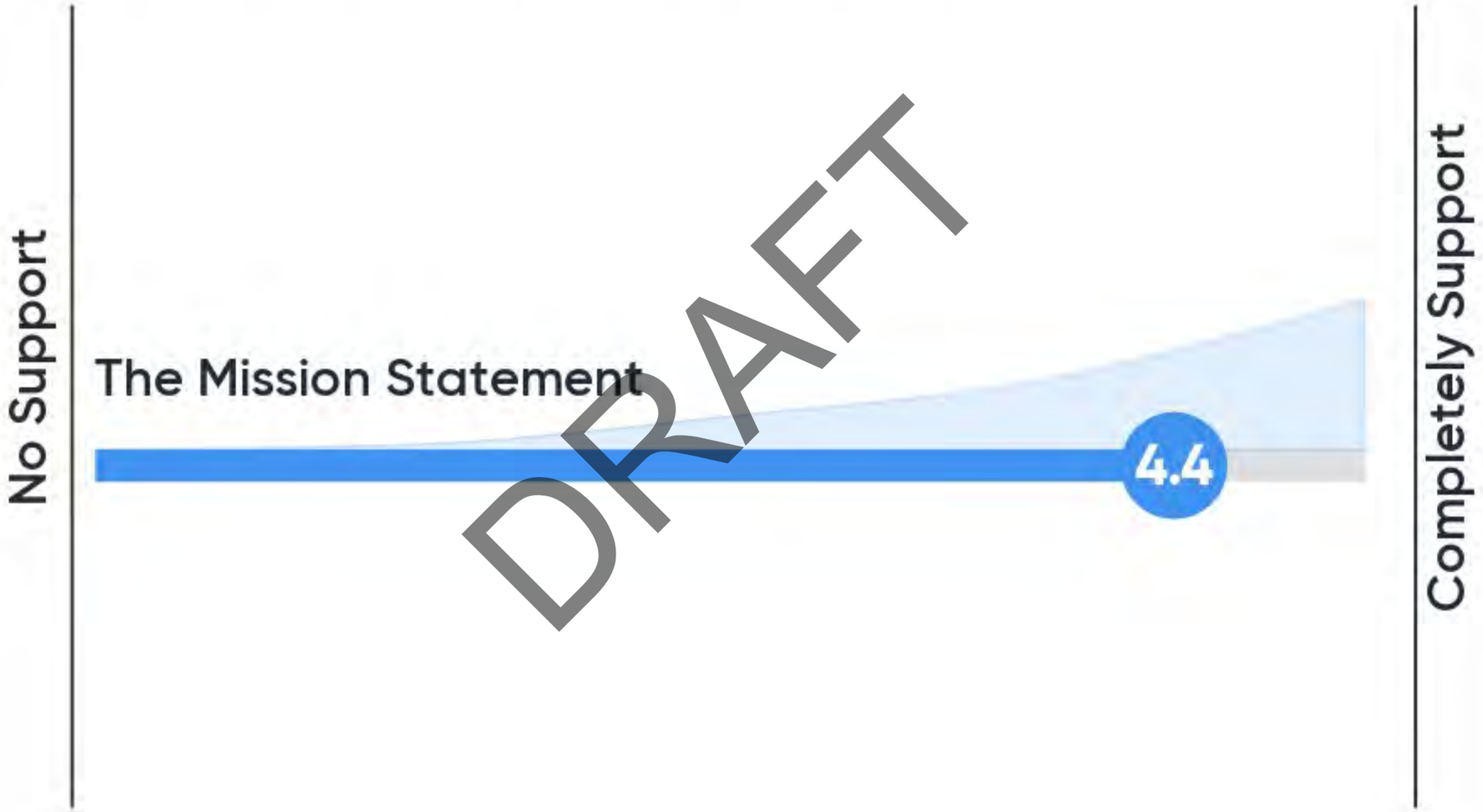
Mentimeter

We aspire to create a complete transportation system that puts people first.

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12. Do you support the mission statement?

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Mentimeter

Our Regional Vision for Transportation

the desired future & broadest expression of aspirations

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Vision

Through 2045 inMotion, we aim to realize a transportation system that is efficient, effective, and equitable.

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Mentimeter

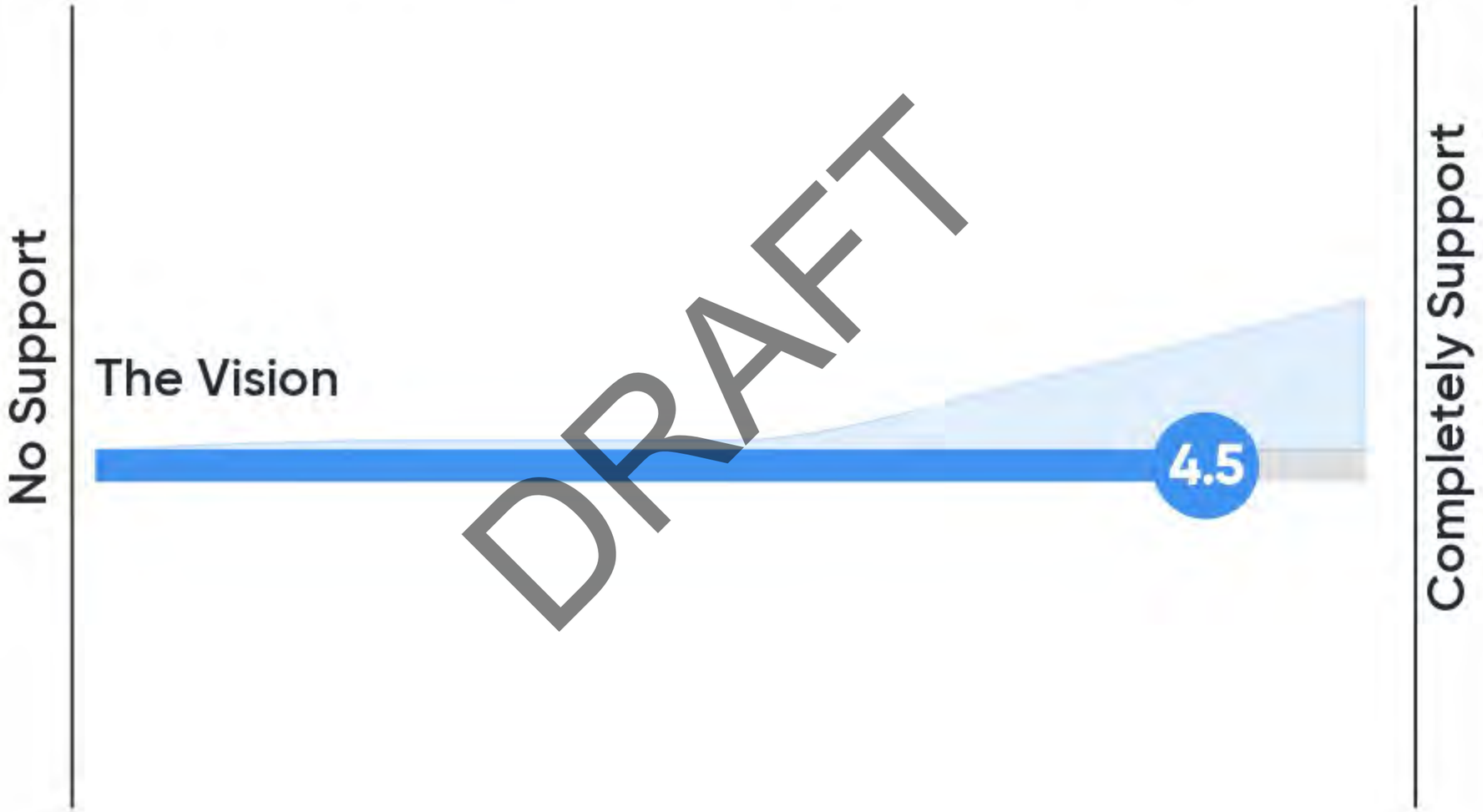
Principles

- Efficient: emphasizing strategic investments that enhance existing assets and strengthen community connectivity.
- Effective: seamlessly integrating multiple modes of transport and embracing innovation to safely connect our communities locally and regionally.
- Equitable: ensuring all residents have access to the growing opportunities of the broader region.

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13. Do you support the vision statement?

Mentimeter



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13. What's missing from the Vision Statement?

Mentimeter



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ID	Source	Answer
1. What type of community do you live in today?		
2. Does the area around your house have sidewalks?		
3. How often do you walk or bike?		
1	In-person (form)	I walk my dog daily on the sidewalk .5-2 mile
4. Aside from weather, what would encourage you to walk more?		
1	In-person (form)	Nothing! I can walk whenever I want. I feel safe in rural area to walk.
5. What would encourage you to take transit more?		
1	In-person (form)	Nothing! I like driving. Again, rural areas do not expect transit.
2	In-person (form)	I live in a rural subdivision: very limited transit opportunities
6. How do you get to work or school everyday?		
1	In-person (form)	I carpool 2 times a week
7. How long is your daily commute to work or school (one way)?		
1	In-person (form)	35 min
8. Are you concerned about the loss of natural and/or agricultural lands to growth and development)?		
1	In-person (form)	Ag land is extremely important in Northern Madison County
9. What makes a strong quality of place?		
1	In-person (form)	Quality of schools #1! Then safety
10. What types of initiatives would you support to reduce emissions?		
1	In-person (form)	Would support any/all of these. I chose "build more bike trails and sidewalks" because of other benefits
2	In-person (form)	Would have liked to chose more than 1. (Rank)
3	In-person (form)	Within cities that things are close and people want these initiatives anything wanted

DRAFT

ID	Source	Answer
11. With $100 million, how would you invest in our transportation system?		
1	In-person (form)	Transit improvements within the city
Draft Community Mission		
1	In-person (form)	" " while being good stewards of our resources and environment.
2	In-person (form)	I have a feeling against too much change
3	In-person (form)	I don't think you put rural people first. I think sometimes rural folks are caught as collateral damage in the scheme of making cities better
4	In-person (form)	I gave a 5 because I agree with putting people first, but the statement is vague. What is "complete transportation"?
5	In-person (form)	What people? Wealthy? All??
6	In-person (form)	Could you stucture this to emphasize this "mobility" idea. We aspire to help people be mobile, healthy, safe.
7	In-person (form)	Put people and planet first (interconnectedness)
Draft Community Vision		
1	In-person (form)	Again, resource stewardship
2	In-person (form)	Regional transportation to move from county to county, state to state.
3	In-person (form)	Need to ask more rural folks what they want not just the city people
4	In-person (form)	For who? All residents? Connectivity needs to be in vision. Love the equitable part.
5	In-person (form)	Where is the planet/climate change aspect? Social, cultural?
6	In-person (form)	I put 5, but I think the vision can go beyond "residents". I bet that you have an MPA/UAB, but you also mentioned ~20% of workforce being commuters. Just a thought!
What's missing?		
1	In-person (form)	Includes all people, safe
2	In-person (form)	Support schools days home, support work from home, support doctor at home
3	In-person (form)	Accessibility, History
4	In-person (form)	Climate, Environment, Social
5	In-person (form)	How we will pay for it
6	In-person (form)	Electricity
7	In-person (form)	Safe
8	In-person (form)	Affordable, Clean
9	In-person (form)	Quality, Cost, Future
10	In-person (form)	The what and why
11	In-person (form)	Transportation improvements within cities and towns are a good things if that's what citizns want. Rural areas generally don't expect a bus, bike, or sidewalks to walk on or be picked up by. Rural folks like open areas and expect to have to drive back and forth to work or to town. Thats why we live in a rural setting because we don't want to be consumed by all things you would find in your cities.

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ID	Source	Answer
12	In-person (form)	How do we want to change the culture of a community built on the automobile industry? Connect to the REGION, indy/Hamilton County
13	In-person (form)	More trails!
14	In-person (form)	The retail environment. Tax-base. Maybe some Strong Towns stuff. How does the existing built environment survive/die through change in design. Short trips - hard to do.
15	In-person (form)	1. Climate change 2. sustainability 3. People w/ disabilities 4. Elderly 5. Babies (families using transit). Language, visuals, presentation, etc. I didn't feel included as a target population as someone who is disabled. I used to bike and walk to work until I lost the ability. I cannot use current bus transit. I would lose what's left of my independence if giving up my car for the foreseeable future. How do I participate?

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Survey Results (Group)

September 2019

Table	ID	With everything you've heard tonight, what are your strongest reactions to the program?
11	1	Excited it's happening!
11	2	Far reaching changes of transportation - all encompassing effects on health, etc. Not just about cars
11	3	Effects on quality of life. Not just economic.
11	4	Big concern is safety. Dark corners. Have to be careful where you walk and when
11	5	Homeless population is all downtown and needs to be addressed. Parking garage to living space was very interesting.
11	6	Concern for safety of bike and pedestrian vs automobiles - not just recreational pathways
11	7	Safe pathways to get from point A to point B
11	8	Let's get light rail to Indy!!
11	9	Public transportation is usually longer than personal vehicle
11	10	Need extended hours for busses and more frequent routes
12	1	Young people should have a strong voice
12	2	Enlightening for future (history of landscape architecture)
12	3	Madison Co : we are forward thinking
12	4	Region has very different needs, as identified by map of sections
12	5	Rural development: can't leave, based on sidewalk/infrastructure
12	6	Kids can't walk/bike to school - not safe
12	7	Long school bus rides for kids
12	8	Kids/youth are losing opportunity to build responsibility
12	9	Multiple drivers in each household - multiple vehicles needed
12	10	1st map/slide - northern region - distance from I-69
12	11	Disappointed by economic diversity in the room tonight
12	12	Concerned with lack of engaging those with lower resources
12	13	families are more spread out because people can move more
12	14	Traveling cross country and across state lines
13	1	General agreement on issues
13	2	Have people from anderson making choices (specific)
13	3	Be aware of very CURRENT demographics
13	4	Aging community - not letting go - change of guard - resist
13	5	Bus situation is currently a mess (random) 6-6
13	6	Poor system - we have tried it
13	7	"we have the best system in the state" current director
13	8	Alternate transportation is dangerous
13	9	More public involvement
13	10	No quick fix
13	11	No long range comprehensive plan
13	12	Government officials don’t care
13	13	Lack of qualification of decision makers
13	14	Keep posting visual images of plans so the community can support the ideas. "sally" didn’t know we had a system, don’t understand push back
13	15	BIKES!!

DRAFT

Survey Results (Group)

September 2019

Table	ID	With everything you've heard tonight, what are your strongest reactions to the program?
15	1	Public and private working together
15	2	Carmel has strategic density - we need a density plan first
15	3	Why aren't more elective leaders here?
15	4	Attracting to downtown
15	5	Walkability
15	6	Transit from Indy to Anderson
0	1	Encourage, but needs to happen sooner rather than later
0	2	Pleasantly surprised that presentation was pro- bike and pedestrian
0	3	Dissapointed that didn't address weather/wasn't specific to our area
0	4	Based off automotive industry that will be such a big shift
0	5	If don't take car how do we improve for everyone (transportation)
0	6	Would like to know what MCCOGS data shows and why that wasn't presented
0	7	Presentations didn't speak to our region
0	8	Lack of partnership with MCCOG and local city government
0	9	Would like to know how much MCCOG works with cities in county
0	10	Mission and vision resonated but a lot of work to do
0	11	What happens next?
16	1	Effectively presented
16	2	presenter had an urban perspective
16	3	Transit system is relevent to geography
16	4	Bike lanes are not maintained or connected
16	5	Trail system does not connect to retail
16	6	Bike lanes are not safe
16	7	Emphasis needed on alterntive modes
5	1	Electricity
5	2	Quality of life/place
5	3	Technology
5	4	Health
5	5	Happiness
0	12	Excited that we are being forward thinking and trying to get ahead
0	13	Really pleased to see how many people are interested in bike and ped
0	14	Concerned that the statistical data stops at 2015
0	15	Concerned that there is a lack of diversity/representation (socioeconomics, race, etc.) - don't focus on just the areas who already "have" compared to "have not"
0	16	Concerned that seniors, young, families, people with disabilities are not obviously included/addressed in the plan
0	17	Concerned that the focus on growth is on the SW side of the region
8	1	Markleville was put into the "urban" part of the 3 regions but we don't agree. We felt lumped in with a group we don't identify with - we are rural
8	2	First time ive thought about designing a community focused on walkable or livable community
8	3	Not just a bedroom community for indy - a place to live, work, work from home. Transit would help.

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Survey Results (Group)

September 2019

Table	ID	With everything you've heard tonight, what are your strongest reactions to the program?
8	4	Anderson doesn't have a ton of sprawl. We could create small, dense, niche communities out of old manufacturing/industrial sites
8	5	Anderson could capitalize on creating light rail nodes where hamilton CO is less willing. Build the "place" so that businesses will come here
	6	Density makes it easier to provide services to businesses

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Exit Questionnaire (KEY)

Before you leave, please take a minute to answer the following questions. Your feedback is crucial to documenting participation in the 2045 inMotion planning process.

1. How did you hear about The Mobility Conversations?

[1] Word of Mouth
[2] Newspaper Article
[3] Ad
[4] Poster / Flyer
[5] Radio / TV
[6] City website
[7] 2045 inMotion website
[8] Facebook/Instagram/Twitter
[9] Nextdoor
[10] Community Event
[11] Online News
[12] Email
[13] Organization

Name?

[14] Other

What?

2. Were you comfortable completing today's meeting activities? If not, explain why. [1] Yes [2] No

3. Did you feel your input was heard and recorded accurately? If not, explain why. [1] Yes [2] No

4. Was the meeting [ ] too long, [ ] too short, [ ] about right?

5. Will you continue to participate in the planning process? If not, explain why. [1] Yes [2] No

6. Reflecting on the program, is there anything we missed? If yes, please explain. [1] Yes [2] No

7. **What was your strongest take-away from what you heard tonight?**

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Questionnaire continues on the back of this page →

Please tell us about yourself

This information helps us know if participation was representative of the diversity in the community. Please answer as many or as few questions as you like. **Your responses are completely anonymous.**

1. You are [1] Female [2] Male [3] Non-Binary [4] Prefer not to say

2. Which racial group do you most closely identify with?

   [1] Asian [2] Black or African American [3] Native American [4] White [5] Two or more races

   [6] Other: _____

3. Are you Hispanic or Latinx? [1] Yes [2] No

4. What is your age?

   [1] <15 [3] 25-34 years [5] 45-54 years [7] 65 or over

   [2] 15-24 years [4] 35-44 years [6] 55-64 years

5. What is your highest level of education?

   [1] Less than a high school diploma [3] Some college [5] Bachelor's Degree

   [2] High school diploma or equivalent [4] Associate's Degree [6] Master's Degree / Ph.D.

6. What is your zip code? _____

7. How long have you lived there?

   [1] 0-4 years [3] 10-19 years [5] 30-39 years [7] 50+ years

   [2] 5-9 years [4] 20-29 years [6] 40-49 years [8] Live outside the City

8. Please tell us about your annual household income:

(This information will be cross referenced with census data to ensure input is representative of the community. All answers are anonymous.)

[1] Less than $35,000 [3] $50,000 to $74,999 [5] $100,000 to $199,999

[2] $35,000 to $49,999 [4] $75,000 to $99,999 [6] $200,000 +

10. Additional comments, thoughts or ideas:

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ID	Source	Exit Questionnaire Page 1												Exit Questionnaire Page 2									
		1	1+	1+	1+	1+	1+	1 (Other)	2	3	4	5	6	1	2	2 (Other)	3	4	5	6	7	8	10
1	In-person Summit	8							1	1	3	1	2	1	4		2	5	5	46011	3	5	Need more younger people's input
2	In-person Summit	14						Stakeholder Committee	1	1	3	1		1	4		2	4	6	46016	4	4	
3	In-person Summit	13							1	1	3	1	2	1	2		2	5	4	46219	7	5	
4	In-person Summit	8							1	1	3	1		1	4		2	6	2	46012	7	1	
5	In-person Summit	8	12						1	1	3	1	1	1	4		2	4	6	46016	2	3	
6	In-person Summit	1	8	12					1	1	1			1	4		2	3	5	46036	3	5	
7	In-person Summit	12							1	1	3	1	2	2	4		2	5	3	46055	2	5	
8	In-person Summit	2	8						1	1	3	1	2	1	4		2	7	6	46012	3	6	
9	In-person Summit	2							1	1	3	1		2	4		2	7	6	46012	4	5	
10	In-person Summit	1							1	1	3	1	2	2	4		2	7	3	46001	6	3	
11	In-person Summit	8							1	1	1	1	2	2	4		2	4	5	46036	5	5	
12	In-person Summit	8							1	1	3	1	2	1	4		2	5	5		7	3	
13	In-person Summit	1							1	1	3	1	2	2	4		2	3	3	47356	1	5	
14	In-person Summit								1	1	3	1	2	1	1		2	3	5	46016	1	6	
15	In-person Summit																						
16	In-person Summit	8							1	1	3	1		1	4			5	5	46016	6	3	
17	In-person Summit	8							1	1	2	1		1	4		2	6	6	46016	3	4	
18	In-person Summit													1	4		2	6	6	46016	3	4	
19	In-person Summit	13												2	4		2						
20	In-person Summit	12							1	1	3			2	4		2	6	5	47394	6	2	
21	In-person Summit	4	8						1														
22	In-person Summit	1	12						1	1	3	1	2	2	4		2	5	3	46011	2	3	

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ID	Source	Exit Questionnaire Page 1												Exit Questionnaire Page 2								
		1	1+	1+	1+	1+	1+	1 (Other)	2	3	4	5	6	1	2	2 (Other)	3	4	5	6	7	8	10
23	In-person Summit	12							1	1	3		2	2	4		2	4	4	46015	3	4	
24	In-person Summit	8							1		1	1		1	4		2	6	6	46056	5	6	So excited about this
25	In-person Summit	2	8	10					1		3	1		2	4		2	6	5	46012	5	4	
26	In-person Summit	14						City Council	1	1	3	1		2	2		2	5	5	46016	6	5	What considerations do you have for "the new urbanism"
27	In-person Summit	1							1	1	3	1		1	2		2	7	3	46011	3	2	Good job! Wish more elected officials were present!
28	In-person Summit	1							1	1	3	1	1	1	2		2	3	6	46016	4	3	
29	In-person Summit	14						Committee Member	1	1	3	1	1	1	2		2	5	6	46016	6	3	
30	In-person Summit	8	13						1	1	3	1	1	2	4		2	6	4	46012	8	3	
31	In-person Summit	1	12						1	1	3	1		1	4		2	6	6	46012	3	2	
32	In-person Summit	8	14					Jerry	1	1	3	1	1	1	4		2	5	6	46011	3	5	
33	In-person Summit	12												2	4		2	5	5	46013	4	4	
34	In-person Summit	8							1	1	3	1	2	2	4			5	6	46240	3	5	Thanks for letting me participate
35	In-person Summit	14						Planning Comission	1	1	3	1		2	4		2	5	2	46044	3	2	
36	In-person Summit	2									1	2		1				7	5	46011	6	3	
37	In-person Summit	12	13						1	1	1	1	1	2	4		2	7	5	46064	7	3	
38	In-person Summit	12							1	1	3	1	2	2	4		2	7	5	46064	5	5	Very professional presentation
39	In-person Summit	7							1	1	3	1	1	2	4		2	3	6	46040	2	5	
40	In-person Summit	7	8	10					1	2	3	1	1	1	4		2	4	6	46016	3	1	
41	In-person Summit	8							1	1	3	1	1	1	4		2	3	6	46012	5	5	My biggest concern is the longtime sustainability and resilience of the community. As the climate changes and people continue to migrate to our region we will see significant growth and I hope this is being seriously considered when planning for 2045 forward.
42	In-person Summit	14						My mom	1	1	3	1	2	2	4			1	1	46012	3	5	

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Exit Questionnaire Results

March 2020

ID	Source	Exit Questionnaire Page 1												Exit Questionnaire Page 2									
		1	1+	1+	1+	1+	1+	1 (Other)	2	3	4	5	6	1	2	2 (Other)	3	4	5	6	7	8	10
43	In-person Summit	4	8						1	1	3	1	1	1	5		2	5	6	46011	6	1	
44	In-person Summit	8	10						1	1	3	1	1	1	2		2	6	6	46012	6	5	
45	In-person Summit	7	12	13					1	1	3	1		2	4		1	3	6	46205	8	2	1. Way to go, I want to see more! Really looking forward to how these kinds of events translate into statistics and eventually deliverables as a part of the 2045 MTP. 2. Great turn-out nnumber wise - will definitely want to see similar events for EJ/Title VI communities specifically. 3. Also... I would have lovd to hear more from the cochairs or the steering committee in general, attendees may not be aware who that is

DRAFT

Exit Questionnaire Expository Responses

March 2020

ID	Source	Answer
2. Were you comfortable today's meeting activities? If not, explain why.		
1	In-Person	I liked the survey process
2	In-Person	Yes, but
3	In-Person	It was great and interactive
4	In-Person	I think I wanted more discussion, but the event as a whole has been great. Strong energy and happy/enthusiastic participants
3. Did you feel your input was heard and recorded accurately? If not, explain why.		
1	In-Person	Did feel rushed
2	In-Person	Not sure. Speaker took way too long.
3	In-Person	Language, questions, visuals not inclusive of people with disabilities. Example: I'm not working, in school, or retired. I didn't feel there was enough content to assume I was included.
4	In-Person	Wish there could have been more time for group talking and less siloed discussion (limited to tables) but our table recorded everything
5. Will you continue to participate in the planning process? If not, explain why.		
1	In-Person	Not sure
2	In-Person	If I'm asked
3	In-Person	I will absolutely participate in areas that are relevant to me or my expertise. Or if I am requested / invited
6. Reflecting on the program, is there anything we've missed?		
1	In-Person	Need more focus on safety, particularly for older citizens (and females!)
2	In-Person	Not that you missed for the program. Planning process tonight is missing many voices of the population who weren't able to be here. The crowd was only diverse in age and gender
3	In-Person	Need time to think about tonight. Excellent program. Apartments on corner Scatterfield and Cross street of intersection NO WALK / CROSSWALK
4	In-Person	Visuals of specific visions for our community
5	In-Person	Why is Markleville listed as "urban"? Feels like you just lumped it into anderson
6	In-Person	Politics of getting projects done!
7	In-Person	Conversation re: accessibility, disabilities, and politics
8	In-Person	Sharing local data
9	In-Person	Adressing weather and spread out geography of our region specifically
10	In-Person	Make sure all municipalities are represented. Connectivity to other communities (outside Madison Co)
11	In-Person	Good job

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Exit Questionnaire Expository Responses

March 2020

ID	Source	Answer
12	In-Person	Electric to provide needs and receive transport power. Bury three times as much conduit along each byway ready to receive and transport electricity
13	In-Person	Environmental sustainability/climate change, social/cultural aspects, inclusivity of user types, diversity
14	In-Person	I would have liked to have heard more conversation on the environment / climate change
15	In-Person	1) It needs to be obvious that everyone is being included in the plan (seniors, families with young children, people who are disabled/immobile/require wheelchairs). 2) Examples from cities/towns more similar to ours than such larger cities in such different climates
16	In-Person	Be intentional on being inclusive: female/male, ethnicity, differently abled, age
17	In-Person	Hard to say… Kyle is a great emcee but I think I wouldve liked to see more MCCOG in Kyles part. Also I want you all to introduce the blue shirts.. They are important! WE should all know the MCCOG team.

7. What was your strongest takeaway from what you heard tonight?

1	In-Person	Far-reaching impact of transportation plan
2	In-Person	We need input, across all the community
3	In-Person	I appreciate the conversations are being held on transit especially the impact on PEOPLE
4	In-Person	It needs to start w/making mobility about people
5	In-Person	People come first. That needs to always be the thought process!
6	In-Person	This is a very complex problem
7	In-Person	Change is coming sooner than most people believe
8	In-Person	We need to gather more economic diversity in gathering input
9	In-Person	Its so exciting that this is happening… was unaware until tonight. Look forward to seeing and hearing more
10	In-Person	Everyone wants bikes/trails/sidewalks!
11	In-Person	There are ideas out there that need to be put in effect once public has agreed to create a better sense / place of living
12	In-Person	I want this!
13	In-Person	Positive. Anxious to hear specific ideas
14	In-Person	That there is a plan for my areas future transit
15	In-Person	Anderson, if it creates a dense/community place - we could support rail to Hamilton Co/ Indpls
16	In-Person	I'm concerned that the southwest area of our region will command too much of the funding. The suburban area
17	In-Person	People are working hard for the future
18	In-Person	A shift in how we use transportation in the future must be considered
19	In-Person	Strong vision. Lots of work

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Exit Questionnaire Expository Responses

March 2020

ID	Source	Answer
20	In-Person	Mobility. WE can iprove everyones ability to get around and get other wins (jobs, quality of place) along the way.
21	In-Person	New look at mobility - types, future use
22	In-Person	Careful planning for the future
23	In-Person	Bet on small things
24	In-Person	Valid efforts, more progressive than I expected but still not progressive enough. We aren't actually concerned with climate change. Marginalized communities likely not to benefit as much as higher income and white and able bodied
25	In-Person	The community is concerned about walkability and bikability
26	In-Person	A better transportation system helps the overall community
27	In-Person	We are looking forward
28	In-Person	Theres a pretty bright future for anderson so long as the community participates and is honest with their desires

17.Additional comments, thoughts or ideas?

1	In-Person	Need more younger people's input
2	In-Person	So excited about this
3	In-Person	What considerations do you have for "the new urbanism"
4	In-Person	Good job! Wish more elected officials were present!
5	In-Person	Thanks for letting me participate
6	In-Person	Very professional presentation
7	In-Person	My biggest concern is the longtime sustainability and resilience of the community. As the climate changes and people continue to migrate to our region we will see significant growth and I hope this is being seriously considered when planning for 2045 forward.
8	In-Person	1. Way to go, I want to see more! Really looking forward to how these kinds of events translate into statistics and eventually deliverables as a part of the 2045 MTP. 2. Great turn-out nnumber wise - will definitely want to see similar events for EJ/Title VI communities specifically. 3. Also... I would have lovd to hear more from the cochairs or the steering committee in general, attendees may not be aware who that is

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General Comment Responses

March 2020

ID	Comment
1	I can't handly stay awake… If mayor leaves I am too… at this rate wont be over til 9 pm. I am leaving 1st chance
2	rail trail from downtown past purdue polytechnic and on to cardinal greenway. Please send reply.
3	Electric bikes and cars, new urbanism, mass transit

DRAFT

B.04 - Action Prioritization Survey Results Memo



Delaware County



Action Item Prioritization Survey Results

As part of the public input process for 2050 inMotion, a public survey was released to residents in the MPA. This survey serves the plan as an update to the public engagement that was collected in the initial planning process. The Action Item Prioritization Survey is a complement, not a replacement, to the initial public input. Public input is important in crafting the document in order to create a plan that is reflective of the values and priorities of the community.

Process Overview

Goals

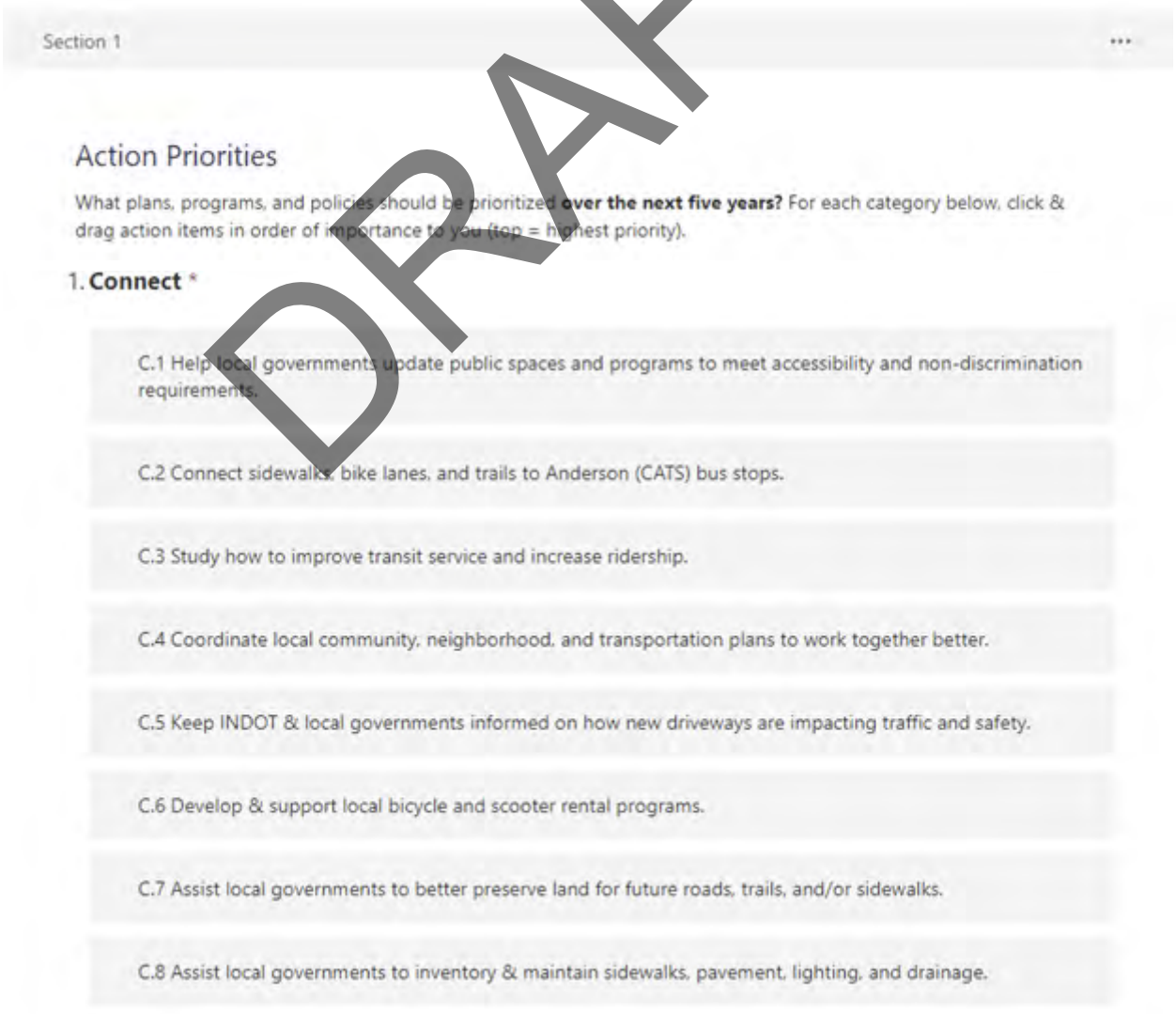
Updating the plan from the previous 2045 inMotion provided two important opportunities. The first, to update public input. In the time since the initial plan, the community's priorities may have changed. Current public input is crucial to ensure that the plan remains on track to where the community wants to end up. Secondly, an additional push for public input allows for a targeted effort to address groups who may have been underrepresented in the initial public feedback. It is important that the demographic mix of survey respondents align as closely as possible with the demographics of the MPA as a whole, so that each group is proportionately represented. The Action Item Prioritization Survey seeks to address both opportunities.

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Survey Drafting

Drafting the survey began with an aggregated list of all non-infrastructure projects, about 64 items. In order to streamline the process, these 64 items were divided into four categories based on the type of project. These categories are Move, Connect, Protect, and Educate. From here, the number of action items was paired down with the aim of having 10 or fewer items per category. This way, respondents could prioritize the action items of each category, and then choose their top three overall at the end. In order to reach this number, action items were combined, when possible, and those with federal timelines or low feasibility were removed. The final result was four categories of action items of 10 or less, totalling 37 action items overall. Wording was simplified as much as possible while still being descriptive. Besides the rankings, respondents were asked to choose their top 3 items regardless of category and given an open response question for any further comments or feedback. The second section of the survey asked demographic questions; relating to gender, race, age, education, income, location and length of residency.

Survey questions were phrased as follows:



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2. **Educate** *

E.1 Increase awareness of air pollution issues & local climate change impacts.

E.2 Reduce unequal impacts of planning on minorities & low income people.

E.3 Improve local, state, and federal government coordination on transportation projects.

E.4 Improve public & official understanding of planning & the changing transportation system.

E.5 Explore how different potential futures might impact transportation.

3. **Move** *

M.1 Make it easier to find people to carpool with & create designated parking lots for meeting to carpool.

M.2 Encourage people not to drive during rush hour to reduce congestion instead of expanding roadways.

M.3 Coordinate rural buses to move people across county lines more easily.

M.4 Proactively plan for the land use and transportation impacts of continued development along I-69.

M.5 Study the possibility of a bus and/or train route to Indianapolis.

M.6 Study how to improve service and increase ridership of rural Madison County buses (TRAM).

M.7 Coordinate public transit to connect workers to jobs more easily.

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4. **Protect** *

P.1 Help local governments restrict driveways on high traffic roads to improve safety.

P.2 Encourage policies requiring developers to accommodate people who walk, bike, and bus as well as drivers.

P.3 Integrate health into the planning process.

P.4 Count how many people are walking and/or biking.

P.5 Identify overbuilt roads where lanes can be replaced with parking, trees, trails, medians, etc.

P.6 Expand coordination with emergency agencies to improve crash response & get their input on roadway design.

P.7 Assist local governments and schools to make it safer to walk and bike to school.

5. What are your top 3 priority actions, regardless of category? *

Please include the code associated with each action (i.e. C.1, E.3, M.5, etc.).

Enter your answer

6. Do you have any additional comments or feedback?

Enter your answer

Section 2

Please tell us about yourself

This information helps us know if participation was representative of the diversity in the Anderson region. Please answer as many or as few questions as you like. **Your responses are completely anonymous.**

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7. What is your gender?

- Male
- Female
- Non-binary
- Prefer not to say

8. What racial group do you most closely identify with?

- Asian
- Black or African-American
- Native American
- White or Caucasian
- Two or more races
- Prefer not to say

9. Are you hispanic or latino?

- Yes
- No
- Prefer not to say

10. What is your age?

- < 15
- 15 - 24
- 25 - 34
- 35 - 44
- 45 - 54
- 55 - 64
- 65 or over
- Prefer not to say

11. What is your highest level of education?

- Less than a high school diploma
- High school diploma or equivalent
- Some college
- Associates degree
- Bachelor's degree
- Master's degree/ Ph.D.
- Prefer not to say

12. What is your home zip code?

Enter your answer

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13. How long have you lived there?

- 0 - 4 Years
- 5 - 9 Years
- 10 - 19 Years
- 20 - 29 Years
- 30 - 39 Years
- 40 - 49 Years
- More than 50 Years
- Prefer not to say

14. What is your approximate annual household income?

This information is strictly to compare with Census data to ensure input is representative. All answers remain anonymous.

- Less than $35,000
- $35,000 - $49,999
- $50,000 - $74,999
- $75,000 - $99,999
- $100,000 - $199,999
- Over $200,000
- Prefer not to say

15. Additional comments, thoughts, or ideas:

Enter your answer

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Distribution

Once the initial survey was created, it was first distributed to the Citizen's Advisory Committee (CAC). The CAC completed the survey and gave their feedback on how it flowed and the phrasing of questions. The survey that the CAC took had a corresponding handout which gave a full description for each action item. In the final version of the survey, this was scrapped in favor of just a brief description embedded in the survey as well as some other phrasing simplification and consolidation of items that informed the creation of the final survey.

After making final edits, the survey was released to area high schools and colleges. The intent was to focus survey distribution on groups who were underrepresented in the initial *2045 inMotion* plan, which included youth. The survey was distributed to homeroom teachers, who provided a link to the survey to their classrooms with a period of time to complete the survey. Over 200 responses were submitted from this effort.

Additionally, the survey was distributed to places with high Spanish speaking populations, as this was another group underrepresented in the initial *2045 inMotion* public engagement. MCCOG worked with a translator to have the survey converted to Spanish, as well as identified potential places to distribute information for the survey. These places included churches, restaurants and grocery stores marketing to Spanish speaking audiences, as well as more general places such as grocery stores, libraries, post offices and town halls. With permission of management, flyers were posted in both English and Spanish advertising the survey and requesting input, as well as a link and QR code to connect passers-by to the survey.

Results

At the close of the survey, 253 total responses were recorded. The majority of these responses were drawn from surveys pushed to high school students. The Spanish language survey received just one response, however; as there were both Spanish and English version distributed, it is possible bilingual individuals took the English version instead.

Evaluation

Due to the demographic targeting of the survey, a majority of responses were from respondents aged 14-18. A number of responses, however, did not seem to take the survey seriously. A number of responses featured any combination of survey rankings that were moved only the minimal amount to complete the survey, free responses that were inappropriate, or demographics that were unlikely or impossible to be accurate. When possible, partial responses were retained unless there was reason to suspect otherwise. Only 31 responses were fully excluded, totaling 222 final responses.

Rank choice responses were coded for simplicity, the key to which is included below. Beyond that, a full index of survey responses is included in three sections (Demographic, Rank Choice, Free Response). Rank Choice questions are in order of preference with higher rankings in left-most columns and lower rankings in right-most columns. Responses that were removed from the final count are highlighted in red.

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Spanish Translated Survey Excerpt

Prioridades de Transporte

El Consejo de Gobiernos del Condado de Madison (MCCOG por sus siglas en inglés) necesita tu ayuda para decidir cómo utilizar los fondos Federales de transporte para la región de Anderson (Condado de Madison, además de Daleville y Fortville). Contribuye con el proceso tomando esta breve encuesta de solo 10 minutos.

Para más información acerca del MCCOG o del plan de transporte in-Motion a largo plazo, visita https://heartlandpo.org/mtp-plan.

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* Obligatorio

Prioridades de Acción

¿Qué planes, programas y políticas deben ser priorizados **durante los siguientes cinco años?** Para cada una de las categorías a continuación, haz clic y arrastra las medidas propuestas en orden de importancia para ti (parte superior = la de mayor prioridad).

1. **Conectar** *

C.1 Ayudar a los gobiernos regionales a actualizar los espacios y programas públicos para cumplir con los requisitos de accesibilidad y de no discriminación.

C.2 Conectar las aceras, vías y rutas para ciclistas a los terminales de autobuses de Anderson (CATS).

C.3 Investigar cómo mejorar los servicios de tránsito y aumentar el servicio a pasajeros.

C.4 Coordinar con la comunidad local, los vecinos y los planes de transporte para trabajar mejor de manera conjunta.

C.5 Mantener a INDOT y los gobiernos regionales informados acerca del impacto de los nuevos accesos en el tránsito y la seguridad.

Code	Description
C1	Help local governments update public spaces and programs to meet accessibility and non-discrimination requirements.
C2	Connect sidewalks, bike lanes, and trails to Anderson (CATS) bus stops.
C3	Study how to improve transit service and increase ridership.
C4	Coordinate local community, neighbhorhood, and transportation plans to work together better.
C5	Keep INDOT & local governments informed on how new driveways are impacting traffic and safety.
C6	Develop & support local bicycle and scooter rental programs.
C7	Assist local governments to better preserve land for future roads, trails, and/or sidewalks.
C8	Assist local governments to inventory & maintain sidewalks, pavement, lighting, and drainage.
E1	Increase awareness of air pollution issues & local climate change impacts.
E2	Reduce unequal impacts of planning on minorities & low income people.
E3	Improve local, state, and federal government coordination on transportation projects.
E4	Improve public & official understanding of planning & the changing transportation system.
E5	Explore how different potential futures might impact transportation.
M1	Make it easier to find people to carpool with & create designated parking lots for meeting to carpool.
M2	Encourage people not to drive during rush hour to reduce congestion instead of expanding roadways.
M3	Coordinate rural buses to move people across county lines more easily.
M4	Proactively plan for the land use and transportation impacts of continued development along I-69.
M5	Study the possibility of a bus and/or train route to Indianapolis.
M6	Study how to improve service and increase ridership of rural Madison County buses (TRAM).
M7	Coordinate public transit to connect workers to jobs more easily.
P1	Help local governments restrict driveways on high traffic roads to improve safety.
P2	Encourage policies requiring developers to accommodate people who walk, bike, and bus as well as drivers.
P3	Integrate health into the planning process.
P4	Count how many people are walking and/or biking.
P5	Identify overbuilt roads where lanes can be replaced with parking, trees, trails, medians, etc.
P6	Expand coordination with emergency agencies to improve crash response & get their input on roadway design.
P7	Assist local governments and schools to make it safer to walk and bike to school.

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Demographics Table

ID	What is your gender?	What racial group do you most closely identify with?	Are you hispanic or latino?	What is your age?	What is your highest level of education?	What is your home zip code?	How long have you lived there?
1	Male	Native American	Yes	35 - 44	Master's degree/ Ph.D.	46016	5 - 9 Years
2	Female	White or Caucasian	No	35 - 44	Bachelor's degree	46064	10 - 19 Years
3	Female	White or Caucasian	No	45 - 54	High school diploma or equivalent	46044	More than 50 Years
4	Male	White or Caucasian	No	65 or over	Associates degree	46012	More than 50 Years
5	Female	White or Caucasian	No	45 - 54	Bachelor's degree	46064	10 - 19 Years
6	Female	White or Caucasian	No	25 - 34	Bachelor's degree	46064	0 - 4 Years
7	Male	White or Caucasian	No	35 - 44	Bachelor's degree	46012	10 - 19 Years
8	Male	Prefer not to say	Prefer not to say	35 - 44	Bachelor's degree	46064	5 - 9 Years
9	Male	White or Caucasian	No	65 or over	Some college	46001	More than 50 Years
10	Female	White or Caucasian	No	35 - 44	Some college	46051	0 - 4 Years
11	Female	White or Caucasian	No	45 - 54	Associates degree	46064	0 - 4 Years
12	Female	White or Caucasian	No	35 - 44	Master's degree/ Ph.D.	46011	10 - 19 Years
13	Female	Prefer not to say	Prefer not to say	Prefer not to say	Prefer not to say	46012	5 - 9 Years
14	Female	White or Caucasian	No	65 or over	Master's degree/ Ph.D.	46012	More than 50 Years
15	Male	White or Caucasian	No	45 - 54	Bachelor's degree	46064	10 - 19 Years
16	Female	White or Caucasian	No	35 - 44	Some college	46044	5 - 9 Years
17	Male	White or Caucasian	No	35 - 44	Bachelor's degree	46064	0 - 4 Years
18	Male	White or Caucasian	No	45 - 54	Master's degree/ Ph.D.	46064	20 - 29 Years
19	Female	White or Caucasian	No	35 - 44	Master's degree/ Ph.D.	46064	0 - 4 Years
20	Female	White or Caucasian	No	25 - 34	Master's degree/ Ph.D.	46036	0 - 4 Years
21	Male	Prefer not to say	Prefer not to say	65 or over	Some college	46011	20 - 29 Years
22	Prefer not to say	Prefer not to say	No	Prefer not to say	Prefer not to say	46064	Prefer not to say
23	Female	White or Caucasian	No	55 - 64	Associates degree	47396	20 - 29 Years
24	Femenino	Dos o más razas	Si	55 - 64	Licenciatura	46013	30 - 39 años
25	Prefer not to say	White or Caucasian	No	15 - 24	Less than a high school diploma	47334	10 - 19 Years
26	Male	Prefer not to say	Prefer not to say	15 - 24	Less than a high school diploma	46017	0 - 4 Years
27	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	47334	10 - 19 Years
28	Male	White or Caucasian	Prefer not to say	< 15	Less than a high school diploma	Daleville	5 - 9 Years
29	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	47303	10 - 19 Years
30	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46017	5 - 9 Years
31	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46011	10 - 19 Years
32	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46051	10 - 19 Years
33	Prefer not to say	Prefer not to say	Prefer not to say	Prefer not to say	Prefer not to say	46011	0 - 4 Years
34	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46011	10 - 19 Years
35	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46011	10 - 19 Years
36	Female	White or Caucasian	Prefer not to say	< 15	Less than a high school diploma	Prefer not to say	10 - 19 Years
37	Prefer not to say	Native American	Yes	< 15	Less than a high school diploma	46013	10 - 19 Years
38	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46011	5 - 9 Years
39	Female	White or Caucasian	No	< 15	Prefer not to say		5 - 9 Years
40	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46011	10 - 19 Years
41	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46051	5 - 9 Years
42	Non-binary	White or Caucasian	No	15 - 24	Less than a high school diploma	46017	10 - 19 Years
43	Female	Prefer not to say	No	15 - 24	Less than a high school diploma	46011	10 - 19 Years
44	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46051	10 - 19 Years
45	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46012	5 - 9 Years
46	Male	Two or more races	Yes	15 - 24	Less than a high school diploma	46012	0 - 4 Years
47	Male	White or Caucasian	No	15 - 24	High school diploma or equivalent	46012	10 - 19 Years
48	Female	White or Caucasian	No	15 - 24	High school diploma or equivalent	46012	0 - 4 Years
49	Female	Prefer not to say	Yes	15 - 24	Prefer not to say	46013	0 - 4 Years
50	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46011	0 - 4 Years
51	Male	Prefer not to say	Yes	15 - 24	Less than a high school diploma	46016	0 - 4 Years

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ID	What is your gender?	What racial group do you most closely identify with?	Are you hispanic or latino?	What is your age?	What is your highest level of education?	What is your home zip code?	How long have you lived there?
52	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46011	10 - 19 Years
53	Male	White or Caucasian	No	< 15	Bachelor's degree	46016	5 - 9 Years
54	Male	White or Caucasian	No	< 15	Less than a high school diploma	46044	10 - 19 Years
55	Male	Black or African-American	No	< 15	Less than a high school diploma	46044	5 - 9 Years
56	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46051	5 - 9 Years
57	Female	White or Caucasian	No	< 15	High school diploma or equivalent	46001	10 - 19 Years
58	Female	White or Caucasian	No	< 15	Bachelor's degree	46001	10 - 19 Years
59	Male	White or Caucasian	Prefer not to say	< 15	Less than a high school diploma	46012	10 - 19 Years
60	Female	White or Caucasian	No	15 - 24	High school diploma or equivalent	46012	10 - 19 Years
61	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46062	0 - 4 Years
62	Male	White or Caucasian	No	15 - 24	Associates degree	46011	10 - 19 Years
63	Male	Two or more races	No	15 - 24	Less than a high school diploma	46051	10 - 19 Years
64	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46051	10 - 19 Years
65	Male	White or Caucasian	No	15 - 24	Prefer not to say	46051	10 - 19 Years
66	Prefer not to say	White or Caucasian	No	15 - 24	Less than a high school diploma	46051	5 - 9 Years
67	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46051	5 - 9 Years
68	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46051	5 - 9 Years
69	Prefer not to say	Prefer not to say	Prefer not to say	Prefer not to say	High school diploma or equivalent	46013	5 - 9 Years
70	Male	White or Caucasian	No	15 - 24	High school diploma or equivalent	46011	10 - 19 Years
71	Male	White or Caucasian	Prefer not to say	15 - 24	Less than a high school diploma	46011	5 - 9 Years
72	Female	Prefer not to say	Yes	15 - 24	High school diploma or equivalent	46013	5 - 9 Years
73	Male	White or Caucasian	No	15 - 24	High school diploma or equivalent	46060	5 - 9 Years
74	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46051	0 - 4 Years
75	Male	White or Caucasian	No	15 - 24	Prefer not to say		10 - 19 Years
76	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46051	0 - 4 Years
77	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46011	0 - 4 Years
78	Male	Two or more races	Yes	15 - 24	Less than a high school diploma	46017	5 - 9 Years
79	Prefer not to say	White or Caucasian	No	Prefer not to say	Less than a high school diploma	46012	5 - 9 Years
80	Male	White or Caucasian	No	15 - 24	High school diploma or equivalent	46011	10 - 19 Years
81	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46051	10 - 19 Years
82	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46051	5 - 9 Years
83	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46044	10 - 19 Years
84	Female	White or Caucasian	No	< 15	Less than a high school diploma	46011	10 - 19 Years
85	Female	Two or more races	No	15 - 24	Less than a high school diploma	46051	10 - 19 Years
86	Male	Two or more races	No	15 - 24	Less than a high school diploma	46051	10 - 19 Years
87	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46051	10 - 19 Years
88	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46051	10 - 19 Years
89	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46051	0 - 4 Years
90	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46051	0 - 4 Years
91	Female	Prefer not to say	No	15 - 24	Less than a high school diploma		5 - 9 Years
92	Female	White or Caucasian	No	15 - 24	High school diploma or equivalent	46011	10 - 19 Years
93	Male	Two or more races	No	15 - 24	High school diploma or equivalent	46011	10 - 19 Years
94	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46064	0 - 4 Years
95	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46011	10 - 19 Years
96	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46012	10 - 19 Years
97	Prefer not to say	Prefer not to say	Yes	15 - 24	Less than a high school diploma	46016	10 - 19 Years
98	Female	Two or more races	Yes	15 - 24	Less than a high school diploma	46011	10 - 19 Years
99	Female	Black or African-American	No	< 15	Less than a high school diploma	46016	Prefer not to say
100	Male	White or Caucasian	No	< 15	Less than a high school diploma	46017	5 - 9 Years
101	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46016	10 - 19 Years
102	Male	White or Caucasian	Prefer not to say	15 - 24	Less than a high school diploma	46011	10 - 19 Years

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Section 2 Demographic Responses

ID	What is your gender?	What racial group do you most closely identify with?	Are you Hispanic or Latino?	What is your age?	What is your highest level of education?	What is your home zip code	How long have you lived there?
103	Female	White or Caucasian	No	< 15	Less than a high school diploma	46012	10 - 19 Years
104	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46016	10 - 19 Years
105	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
106	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
107	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	0 - 4 Years
108	Female	White or Caucasian	No	< 15	Less than a high school diploma	46001	0 - 4 Years
109	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
110	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	5 - 9 Years
111	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
112	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	5 - 9 Years
113	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
114	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	5 - 9 Years
115	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	5 - 9 Years
116	Male	Native American	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
117	Female	White or Caucasian	No	15 - 24	High school diploma or equivalent	46001	10 - 19 Years
118	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
119	Female	White or Caucasian	No	15 - 24	High school diploma or equivalent	46001	10 - 19 Years
120	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
121	Female	White or Caucasian	No	< 15	Less than a high school diploma	46001	10 - 19 Years
122	Male	White or Caucasian	No	< 15	Less than a high school diploma	46001	10 - 19 Years
123	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	47334	10 - 19 Years
124	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
125	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46012	0 - 4 Years
126	Prefer not to say	Native American	No	15 - 24	Less than a high school diploma	47334	Prefer not to say
127	Female	White or Caucasian	Prefer not to say	25 - 34	Less than a high school diploma	46001	10 - 19 Years
128	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
129	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	5 - 9 Years
130	Female	White or Caucasian	No	25 - 34	Less than a high school diploma	46001	10 - 19 Years
131	Non-binary	White or Caucasian	No	15 - 24	Less than a high school diploma	46012	0 - 4 Years
132	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	0 - 4 Years
133	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46012	Prefer not to say
134	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
135	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
136	Male	White or Caucasian	No	< 15	Less than a high school diploma	47396	0 - 4 Years
137	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46063	0 - 4 Years
138	Non-binary	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
139	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	47396	5 - 9 Years
140	Female	Two or more races	Yes	15 - 24	Master's degree/ Ph.D	46070	0 - 4 Years
141	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	0 - 4 Years
142	Prefer not to say	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	5 - 9 Years
143	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
144	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
145	Male	White or Caucasian	No	< 15	Less than a high school diploma	46001	0 - 4 Years
146	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	0 - 4 Years
147	Female	White or Caucasian	No	15 - 24	High school diploma or equivalent	46012	0 - 4 Years
148	Male	Prefer not to say	No	< 15	Idk	46001	10 - 19 Years
149	Female	White or Caucasian	No	15 - 24	High school diploma or equivalent	46001	0 - 4 Years
150	Male	Black or African-American	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
151	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
152	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
153	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years

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ID	What is your gender?	What racial group do you most closely identify with?	Are you hispanic or latino?	What is your age?	What is your highest level of education?	What is your home zip code?	How long have you lived there?
154	Male	White or Caucasian	No	< 15	High school diploma or equivalent	46001	5 - 9 Years
155	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	0 - 4 Years
156	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	5 - 9 Years
157	Male	Prefer not to say	Yes	15 - 24	Prefer not to say	46001	0 - 4 Years
158	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	5 - 9 Years
159	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	0 - 4 Years
160	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	5 - 9 Years
161	Male	White or Caucasian	No	15 - 24	Prefer not to say	46001	Prefer not to say
162	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	5 - 9 Years
163	Female	Two or more races	Yes	15 - 24	Less than a high school diploma	46001	10 - 19 Years
164	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	5 - 9 Years
165	Female	White or Caucasian	No	15 - 24	Prefer not to say	46001	5 - 9 Years
166	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
167	Male	White or Caucasian	No	< 15	Less than a high school diploma	46001	5 - 9 Years
168	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46012	0 - 4 Years
169	Female	White or Caucasian	No	< 15	Prefer not to say	46001	10 - 19 Years
170	Female	Two or more races	No	15 - 24	Less than a high school diploma	46016	0 - 4 Years
171	Female	Two or more races	No	15 - 24	Less than a high school diploma	46001	0 - 4 Years
172	Female	Two or more races	Yes	15 - 24	Less than a high school diploma	46001	10 - 19 Years
173	Female	White or Caucasian	No	< 15	Less than a high school diploma	46001	10 - 19 Years
174	Female	Two or more races	No	15 - 24	Less than a high school diploma	46001	0 - 4 Years
175	Non-binary	Black or African-American	Yes	55 - 64	Master's degree/ Ph.D.	46001	40 - 49 Years
176	Female	White or Caucasian	No	15 - 24	Some college	46001	10 - 19 Years
177	Female	Two or more races	Yes	15 - 24	Less than a high school diploma		Prefer not to say
178	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	5 - 9 Years
179	Female	White or Caucasian	No	15 - 24	Less than a high school diploma		
180	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
181	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	0 - 4 Years
182	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46012	0 - 4 Years
183	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	No lol	10 - 19 Years
184	Female	White or Caucasian	No	15 - 24	Prefer not to say	46001	10 - 19 Years
185	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
186	Male	Prefer not to say	Yes	15 - 24	Master's degree/ Ph.D.	46001	10 - 19 Years
187	Male	Prefer not to say	Yes	15 - 24	Less than a high school diploma	46036	5 - 9 Years
188	Female	White or Caucasian	Prefer not to say	15 - 24	Bachelor's degree	46001	0 - 4 Years
189	Male	White or Caucasian	No	< 15	Less than a high school diploma	46001	0 - 4 Years
190	Female	White or Caucasian	No	< 15	High school diploma or equivalent	46001	10 - 19 Years
191	Male	Black or African-American	No	< 15	High school diploma or equivalent	46012	10 - 19 Years
192	Female	White or Caucasian	No	< 15	Less than a high school diploma	46001	0 - 4 Years
193	Male	White or Caucasian	No	65 or over	Master's degree/ Ph.D.	69	More than 50 Years
194	Male	White or Caucasian	No	15 - 24	Prefer not to say	46001	Prefer not to say
195	Male	White or Caucasian	No	< 15	Less than a high school diploma	46001	10 - 19 Years
196	Male	White or Caucasian	No	< 15	Less than a high school diploma	47304	0 - 4 Years
197	Prefer not to say	Prefer not to say	Prefer not to say	Prefer not to say	Prefer not to say	46001	10 - 19 Years
198	Male	White or Caucasian	Prefer not to say	15 - 24	Less than a high school diploma	46001	0 - 4 Years
199	Female	White or Caucasian	No	< 15	Less than a high school diploma	46001	5 - 9 Years
200	Female	White or Caucasian	No	< 15	Less than a high school diploma	46001	10 - 19 Years
201	Female	White or Caucasian	No	< 15	Less than a high school diploma	46001	10 - 19 Years
202	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	0 - 4 Years
203	Female	White or Caucasian	No	< 15	Less than a high school diploma	46001	10 - 19 Years

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ID	What is your gender?	What racial group do you most closely identify with?	Are you hispanic or latino?	What is your age?	What is your highest level of education?	What is your home zip code?	How long have you lived there?
204	Female	Two or more races	Yes	65 or over	Master's degree/ Ph.D.	39929384782947572058717469	30 - 39 Years
205	Male	White or Caucasian	No	Prefer not to say	Less than a high school diploma	46001	5 - 9 Years
206	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46012	10 - 19 Years
207	Prefer not to say	Prefer not to say	Prefer not to say	Prefer not to say	Prefer not to say		Prefer not to say
208	Male	Two or more races	Prefer not to say	15 - 24	High school diploma or equivalent	46001	0 - 4 Years
209	Prefer not to say	Prefer not to say	Prefer not to say	Prefer not to say	Prefer not to say	I don't know it	Prefer not to say
210	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	0 - 4 Years
211	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	5 - 9 Years
212	Female	White or Caucasian	Yes	15 - 24	Less than a high school diploma	46012	0 - 4 Years
213	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46013	0 - 4 Years
214	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46011	0 - 4 Years
215	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	5 - 9 Years
216	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
217	Female	Asian	No	15 - 24	Less than a high school diploma	46001	5 - 9 Years
218	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
219	Male	White or Caucasian	No	15 - 24	Prefer not to say	46001	0 - 4 Years
220	Male	Asian	Yes	15 - 24	Some college		More than 50 Years
221	Female	White or Caucasian	No	< 15	Prefer not to say	4006	Prefer not to say
222	Male	White or Caucasian	No	< 15	High school diploma or equivalent	02517	5 - 9 Years
223	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
224	Male	White or Caucasian	No	15 - 24	Master's degree/ Ph.D.	46070	5 - 9 Years
225	Female	Prefer not to say	Prefer not to say	15 - 24	Prefer not to say	7084 N State Rd 9 Alexandria	5 - 9 Years
226	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	4601q	10 - 19 Years
227	Prefer not to say	Prefer not to say	Prefer not to say	15 - 24	Prefer not to say		Prefer not to say
228	Male	White or Caucasian	No	< 15	Less than a high school diploma	46001	0 - 4 Years
229	Female	White or Caucasian	No	< 15	Less than a high school diploma	46001	10 - 19 Years
230	Male	White or Caucasian	No	15 - 24	Prefer not to say	46036	10 - 19 Years
231	Non-binary	White or Caucasian	No	Prefer not to say	Prefer not to say		0 - 4 Years
232	Female	White or Caucasian	No	15 - 24	Less than a high school diploma		10 - 19 Years
233	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
234	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
235	Non-binary	White or Caucasian	No	15 - 24	Less than a high school diploma	46011	0 - 4 Years
236	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
237	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
238	Female	Two or more races	Yes	15 - 24	Less than a high school diploma	46001	10 - 19 Years
239	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
240	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
241	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	0 - 4 Years
242	Non-binary	White or Caucasian	No	15 - 24	Less than a high school diploma	46012	10 - 19 Years
243	Prefer not to say	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
244	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
245	Female	Black or African-American	Yes	15 - 24	Less than a high school diploma	46001	10 - 19 Years
246	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
247	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46012	0 - 4 Years
248	Male	Two or more races	Yes	15 - 24	Less than a high school diploma	46001	10 - 19 Years
249	Male	White or Caucasian	No	15 - 24	Less than a high school diploma	46063	10 - 19 Years
250	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years
251	Female	White or Caucasian	No	15 - 24	Less than a high school diploma		Prefer not to say
252	Non-binary	White or Caucasian	No	< 15	Less than a high school diploma	46016	10 - 19 Years
253	Female	White or Caucasian	No	15 - 24	Less than a high school diploma	46001	10 - 19 Years

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Section 1 Rank-Order Responses

	Connect								Educate					Move							Protect						
ID																											
1	C.1	C.2	C.3	C.4	C.5	C.6	C.7	C.8	E.1	E.2	E.3	E.4	E.5	M.1	M.2	M.3	M.4	M.5	M.6	M.7	P.1	P.2	P.3	P.4	P.5	P.6	P.7
2	C.4	C.1	C.7	C.5	C.8	C.6	C.2	C.3	E.3	E.4	E.2	E.5	E.1	M.4	M.5	M.1	M.6	M.7	M.3	M.2	P.1	P.7	P.6	P.2	P.5	P.3	P.4
3	C.8	C.7	C.1	C.5	C.4	C.3	C.2	C.6	E.1	E.4	E.2	E.3	E.5	M.4	M.5	M.3	M.1	M.7	M.6	M.2	P.2	P.3	P.1	P.6	P.7	P.5	P.4
4	C.8	C.4	C.3	C.1	C.2	C.7	C.5	C.6	E.2	E.3	E.1	E.4	E.5	M.1	M.7	M.3	M.4	M.6	M.2	M.5	P.3	P.6	P.2	P.1	P.7	P.5	P.4
5	C.4	C.7	C.2	C.3	C.1	C.5	C.6	C.8	E.1	E.2	E.4	E.3	E.5	M.5	M.3	M.6	M.1	M.7	M.2	M.4	P.2	P.3	P.6	P.7	P.5	P.1	P.4
6	C.1	C.7	C.8	C.3	C.4	C.5	C.2	C.6	E.3	E.5	E.4	E.2	E.1	M.4	M.5	M.7	M.6	M.1	M.3	M.2	P.7	P.6	P.2	P.5	P.1	P.3	P.4
7	C.7	C.8	C.2	C.3	C.4	C.6	C.5	C.1	E.3	E.5	E.2	E.4	E.1	M.4	M.5	M.1	M.3	M.7	M.6	M.2	P.2	P.7	P.5	P.1	P.3	P.4	P.6
8	C.8	C.2	C.7	C.3	C.4	C.6	C.5	C.1	E.3	E.4	E.5	E.2	E.1	M.4	M.7	M.5	M.1	M.3	M.6	M.2	P.6	P.7	P.1	P.5	P.2	P.3	P.4
9	C.8	C.1	C.4	C.2	C.6	C.5	C.7	C.3	E.3	E.4	E.5	E.2	E.1	M.1	M.4	M.3	M.5	M.7	M.6	M.2	P.3	P.2	P.5	P.7	P.4	P.1	P.6
10	C.8	C.4	C.7	C.5	C.1	C.3	C.2	C.6	E.3	E.4	E.5	E.2	E.1	M.4	M.5	M.7	M.1	M.3	M.6	M.2	P.7	P.5	P.3	P.2	P.6	P.1	P.4
11	C.8	C.4	C.5	C.6	C.7	C.1	C.2	C.3	E.3	E.4	E.2	E.5	E.1	M.4	M.5	M.6	M.3	M.7	M.2	M.1	P.6	P.7	P.2	P.4	P.1	P.5	P.3
12	C.8	C.7	C.1	C.6	C.2	C.5	C.4	C.3	E.3	E.5	E.4	E.1	E.2	M.4	M.3	M.1	M.5	M.7	M.6	M.2	P.6	P.2	P.3	P.7	P.1	P.4	P.5
13	C.3	C.4	C.2	C.7	C.8	C.1	C.6	C.5	E.3	E.4	E.5	E.2	E.1	M.5	M.6	M.3	M.7	M.1	M.2	M.4	P.2	P.5	P.7	P.3	P.1	P.6	P.4
14	C.2	C.4	C.5	C.3	C.6	C.8	C.7	C.1	E.5	E.3	E.1	E.2	E.4	M.5	M.4	M.7	M.1	M.3	M.6	M.2	P.1	P.2	P.5	P.6	P.3	P.7	P.4
15	C.2	C.4	C.7	C.8	C.1	C.3	C.5	C.6	E.5	E.4	E.3	E.1	E.2	M.4	M.1	M.5	M.3	M.6	M.2	M.7	P.1	P.5	P.2	P.7	P.3	P.6	P.4
16	C.3	C.8	C.4	C.1	C.5	C.2	C.7	C.6	E.3	E.5	E.1	E.2	E.4	M.5	M.7	M.1	M.3	M.4	M.6	M.2	P.2	P.3	P.6	P.5	P.7	P.4	P.1
17	C.4	C.7	C.6	C.1	C.8	C.5	C.3	C.2	E.1	E.5	E.2	E.4	E.3	M.4	M.5	M.1	M.2	M.3	M.6	M.7	P.1	P.2	P.3	P.4	P.5	P.6	P.7
18	C.8	C.7	C.1	C.4	C.5	C.6	C.3	C.2	E.3	E.5	E.4	E.1	E.2	M.4	M.5	M.7	M.3	M.6	M.1	M.2	P.7	P.5	P.6	P.2	P.1	P.4	P.3
19	C.4	C.2	C.6	C.3	C.1	C.5	C.7	C.8	E.4	E.5	E.1	E.3	E.2	M.4	M.7	M.1	M.2	M.3	M.6	M.5	P.2	P.3	P.7	P.1	P.6	P.4	P.5
20	C.8	C.1	C.7	C.5	C.4	C.2	C.3	C.6	E.4	E.3	E.5	E.1	E.2	M.3	M.6	M.7	M.4	M.2	M.1	M.5	P.5	P.7	P.6	P.2	P.3	P.4	P.1
21	C.2	C.4	C.7	C.1	C.3	C.6	C.8	C.5	E.4	E.5	E.3	E.1	E.2	M.5	M.1	M.4	M.7	M.3	M.6	M.2	P.6	P.5	P.2	P.3	P.7	P.1	P.4
22	C.1	C.8	C.7	C.2	C.3	C.4	C.5	C.6	E.3	E.5	E.4	E.2	E.1	M.6	M.3	M.5	M.7	M.4	M.1	M.2	P.7	P.6	P.4	P.2	P.5	P.1	P.3
23	C.1	C.2	C.3	C.4	C.5	C.6	C.7	C.8	E.2	E.1	E.3	E.5	E.4	M.7	M.3	M.6	M.5	M.4	M.2	M.1	P.2	P.7	P.5	P.4	P.6	P.3	P.1
24																											
25	C.1	C.6	C.4	C.8	C.3	C.5	C.2	C.7	E.2	E.1	E.3	E.4	E.5	M.3	M.2	M.5	M.7	M.1	M.6	M.4	P.5	P.7	P.2	P.3	P.6	P.4	P.1
26	C.7	C.2	C.1	C.8	C.4	C.3	C.5	C.6	E.2	E.5	E.3	E.1	E.4	M.5	M.6	M.1	M.3	M.7	M.4	M.2	P.5	P.2	P.3	P.6	P.7	P.1	P.4
27	C.1	C.3	C.4	C.6	C.2	C.5	C.8	C.7	E.1	E.2	E.3	E.4	E.5	M.1	M.3	M.5	M.6	M.7	M.4	M.2	P.2	P.5	P.7	P.4	P.6	P.3	P.1
28	C.1	C.2	C.4	C.3	C.5	C.6	C.7	C.8	E.1	E.2	E.3	E.4	E.5	M.1	M.2	M.3	M.6	M.4	M.5	M.7	P.1	P.3	P.4	P.7	P.5	P.2	P.6
29	C.8	C.7	C.4	C.3	C.2	C.5	C.6	C.1	E.3	E.1	E.4	E.5	E.2	M.4	M.3	M.7	M.2	M.5	M.6	M.1	P.7	P.6	P.5	P.2	P.3	P.4	P.1
30	C.3	C.7	C.1	C.4	C.6	C.8	C.2	C.5	E.1	E.4	E.2	E.3	E.5	M.5	M.3	M.6	M.1	M.7	M.4	M.2	P.7	P.5	P.2	P.3	P.4	P.1	P.6
31	C.5	C.1	C.3	C.4	C.7	C.8	C.2	C.6	E.1	E.2	E.4	E.3	E.5	M.1	M.4	M.7	M.3	M.5	M.6	M.2	P.1	P.3	P.6	P.7	P.5	P.2	P.4
32	C.1	C.7	C.5	C.2	C.8	C.6	C.3	C.4	E.2	E.1	E.3	E.4	E.5	M.3	M.5	M.7	M.4	M.6	M.1	M.2	P.6	P.7	P.2	P.3	P.5	P.1	P.4
33	C.6	C.8	C.7	C.1	C.5	C.4	C.3	C.2	E.2	E.4	E.3	E.1	E.5	M.4	M.2	M.1	M.6	M.5	M.3	M.7	P.6	P.4	P.7	P.5	P.1	P.2	P.3
34	C.8	C.4	C.1	C.3	C.2	C.7	C.5	C.6	E.1	E.2	E.3	E.4	E.5	M.7	M.1	M.4	M.5	M.2	M.3	M.6	P.5	P.2	P.6	P.3	P.4	P.1	P.7
35	C.1	C.2	C.3	C.4	C.5	C.6	C.7	C.8	E.4	E.3	E.2	E.1	E.5	M.3	M.5	M.4	M.1	M.6	M.2	M.7	P.1	P.7	P.4	P.2	P.3	P.5	P.6
36	C.1	C.4	C.2	C.3	C.6	C.5	C.8	C.7	E.2	E.1	E.3	E.4	E.5	M.1	M.7	M.4	M.2	M.5	M.3	M.6	P.2	P.5	P.3	P.7	P.6	P.1	P.4
37	C.4	C.1	C.2	C.3	C.5	C.6	C.8	C.7	E.1	E.2	E.3	E.5	E.4	M.2	M.1	M.3	M.6	M.5	M.4	M.7	P.5	P.3	P.6	P.7	P.2	P.1	P.4
38	C.8	C.4	C.6	C.2	C.5	C.1	C.3	C.7	E.1	E.2	E.3	E.4	E.5	M.2	M.7	M.1	M.3	M.4	M.6	M.5	P.6	P.1	P.2	P.5	P.7	P.3	P.4
39	C.1	C.8	C.5	C.3	C.2	C.4	C.6	C.7	E.1	E.2	E.4	E.5	E.3	M.2	M.7	M.5	M.4	M.1	M.3	M.6	P.6	P.1	P.3	P.2	P.7	P.4	P.5
40	C.1	C.7	C.8	C.2	C.3	C.4	C.6	C.5	E.1	E.2	E.3	E.4	E.5	M.7	M.2	M.6	M.3	M.4	M.1	M.5	P.6	P.2	P.7	P.4	P.1	P.5	P.3
41	C.1	C.3	C.4	C.8	C.2	C.7	C.6	C.5	E.1	E.5	E.2	E.3	E.4	M.7	M.6	M.5	M.2	M.1	M.4	M.3	P.7	P.6	P.5	P.1	P.2	P.3	P.4
42	C.1	C.2	C.3	C.4	C.5	C.8	C.6	C.7	E.2	E.1	E.5	E.4	E.3	M.3	M.7	M.6	M.2	M.1	M.5	M.4	P.3	P.4	P.5	P.2	P.6	P.7	P.1
43	C.1	C.2	C.3	C.4	C.5	C.6	C.7	C.8	E.1	E.2	E.3	E.4	E.5	M.1	M.2	M.3	M.4	M.5	M.6	M.7	P.1	P.2	P.3	P.4	P.5	P.6	P.7
44	C.8	C.7	C.1	C.4	C.6	C.5	C.3	C.2	E.1	E.3	E.5	E.2	E.4	M.1	M.3	M.4	M.5	M.6	M.2	M.7	P.7	P.5	P.1	P.2	P.6	P.3	P.4
45	C.4	C.8	C.1	C.2	C.3	C.5	C.6	C.7	E.2	E.1	E.3	E.4	E.5	M.3	M.7	M.4	M.5	M.1	M.2	M.6	P.2	P.1	P.3	P.4	P.5	P.6	P.7
46	C.6	C.4	C.3	C.2	C.5	C.7	C.8	C.1	E.3	E.4	E.1	E.5	E.2	M.7	M.2	M.3	M.4	M.5	M.6	M.1	P.7	P.6	P.2	P.5	P.1	P.3	P.4
47	C.2	C.1	C.3	C.4	C.5	C.6	C.7	C.8	E.3	E.1	E.2	E.5	E.4	M.3	M.1	M.5	M.4	M.6	M.7	M.2	P.4	P.2	P.5	P.7	P.1	P.3	P.6
48	C.1	C.2	C.3	C.4	C.5	C.6	C.7	C.8	E.1	E.2	E.3	E.4	E.5	M.1	M.2	M.3	M.4	M.5	M.6	M.7	P.1	P.2	P.3	P.4	P.5	P.6	P.7
49	C.1	C.6	C.2	C.8	C.4	C.3	C.5	C.7	E.2	E.1	E.3	E.4	E.5	M.1	M.7	M.3	M.4	M.2	M.5	M.6	P.7	P.1	P.2	P.5	P.3	P.6	P.4
50	C.3	C.2	C.1	C.6	C.4	C.5	C.7	C.8	E.1	E.5	E.3	E.4	E.2	M.1	M.3	M.2	M.5	M.7	M.6	M.4	P.4	P.1	P.3	P.7	P.5	P.2	P.6
51	C.1	C.3	C.2	C.4	C.5	C.6	C.7	C.8	E.2	E.1	E.4	E.3	E.5	M.1	M.2	M.3	M.5	M.4	M.6	M.7	P.2	P.3	P.1	P.4	P.6	P.5	P.7

DRAFT

Section 1 Rank-Order Responses

	Connect								Educate					Move							Protect							
ID																											
52	C.1	C.2	C.3	C.4	C.5	C.7	C.8	C.6	E.2	E.4	E.1	E.3	E.5	M.7	M.3	M.2	M.1	M.4	M.5	M.6	P.6	P.5	P.7	P.1	P.3	P.2	P.4
53	C.1	C.2	C.3	C.4	C.5	C.6	C.7	C.8	E.1	E.2	E.3	E.4	E.5	M.1	M.2	M.3	M.4	M.5	M.6	M.7	P.1	P.2	P.3	P.4	P.5	P.6	P.7
54	C.1	C.2	C.3	C.4	C.5	C.6	C.7	C.8	E.1	E.2	E.3	E.4	E.5	M.1	M.2	M.3	M.4	M.5	M.6	M.7	P.1	P.2	P.3	P.4	P.5	P.6	P.7
55	C.1	C.3	C.2	C.4	C.5	C.6	C.7	C.8	E.1	E.2	E.3	E.4	E.5	M.1	M.2	M.3	M.4	M.5	M.6	M.7	P.1	P.2	P.3	P.4	P.5	P.6	P.7
56	C.1	C.2	C.3	C.6	C.8	C.4	C.5	C.7	E.3	E.2	E.4	E.5	E.1	M.4	M.3	M.5	M.1	M.6	M.7	M.2	P.2	P.3	P.4	P.7	P.5	P.6	P.1
57	C.8	C.1	C.2	C.6	C.5	C.3	C.4	C.7	E.3	E.2	E.5	E.4	E.1	M.2	M.6	M.7	M.4	M.1	M.5	M.3	P.6	P.7	P.5	P.3	P.2	P.4	P.1
58	C.2	C.5	C.3	C.7	C.8	C.6	C.4	C.1	E.4	E.3	E.5	E.1	E.2	M.5	M.6	M.2	M.3	M.4	M.7	M.1	P.2	P.6	P.7	P.1	P.4	P.5	P.3
59	C.6	C.2	C.3	C.4	C.1	C.5	C.7	C.8	E.1	E.4	E.2	E.3	E.5	M.6	M.5	M.3	M.1	M.7	M.2	M.4	P.7	P.3	P.2	P.1	P.4	P.5	P.6
60	C.1	C.8	C.2	C.4	C.5	C.6	C.3	C.7	E.2	E.1	E.3	E.4	E.5	M.5	M.1	M.3	M.7	M.4	M.6	M.2	P.2	P.5	P.3	P.7	P.6	P.1	P.4
61	C.1	C.2	C.8	C.3	C.6	C.4	C.5	C.7	E.5	E.3	E.2	E.1	E.4	M.3	M.1	M.2	M.4	M.7	M.5	M.6	P.2	P.6	P.3	P.4	P.7	P.5	P.1
62	C.1	C.4	C.7	C.8	C.2	C.5	C.6	C.3	E.4	E.1	E.2	E.3	E.5	M.1	M.2	M.3	M.4	M.5	M.6	M.7	P.1	P.5	P.2	P.3	P.4	P.6	P.7
63	C.3	C.1	C.8	C.5	C.2	C.4	C.6	C.7	E.1	E.3	E.2	E.4	E.5	M.6	M.7	M.3	M.5	M.1	M.4	M.2	P.2	P.3	P.1	P.4	P.5	P.6	P.7
64	C.1	C.4	C.8	C.5	C.6	C.7	C.3	C.2	E.3	E.4	E.5	E.2	E.1	M.4	M.3	M.5	M.7	M.2	M.1	M.6	P.1	P.2	P.5	P.6	P.7	P.3	P.4
65	C.8	C.4	C.1	C.2	C.3	C.5	C.6	C.7	E.4	E.1	E.2	E.3	E.5	M.1	M.3	M.7	M.5	M.2	M.4	M.6	P.5	P.1	P.2	P.3	P.4	P.6	P.7
66	C.1	C.8	C.4	C.2	C.7	C.6	C.3	C.5	E.2	E.5	E.4	E.1	E.3	M.7	M.5	M.1	M.5	M.6	M.2	M.4	P.6	P.7	P.2	P.3	P.1	P.5	P.4
67	C.1	C.4	C.2	C.5	C.7	C.8	C.3	C.6	E.3	E.1	E.2	E.5	E.4	M.5	M.7	M.3	M.5	M.4	M.1	M.2	P.6	P.7	P.3	P.2	P.1	P.5	P.4
68	C.8	C.2	C.7	C.1	C.5	C.4	C.3	C.6	E.2	E.4	E.1	E.3	E.5	M.4	M.1	M.3	M.7	M.6	M.5	M.2	P.6	P.5	P.2	P.1	P.3	P.7	P.4
69	C.1	C.3	C.4	C.7	C.8	C.2	C.6	C.5	E.2	E.1	E.3	E.4	E.5	M.5	M.6	M.7	M.2	M.3	M.4	M.1	P.6	P.7	P.3	P.2	P.5	P.1	P.4
70	C.7	C.1	C.3	C.4	C.2	C.5	C.8	C.6	E.1	E.2	E.4	E.5	E.3	M.5	M.7	M.4	M.6	M.1	M.2	M.3	P.6	P.1	P.2	P.3	P.5	P.7	P.4
71	C.5	C.8	C.1	C.3	C.4	C.2	C.7	C.6	E.2	E.3	E.5	E.4	E.1	M.7	M.2	M.3	M.4	M.6	M.5	M.1	P.1	P.5	P.6	P.3	P.7	P.4	P.2
72	C.1	C.2	C.3	C.4	C.5	C.6	C.7	C.8	E.1	E.2	E.3	E.4	E.5	M.1	M.2	M.3	M.4	M.5	M.6	M.7	P.1	P.2	P.3	P.4	P.5	P.6	P.7
73	C.6	C.1	C.5	C.8	C.3	C.2	C.4	C.7	E.5	E.3	E.2	E.4	E.1	M.7	M.4	M.3	M.5	M.1	M.6	M.2	P.5	P.2	P.7	P.3	P.1	P.4	P.6
74	C.1	C.2	C.3	C.4	C.5	C.7	C.6	C.8	E.5	E.1	E.2	E.3	E.4	M.1	M.2	M.3	M.4	M.5	M.7	M.6	P.1	P.2	P.3	P.4	P.5	P.7	P.6
75	C.1	C.3	C.7	C.4	C.8	C.5	C.2	C.6	E.3	E.5	E.1	E.2	E.4	M.4	M.1	M.3	M.6	M.5	M.2	M.7	P.1	P.7	P.4	P.6	P.2	P.5	P.3
76	C.3	C.1	C.5	C.2	C.4	C.7	C.8	C.6	E.1	E.5	E.3	E.4	E.2	M.7	M.2	M.1	M.3	M.4	M.5	M.6	P.2	P.3	P.1	P.5	P.4	P.6	P.7
77	C.2	C.4	C.5	C.6	C.7	C.8	C.3	C.1	E.1	E.2	E.3	E.4	E.5	M.3	M.6	M.7	M.4	M.1	M.5	M.2	P.3	P.4	P.2	P.7	P.5	P.6	P.1
78	C.8	C.4	C.1	C.2	C.3	C.5	C.6	C.7	E.4	E.1	E.2	E.3	E.5														
79	C.2	C.8	C.4	C.3	C.6	C.7	C.1	C.5	E.4	E.1	E.5	E.3	E.2	M.7	M.2	M.5	M.1	M.3	M.6	M.4	P.2	P.7	P.6	P.3	P.4	P.5	P.1
80	C.1	C.4	C.2	C.8	C.3	C.5	C.6	C.7	E.3	E.1	E.4	E.2	E.5	M.1	M.6	M.4	M.5	M.7	M.3	M.2	P.1	P.6	P.5	P.2	P.3	P.7	P.4
81	C.8	C.1	C.3	C.2	C.4	C.5	C.6	C.7	E.4	E.2	E.5	E.1	E.3	M.1	M.3	M.7	M.2	M.4	M.6	M.5	P.2	P.4	P.7	P.1	P.3	P.6	P.5
82	C.1	C.8	C.7	C.5	C.3	C.4	C.6	C.2	E.1	E.4	E.5	E.3	E.2	M.4	M.6	M.3	M.7	M.5	M.2	M.1	P.6	P.1	P.7	P.2	P.5	P.3	P.4
83	C.1	C.2	C.3	C.4	C.5	C.7	C.8	C.6	E.1	E.2	E.3	E.5	E.4	M.1	M.2	M.4	M.3	M.5	M.6	M.7	P.1	P.2	P.3	P.4	P.5	P.6	P.7
84	C.3	C.4	C.8	C.2	C.7	C.5	C.1	C.6	E.2	E.1	E.3	E.5	E.4	M.7	M.1	M.6	M.3	M.4	M.5	M.2	P.3	P.5	P.1	P.7	P.2	P.6	P.4
85	C.2	C.3	C.4	C.1	C.7	C.8	C.5	C.6	E.4	E.5	E.3	E.1	E.2	M.7	M.3	M.4	M.5	M.6	M.2	M.1	P.1	P.3	P.7	P.5	P.2	P.6	P.4
86	C.4	C.5	C.7	C.3	C.6	C.1	C.8	C.2	E.5	E.3	E.1	E.4	E.2	M.7	M.4	M.5	M.6	M.3	M.1	M.2	P.2	P.7	P.5	P.3	P.6	P.1	P.4
87	C.1	C.3	C.5	C.7	C.6	C.4	C.2	C.8	E.3	E.1	E.5	E.2	E.4	M.1	M.3	M.2	M.7	M.5	M.4	M.6	P.6	P.1	P.2	P.4	P.5	P.3	P.7
88	C.1	C.4	C.7	C.8	C.3	C.5	C.6	C.2	E.5	E.2	E.3	E.4	E.1	M.7	M.6	M.1	M.2	M.3	M.4	M.5	P.7	P.1	P.2	P.4	P.5	P.6	P.3
89	C.8	C.4	C.3	C.2	C.1	C.7	C.5	C.6	E.5	E.3	E.1	E.4	E.2	M.1	M.3	M.2	M.6	M.7	M.4	M.5	P.7	P.2	P.3	P.1	P.6	P.4	P.5
90	C.1	C.3	C.4	C.5	C.7	C.6	C.8	C.2	E.3	E.5	E.4	E.2	E.1	M.1	M.4	M.7	M.3	M.5	M.2	M.6	P.2	P.3	P.5	P.6	P.1	P.7	P.4
91	C.1	C.4	C.8	C.2	C.3	C.6	C.5	C.7	E.4	E.1	E.5	E.2	E.3	M.3	M.2	M.5	M.4	M.6	M.7	M.1	P.3	P.2	P.6	P.1	P.7	P.4	P.5
92	C.6	C.1	C.3	C.2	C.4	C.7	C.8	C.5	E.2	E.1	E.5	E.3	E.4	M.7	M.5	M.2	M.3	M.1	M.4	M.6	P.3	P.6	P.2	P.4	P.7	P.5	P.1
93	C.1	C.3	C.2	C.6	C.8	C.4	C.5	C.7	E.4	E.1	E.2	E.3	E.5	M.1	M.3	M.6	M.2	M.4	M.7	M.5	P.3	P.1	P.2	P.5	P.6	P.4	P.7
94	C.3	C.1	C.7	C.5	C.2	C.6	C.4	C.8	E.2	E.4	E.5	E.1	E.3	M.2	M.1	M.6	M.4	M.3	M.5	M.7	P.5	P.2	P.3	P.4	P.6	P.1	P.7
95	C.1	C.5	C.8	C.2	C.3	C.4	C.7	C.6	E.2	E.3	E.1	E.4	E.5	M.7	M.3	M.4	M.5	M.6	M.2	M.1	P.6	P.3	P.2	P.7	P.1	P.4	P.5
96	C.7	C.2	C.4	C.3	C.5	C.1	C.6	C.8	E.1	E.5	E.4	E.2	E.3	M.2	M.3	M.5	M.4	M.6	M.7	M.1	P.6	P.1	P.2	P.5	P.7	P.3	P.4
97	C.1	C.7	C.6	C.4	C.3	C.5	C.8	C.2	E.2	E.1	E.5	E.4	E.3	M.2	M.4	M.7	M.6	M.5	M.3	M.1	P.2	P.3	P.5	P.7	P.1	P.6	P.4
98	C.1	C.7	C.2	C.3	C.8	C.4	C.5	C.6	E.4	E.1	E.3	E.2	E.5	M.1	M.2	M.5	M.3	M.7	M.4	M.6	P.3	P.4	P.1	P.6	P.7	P.2	P.5
99	C.4	C.7	C.2	C.3	C.1	C.5	C.6	C.8	E.1	E.2	E.3	E.4	E.5	M.1	M.2	M.3	M.4	M.5	M.6	M.7	P.1	P.2	P.3	P.4	P.5	P.6	P.7
100	C.1	C.2	C.3	C.4	C.5	C.6	C.7	C.8	E.1	E.2	E.3	E.4	E.5	M.1	M.2	M.3	M.4	M.5	M.6	M.7	P.1	P.2	P.3	P.4	P.5	P.6	P.7
101	C.4	C.3	C.1	C.7	C.8	C.2	C.5	C.6	E.2	E.4	E.5	E.1	E.3	M.7	M.1	M.4	M.2	M.3	M.5	M.6	P.6	P.7	P.3	P.1	P.2	P.5	P.4
102	C.1	C.2	C.3	C.4	C.5	C.6	C.7	C.8	E.1	E.2	E.3	E.4	E.5	M.1	M.2	M.3	M.4	M.5	M.6	M.7	P.1	P.2	P.3	P.4	P.5	P.6	P.7

DRAFT

Section 1 Rank-Order Responses

	Connect								Educate					Move							Protect						
ID																											
103	C.1	C.5	C.7	C.8	C.4	C.2	C.6	C.3	E.2	E.1	E.5	E.4	E.3	M.1	M.7	M.2	M.6	M.3	M.4	M.5	P.1	P.7	P.6	P.5	P.3	P.2	P.4
104	C.2	C.4	C.3	C.8	C.1	C.7	C.6	C.5	E.2	E.3	E.5	E.4	E.1	M.5	M.7	M.2	M.3	M.1	M.6	M.4	P.2	P.5	P.7	P.6	P.3	P.4	P.1
105	C.1	C.2	C.3	C.4	C.5	C.6	C.7	C.8	E.1	E.2	E.3	E.4	E.5	M.5	M.2	M.1	M.3	M.4	M.6	M.7	P.4	P.1	P.2	P.3	P.5	P.6	P.7
106	C.1	C.6	C.4	C.3	C.2	C.8	C.5	C.7	E.2	E.1	E.4	E.5	E.3	M.7	M.1	M.2	M.3	M.4	M.5	M.6	P.3	P.4	P.1	P.6	P.2	P.5	P.7
107	C.3	C.5	C.1	C.8	C.2	C.4	C.6	C.7	E.1	E.2	E.3	E.5	E.4	M.1	M.2	M.5	M.7	M.3	M.4	M.6	P.7	P.1	P.2	P.3	P.4	P.5	P.6
108	C.1	C.8	C.2	C.7	C.6	C.4	C.3	C.5	E.2	E.1	E.5	E.3	E.4	M.4	M.2	M.5	M.3	M.7	M.6	M.1	P.5	P.6	P.2	P.1	P.7	P.3	P.4
109	C.1	C.7	C.4	C.8	C.2	C.5	C.3	C.6	E.2	E.1	E.4	E.3	E.5	M.7	M.3	M.4	M.6	M.2	M.5	M.1	P.3	P.5	P.7	P.6	P.2	P.1	P.4
110	C.1	C.4	C.2	C.8	C.5	C.3	C.6	C.7	E.2	E.4	E.3	E.1	E.5	M.4	M.1	M.3	M.2	M.5	M.6	M.7	P.1	P.3	P.7	P.2	P.5	P.4	P.6
111	C.7	C.2	C.1	C.4	C.3	C.5	C.8	C.6	E.1	E.3	E.4	E.2	E.5	M.5	M.1	M.4	M.7	M.3	M.2	M.6	P.1	P.3	P.2	P.5	P.6	P.4	P.7
112	C.1	C.8	C.2	C.3	C.4	C.5	C.6	C.7	E.1	E.2	E.4	E.3	E.5	M.7	M.5	M.3	M.6	M.1	M.4	M.2	P.7	P.2	P.6	P.5	P.1	P.3	P.4
113	C.7	C.1	C.2	C.5	C.4	C.8	C.6	C.3	E.2	E.5	E.1	E.4	E.3	M.7	M.3	M.2	M.6	M.4	M.5	M.1	P.1	P.2	P.7	P.4	P.6	P.5	P.3
114	C.7	C.4	C.2	C.1	C.3	C.5	C.6	C.8	E.1	E.4	E.2	E.3	E.5	M.1	M.2	M.4	M.3	M.5	M.6	M.7	P.6	P.7	P.3	P.5	P.1	P.2	P.4
115	C.6	C.7	C.5	C.1	C.4	C.2	C.3	C.8	E.5	E.1	E.3	E.2	E.4	M.4	M.3	M.5	M.7	M.6	M.1	M.2	P.1	P.4	P.7	P.5	P.2	P.3	P.6
116	C.8	C.7	C.1	C.4	C.2	C.3	C.6	C.5	E.2	E.5	E.4	E.3	E.1	M.4	M.2	M.6	M.3	M.1	M.5	M.7	P.2	P.3	P.1	P.6	P.4	P.5	P.7
117	C.1	C.4	C.3	C.2	C.6	C.7	C.8	C.5	E.4	E.1	E.2	E.5	E.3	M.7	M.4	M.6	M.3	M.1	M.5	M.2	P.3	P.6	P.2	P.1	P.5	P.7	P.4
118	C.1	C.2	C.4	C.3	C.7	C.6	C.5	C.8	E.2	E.1	E.3	E.4	E.5	M.1	M.2	M.3	M.6	M.4	M.7	M.5	P.2	P.1	P.3	P.4	P.6	P.7	P.5
119	C.1	C.2	C.3	C.7	C.4	C.6	C.8	C.5	E.1	E.2	E.4	E.3	E.5	M.7	M.1	M.4	M.2	M.3	M.5	M.6	P.1	P.2	P.3	P.6	P.5	P.7	P.4
120	C.1	C.4	C.5	C.6	C.7	C.3	C.8	C.2	E.1	E.2	E.4	E.5	E.3	M.1	M.3	M.4	M.6	M.5	M.7	M.2	P.7	P.2	P.5	P.6	P.3	P.4	P.1
121	C.4	C.6	C.1	C.5	C.8	C.7	C.2	C.3	E.1	E.3	E.4	E.2	E.5	M.2	M.1	M.4	M.5	M.6	M.7	M.3	P.5	P.1	P.2	P.3	P.7	P.4	P.6
122	C.3	C.4	C.1	C.7	C.8	C.2	C.6	C.5	E.2	E.4	E.3	E.1	E.5	M.2	M.6	M.4	M.3	M.7	M.5	M.1	P.3	P.7	P.2	P.5	P.1	P.4	P.6
123	C.6	C.8	C.7	C.1	C.3	C.4	C.5	C.2	E.2	E.3	E.4	E.5	E.1	M.1	M.3	M.7	M.2	M.4	M.6	M.5	P.2	P.7	P.1	P.5	P.3	P.6	P.4
124	C.2	C.8	C.1	C.6	C.3	C.4	C.5	C.7	E.1	E.2	E.5	E.4	E.3	M.7	M.1	M.2	M.3	M.4	M.5	M.6	P.5	P.7	P.6	P.3	P.1	P.2	P.4
125	C.5	C.4	C.3	C.1	C.2	C.6	C.7	C.8	E.4	E.3	E.1	E.2	E.5	M.7	M.1	M.5	M.2	M.3	M.6	M.4	P.1	P.4	P.2	P.3	P.5	P.6	P.7
126	C.1	C.3	C.4	C.8	C.6	C.7	C.2	C.5	E.2	E.4	E.1	E.3	E.5	M.7	M.3	M.5	M.6	M.4	M.1	M.2	P.6	P.1	P.2	P.3	P.5	P.4	P.7
127	C.2	C.8	C.7	C.3	C.4	C.6	C.1	C.5	E.3	E.4	E.1	E.2	E.5	M.1	M.2	M.3	M.5	M.4	M.6	M.7	P.5	P.1	P.6	P.7	P.2	P.3	P.4
128	C.4	C.5	C.7	C.6	C.8	C.1	C.2	C.3	E.3	E.1	E.2	E.4	E.5	M.2	M.1	M.3	M.4	M.5	M.6	M.7	P.1	P.3	P.2	P.5	P.4	P.6	P.7
129	C.4	C.1	C.8	C.7	C.5	C.6	C.3	C.2	E.5	E.1	E.4	E.3	E.2	M.2	M.7	M.1	M.3	M.4	M.5	M.6	P.5	P.2	P.3	P.4	P.1	P.7	P.6
130	C.8	C.7	C.1	C.4	C.5	C.6	C.2	C.3	E.3	E.5	E.4	E.2	E.1	M.4	M.7	M.3	M.2	M.5	M.1	M.6	P.1	P.6	P.2	P.7	P.3	P.4	P.5
131	C.1	C.8	C.2	C.7	C.3	C.4	C.6	C.5	E.2	E.1	E.4	E.5	E.3	M.4	M.5	M.6	M.3	M.2	M.7	M.1	P.1	P.3	P.7	P.5	P.2	P.6	P.4
132	C.4	C.7	C.6	C.8	C.2	C.5	C.3	C.1	E.4	E.5	E.3	E.2	E.1	M.1	M.4	M.3	M.5	M.2	M.6	M.7	P.2	P.6	P.5	P.1	P.7	P.3	P.4
133	C.7	C.1	C.8	C.2	C.6	C.5	C.4	C.3	E.2	E.3	E.1	E.4	E.5	M.7	M.3	M.4	M.5	M.6	M.1	M.2	P.7	P.3	P.2	P.6	P.1	P.4	P.5
134	C.8	C.1	C.2	C.4	C.3	C.6	C.7	C.5	E.5	E.2	E.3	E.1	E.4	M.7	M.6	M.5	M.3	M.2	M.4	M.1	P.7	P.3	P.1	P.4	P.2	P.6	P.5
135	C.4	C.1	C.3	C.5	C.7	C.6	C.8	C.2	E.1	E.3	E.4	E.5	E.2	M.1	M.5	M.7	M.3	M.2	M.4	M.6	P.1	P.3	P.2	P.6	P.5	P.7	P.4
136	C.8	C.5	C.3	C.4	C.6	C.7	C.2	C.1	E.4	E.1	E.3	E.5	E.2	M.4	M.2	M.6	M.7	M.3	M.5	M.1	P.7	P.1	P.4	P.6	P.3	P.5	P.2
137	C.1	C.5	C.2	C.3	C.4	C.7	C.6	C.8	E.2	E.1	E.4	E.5	E.3	M.2	M.1	M.4	M.3	M.5	M.6	M.7	P.6	P.1	P.2	P.3	P.4	P.5	P.7
138	C.1	C.6	C.2	C.7	C.3	C.4	C.5	C.8	E.2	E.3	E.4	E.1	E.5	M.7	M.1	M.2	M.4	M.3	M.5	M.6	P.1	P.2	P.5	P.3	P.6	P.7	P.4
139	C.1	C.2	C.3	C.4	C.6	C.5	C.7	C.8	E.1	E.3	E.2	E.5	E.4	M.1	M.4	M.6	M.2	M.3	M.5	M.7	P.2	P.1	P.6	P.3	P.5	P.7	P.4
140	C.4	C.8	C.7	C.2	C.6	C.1	C.3	C.5	E.3	E.2	E.5	E.4	E.1	M.4	M.7	M.5	M.6	M.3	M.1	M.2	P.1	P.7	P.2	P.6	P.5	P.3	P.4
141	C.8	C.7	C.1	C.6	C.4	C.2	C.3	C.5	E.2	E.1	E.5	E.3	E.4	M.7	M.3	M.5	M.4	M.1	M.6	M.2	P.5	P.1	P.7	P.3	P.6	P.2	P.4
142	C.1	C.8	C.5	C.7	C.6	C.4	C.3	C.2	E.2	E.1	E.5	E.4	E.3	M.5	M.7	M.6	M.3	M.4	M.1	M.2	P.6	P.5	P.2	P.7	P.4	P.3	P.1
143	C.2	C.3	C.1	C.8	C.7	C.6	C.5	C.4	E.2	E.1	E.3	E.4	E.5	M.5	M.6	M.4	M.1	M.3	M.2	M.7	P.5	P.1	P.2	P.7	P.3	P.4	P.6
144	C.1	C.8	C.7	C.2	C.4	C.3	C.6	C.5	E.3	E.1	E.5	E.2	E.4	M.7	M.5	M.1	M.3	M.2	M.4	M.6	P.2	P.7	P.6	P.5	P.1	P.3	P.4
145	C.2	C.6	C.1	C.5	C.4	C.3	C.8	C.7	E.2	E.3	E.4	E.1	E.5	M.5	M.4	M.1	M.7	M.3	M.2	M.6	P.2	P.3	P.4	P.1	P.6	P.7	P.5
146	C.8	C.7	C.1	C.4	C.2	C.3	C.5	C.6	E.3	E.1	E.4	E.2	E.5	M.5	M.7	M.3	M.1	M.4	M.6	M.2	P.5	P.6	P.7	P.2	P.3	P.1	P.4
147	C.7	C.3	C.1	C.5	C.4	C.8	C.2	C.6	E.1	E.3	E.4	E.2	E.5	M.2	M.4	M.7	M.5	M.1	M.3	M.6	P.1	P.4	P.5	P.3	P.7	P.6	P.2
148	C.7	C.4	C.1	C.2	C.3	C.5	C.6	C.8	E.5	E.1	E.2	E.3	E. 4														
149	C.1	C.8	C.7	C.5	C.2	C.6	C.3	C.4	E.2	E.1	E.4	E.3	E.5	M.1	M.5	M.7	M.3	M.6	M.4	M.2	P.7	P.2	P.3	P.5	P.6	P.1	P.4
150	C.8	C.7	C.1	C.4	C.2	C.3	C.5	C.6	E.1	E.2	E.5	E.3	E.4	M.7	M.5	M.1	M.3	M.4	M.6	M.2	P.7	P.4	P.1	P.5	P.2	P.3	P.6
151	C.1	C.2	C.6	C.8	C.4	C.7	C.3	C.5	E.1	E.4	E.3	E.5	E.2	M.7	M.3	M.5	M.2	M.1	M.4	M.6	P.2	P.7	P.3	P.1	P.4	P.6	P.5
152	C.7	C.1	C.8	C.2	C.3	C.4	C.5	C.6	E.5	E.1	E.2	E.3	E.4	M.4	M.2	M.3	M.7	M.5	M.6	M.1	P.2	P.3	P.1	P.4	P.5	P.6	P.7
153	C.2	C.4	C.3	C.1	C.8	C.6	C.5	C.7	E.1	E.2	E.5	E.3	E.4	M.3	M.4	M.5	M.6	M.2	M.7	M.1	P.5	P.3	P.2	P.6	P.7	P.1	P.4

DRAFT

Section 1 Rank-Order Responses

	Connect								Educate					Move							Protect							
ID																											
154	C.2	C.8	C.7	C.1	C.4	C.3	C.5	C.6	E.1	E.4	E.5	E.2	E.3	M.1	M.4	M.5	M.2	M.3	M.6	M.7	P.7	P.1	P.6	P.2	P.3	P.4	P.5
155	C.1	C.4	C.5	C.8	C.7	C.2	C.6	C.3	E.1	E.2	E.3	E.5	E.4	M.1	M.2	M.4	M.3	M.5	M.6	M.7	P.1	P.2	P.3	P.5	P.6	P.7	P.4
156	C.8	C.1	C.5	C.3	C.2	C.7	C.4	C.6	E.5	E.4	E.2	E.3	E.1	M.1	M.2	M.3	M.4	M.6	M.5	M.7	P.1	P.2	P.5	P.7	P.4	P.3	P.6
157	C.3	C.7	C.8	C.5	C.2	C.4	C.1	C.6	E.1	E.2	E.3	E.5	E.4	M.7	M.1	M.5	M.6	M.3	M.4	M.2	P.7	P.6	P.1	P.5	P.2	P.3	P.4
158	C.1	C.8	C.5	C.7	C.2	C.4	C.3	C.6	E.1	E.2	E.3	E.5	E.4	M.3	M.5	M.7	M.1	M.2	M.4	M.6	P.5	P.2	P.3	P.6	P.4	P.7	P.1
159	C.4	C.3	C.5	C.1	C.6	C.8	C.7	C.2	E.1	E.5	E.3	E.4	E.2	M.2	M.4	M.3	M.7	M.6	M.5	M.1	P.5	P.3	P.6	P.7	P.2	P.1	P.4
160	C.4	C.8	C.6	C.3	C.2	C.7	C.5	C.1	E.3	E.1	E.2	E.4	E.5	M.7	M.2	M.3	M.4	M.1	M.5	M.6	P.5	P.6	P.7	P.2	P.3	P.4	P.1
161	C.1	C.2	C.3	C.4	C.6	C.5	C.7	C.8	E.1	E.2	E.5	E.3	E.4	M.1	M.2	M.3	M.7	M.4	M.5	M.6	P.1	P.2	P.3	P.4	P.7	P.5	P.6
162	C.8	C.7	C.3	C.6	C.1	C.2	C.4	C.5	E.2	E.1	E.4	E.5	E.3	M.5	M.7	M.3	M.4	M.1	M.6	M.2	P.3	P.5	P.2	P.7	P.1	P.4	P.6
163	C.2	C.3	C.6	C.8	C.5	C.4	C.1	C.7	E.2	E.1	E.3	E.5	E.4	M.2	M.1	M.5	M.4	M.3	M.6	M.7	P.2	P.1	P.3	P.4	P.6	P.7	P.5
164	C.7	C.8	C.3	C.1	C.2	C.4	C.5	C.6	E.5	E.3	E.1	E.2	E.4	M.7	M.1	M.2	M.3	M.4	M.5	M.6	P.7	P.6	P.1	P.2	P.3	P.4	P.5
165	C.1	C.2	C.8	C.4	C.3	C.5	C.7	C.6	E.1	E.3	E.2	E.4	E.5	M.3	M.2	M.4	M.7	M.1	M.5	M.6	P.1	P.2	P.3	P.7	P.5	P.6	P.4
166	C.1	C.4	C.8	C.6	C.2	C.5	C.3	C.7	E.2	E.1	E.4	E.3	E.5	M.3	M.4	M.5	M.7	M.1	M.6	M.2	P.5	P.3	P.2	P.1	P.4	P.6	P.7
167	C.4	C.2	C.3	C.8	C.5	C.7	C.6	C.1	E.3	E.5	E.4	E.1	E.2	M.2	M.5	M.1	M.3	M.4	M.6	M.7	P.3	P.7	P.2	P.5	P.6	P.1	P.4
168	C.1	C.8	C.7	C.2	C.4	C.5	C.3	C.6	E.5	E.3	E.4	E.1	E.2	M.4	M.5	M.1	M.6	M.7	M.3	M.2	P.7	P.1	P.2	P.4	P.3	P.5	P.6
169	C.8	C.7	C.1	C.5	C.4	C.2	C.6	C.3	E.1	E.4	E.2	E.5	E.3	M.3	M.7	M.2	M.5	M.1	M.6	M.4	P.3	P.7	P.1	P.6	P.5	P.2	P.4
170	C.1	C.6	C.2	C.3	C.4	C.8	C.5	C.7	E.2	E.1	E.3	E.5	E.4	M.1	M.2	M.3	M.4	M.6	M.7	M.5	P.1	P.3	P.7	P.2	P.4	P.6	P.5
171	C.5	C.4	C.1	C.7	C.3	C.8	C.2	C.6	E.1	E.5	E.2	E.3	E.4	M.4	M.6	M.3	M.2	M.1	M.7	M.5	P.7	P.1	P.5	P.6	P.3	P.2	P.4
172	C.1	C.2	C.4	C.3	C.5	C.6	C.7	C.8	E.1	E.2	E.3	E.4	E.5	M.1	M.2	M.3	M.4	M.5	M.6	M.7	P.1	P.2	P.3	P.4	P.5	P.6	P.7
173	C.8	C.4	C.3	C.6	C.1	C.2	C.5	C.7	E.1	E.2	E.5	E.3	E.4	M.6	M.2	M.1	M.3	M.4	M.7	M.5	P.3	P.4	P.6	P.7	P.5	P.2	P.1
174	C.3	C.5	C.7	C.6	C.2	C.8	C.1	C.4	E.3	E.4	E.1	E.2	E.5	M.1	M.2	M.3	M.5	M.6	M.4	M.7	P.1	P.2	P.3	P.4	P.5	P.6	P.7
175	C.1	C.3	C.2	C.4	C.5	C.6	C.7	C.8	E.1	E.3	E.2	E.5	E.4	M.1	M.2	M.3	M.4	M.5	M.6	M.7	P.1	P.2	P.3	P.4	P.6	P.7	P.5
176	C.1	C.2	C.3	C.4	C.6	C.5	C.7	C.8	E.1	E.5	E.2	E.4	E.3	M.5	M.2	M.3	M.1	M.6	M.4	M.7	P.7	P.1	P.2	P.5	P.3	P.6	P.4
177	C.1	C.2	C.3	C.6	C.5	C.4	C.7	C.8	E.2	E.1	E.4	E.3	E.5	M.1	M.6	M.2	M.4	M.3	M.5	M.7	P.1	P.2	P.3	P.4	P.5	P.6	P.7
178	C.1	C.3	C.4	C.5	C.6	C.7	C.8	C.2	E.1	E.3	E.5	E.4	E.2	M.2	M.3	M.5	M.4	M.7	M.1	M.6	P.2	P.6	P.7	P.3	P.4	P.1	P.5
179	C.4	C.1	C.2	C.8	C.7	C.3	C.6	C.5	E.2	E.1	E.3	E.5	E.4	M.3	M.5	M.6	M.1	M.7	M.2	M.4	P.2	P.6	P.5	P.3	P.1	P.4	P.7
180	C.1	C.8	C.4	C.3	C.2	C.7	C.6	C.5	E.5	E.2	E.3	E.4	E.1	M.4	M.3	M.7	M.2	M.5	M.1	M.6	P.5	P.3	P.7	P.1	P.6	P.4	P.2
181	C.8	C.1	C.7	C.3	C.2	C.4	C.6	C.5	E.4	E.2	E.1	E.3	E.5	M.2	M.7	M.5	M.1	M.3	M.4	M.6	P.2	P.1	P.7	P.3	P.4	P.6	P.5
182	C.2	C.3	C.4	C.5	C.6	C.1	C.7	C.8	E.3	E.2	E.1	E.4	E.5	M.7	M.3	M.4	M.5	M.6	M.1	M.2	P.6	P.3	P.4	P.5	P.7	P.2	P.1
183	C.1	C.2	C.3	C.4	C.5	C.6	C.7	C.8	E.2	E.1	E.3	E.4	E.5	M.5	M.7	M.1	M.3	M.2	M.4	M.6	P.1	P.3	P.2	P.4	P.5	P.6	P.7
184	C.1	C.3	C.2	C.4	C.7	C.8	C.5	C.6	E.3	E.5	E.4	E.2	E.1	M.5	M.1	M.3	M.7	M.2	M.6	M.4	P.3	P.6	P.5	P.1	P.4	P.2	P.7
185	C.8	C.4	C.1	C.3	C.6	C.7	C.2	C.5	E.3	E.5	E.4	E.1	E.2	M.7	M.5	M.4	M.6	M.3	M.2	M.1	P.5	P.6	P.7	P.1	P.2	P.3	P.4
186	C.8	C.2	C.1	C.3	C.4	C.5	C.6	C.7	E.2	E.1	E.3	E.4	E.5	M.1	M.2	M.3	M.4	M.5	M.7	M.6	P.1	P.3	P.2	P.4	P.5	P.6	P.7
187	C.7	C.2	C.8	C.4	C.3	C.5	C.6	C.1	E.5	E.2	E.4	E.3	E.1	M.7	M.5	M.2	M.3	M.4	M.6	M.1	P.7	P.5	P.1	P.6	P.2	P.3	P.4
188	C.1	C.2	C.7	C.5	C.4	C.8	C.3	C.6	E.3	E.1	E.5	E.4	E.2	M.1	M.2	M.3	M.4	M.5	M.6	M.7	P.1	P.2	P.6	P.4	P.3	P.5	P.7
189	C.1	C.2	C.8	C.3	C.4	C.7	C.5	C.6	E.2	E.3	E.1	E.5	E.4	M.2	M.6	M.3	M.4	M.1	M.5	M.7	P.2	P.3	P.4	P.1	P.5	P.6	P.7
190	C.1	C.6	C.2	C.7	C.4	C.3	C.8	C.5	E.2	E.3	E.1	E.5	E.4	M.1	M.2	M.3	M.4	M.5	M.7	M.6	P.1	P.2	P.3	P.4	P.7	P.5	P.6
191	C.2	C.4	C.1	C.8	C.5	C.6	C.7	C.3	E.1	E.2	E.3	E.4	E.5	M.1	M.2	M.3	M.4	M.5	M.6	M.7	P.1	P.2	P.3	P.4	P.5	P.7	P.6
192	C.1	C.6	C.4	C.2	C.3	C.7	C.5	C.8	E.2	E.1	E.3	E.4	E.5	M.3	M.5	M.4	M.2	M.7	M.6	M.1	P.6	P.2	P.7	P.3	P.1	P.4	P.5
193	C.7	C.4	C.1	C.3	C.2	C.5	C.6	C.8	E.2	E.4	E.5	E.1	E.3	M.1	M.2	M.3	M.7	M.5	M.6	M.4	P.5	P.1	P.4	P.3	P.2	P.6	P.7
194	C.1	C.3	C.4	C.5	C.8	C.6	C.7	C.2	E.2	E.1	E.3	E.4	E.5	M.1	M.6	M.2	M.3	M.4	M.5	M.7	P.1	P.3	P.5	P.4	P.6	P.7	P.2
195	C.2	C.3	C.8	C.4	C.6	C.1	C.5	C.7	E.1	E.3	E.2	E.4	E.5	M.1	M.3	M.5	M.2	M.7	M.4	M.6	P.4	P.1	P.5	P.2	P.7	P.3	P.6
196	C.1	C.2	C.3	C.4	C.5	C.6	C.7	C.8	E.1	E.3	E.2	E.4	E.5	M.1	M.2	M.3	M.4	M.5	M.6	M.7	P.1	P.2	P.3	P.4	P.5	P.6	P.7
197	C.8	C.7	C.4	C.3	C.2	C.5	C.6	C.1	E.1	E.2	E.3	E.4	E.5	M.3	M.1	M.7	M.2	M.4	M.5	M.6	P.7	P.2	P.1	P.3	P.4	P.5	P.6
198	C.4	C.3	C.6	C.1	C.5	C.8	C.2	C.7	E.2	E.1	E.4	E.5	E.3	M.1	M.2	M.3	M.7	M.6	M.4	M.5	P.3	P.1	P.5	P.2	P.6	P.4	P.7
199	C.1	C.8	C.7	C.2	C.3	C.4	C.5	C.6	E.1	E.3	E.4	E.5	E.2	M.3	M.2	M.7	M.6	M.4	M.5	M.1	P.3	P.5	P.6	P.1	P.4	P.7	P.2
200	C.4	C.1	C.3	C.8	C.5	C.7	C.2	C.6	E.3	E.4	E.5	E.2	E.1	M.1	M.5	M.2	M.6	M.4	M.3	M.7	P.3	P.7	P.4	P.1	P.2	P.5	P.6
201	C.1	C.4	C.3	C.8	C.6	C.2	C.7	C.5	E.1	E.2	E.5	E.4	E.3	M.2	M.3	M.7	M.5	M.4	M.6	M.1	P.1	P.2	P.5	P.7	P.3	P.4	P.6
202	C.7	C.4	C.1	C.2	C.3	C.5	C.8	C.6	E.5	E.1	E.2	E.4	E.3	M.1	M.4	M.2	M.3	M.5	M.6	M.7	P.6	P.7	P.1	P.2	P.3	P.5	P.4
203	C.8	C.7	C.6	C.4	C.3	C.2	C.1	C.5	E.1	E.2	E.4	E.3	E.5	M.1	M.2	M.4	M.6	M.5	M.3	M.7	P.1	P.2	P.5	P.3	P.6	P.4	P.7

DRAFT

Section 1 Rank-Order Responses

	Connect								Educate					Move							Protect						
ID																											
204	C.1	C.2	C.4	C.5	C.6	C.7	C.3	C.8	E.1	E.3	E.4	E.2	E.5	M.2	M.3	M.4	M.5	M.6	M.1	M.7	P.1	P.3	P.4	P.5	P.6	P.2	P.7
205	C.2	C.3	C.8	C.4	C.1	C.6	C.5	C.7	E.2	E.1	E.3	E.5	E.4	M.2	M.3	M.1	M.5	M.7	M.4	M.6	P.4	P.5	P.1	P.7	P.2	P.3	P.6
206	C.2	C.8	C.1	C.4	C.6	C.7	C.5	C.3	E.1	E.3	E.2	E.4	E.5	M.2	M.1	M.5	M.3	M.7	M.4	M.6	P.3	P.7	P.6	P.2	P.5	P.4	P.1
207	C.5	C.6	C.4	C.7	C.8	C.2	C.1	C.3	E.2	E.1	E.3	E.5	E.4	M.1	M.5	M.2	M.3	M.6	M.4	M.7	P.1	P.3	P.4	P.5	P.7	P.2	P.6
208	C.3	C.2	C.4	C.6	C.5	C.1	C.7	C.8	E.2	E.1	E.3	E.4	E.5	M.1	M.2	M.4	M.3	M.5	M.6	M.7	P.1	P.3	P.5	P.4	P.2	P.6	P.7
209	C.6	C.7	C.3	C.1	C.2	C.5	C.4	C.8	E.1	E.2	E.3	E.4	E.5	M.1	M.3	M.2	M.4	M.5	M.6	M.7	P.1	P.2	P.3	P.4	P.5	P.6	P.7
210	C.3	C.5	C.2	C.6	C.8	C.7	C.4	C.1	E.5	E.4	E.1	E.2	E.3	M.2	M.5	M.1	M.4	M.6	M.3	M.7	P.1	P.4	P.5	P.2	P.6	P.3	P.7
211	C.2	C.6	C.3	C.1	C.5	C.4	C.7	C.8	E.1	E.2	E.5	E.3	E.4	M.1	M.2	M.3	M.5	M.4	M.6	M.7	P.2	P.1	P.4	P.3	P.5	P.6	P.7
212	C.3	C.8	C.1	C.2	C.7	C.6	C.4	C.5	E.4	E.3	E.1	E.2	E.5	M.3	M.7	M.5	M.4	M.6	M.1	M.2	P.2	P.7	P.4	P.3	P.1	P.5	P.6
213	C.1	C.2	C.8	C.6	C.7	C.4	C.5	C.3	E.2	E.1	E.5	E.3	E.4	M.1	M.2	M.3	M.4	M.5	M.6	M.7	P.4	P.2	P.1	P.3	P.7	P.6	P.5
214	C.1	C.6	C.2	C.3	C.7	C.4	C.8	C.5	E.2	E.5	E.4	E.3	E.1	M.6	M.7	M.5	M.4	M.1	M.3	M.2	P.6	P.5	P.1	P.4	P.7	P.2	P.3
215	C.1	C.2	C.4	C.5	C.3	C.6	C.7	C.8	E.1	E.3	E.2	E.4	E.5	M.1	M.2	M.3	M.5	M.4	M.7	M.6	P.2	P.1	P.3	P.6	P.7	P.5	P.4
216	C.6	C.1	C.2	C.7	C.4	C.5	C.3	C.8	E.3	E.2	E.4	E.5	E.1	M.1	M.4	M.7	M.3	M.5	M.6	M.2	P.2	P.4	P.7	P.1	P.3	P.5	P.6
217	C.8	C.1	C.2	C.4	C.3	C.7	C.5	C.6	E.3	E.4	E.1	E.2	E.5	M.3	M.6	M.4	M.2	M.5	M.1	M.7	P.1	P.7	P.2	P.4	P.5	P.6	P.3
218	C.1	C.2	C.3	C.4	C.6	C.5	C.7	C.8	E.5	E.1	E.2	E.3	E.4	M.4	M.1	M.2	M.3	M.5	M.6	M.7	P.6	P.5	P.1	P.2	P.3	P.4	P.7
219	C.1	C.6	C.2	C.8	C.7	C.5	C.4	C.3	E.1	E.5	E.2	E.4	E.3	M.1	M.2	M.3	M.4	M.5	M.7	M.6	P.1	P.3	P.2	P.4	P.5	P.6	P.7
220	C.3	C.1	C.2	C.4	C.5	C.6	C.7	C.8	E.1	E.2	E.3	E.4	E.5	M.3	M.1	M.2	M.4	M.5	M.6	M.7	P.1	P.2	P.3	P.4	P.5	P.6	P.7
221	C.4	C.2	C.3	C.7	C.8	C.1	C.5	C.6	E.1	E.5	E.3	E.4	E.2	M.5	M.1	M.6	M.3	M.2	M.4	M.7	P.2	P.3	P.4	P.1	P.6	P.5	P.7
222	C.6	C.4	C.1	C.5	C.3	C.2	C.7	C.8	E.3	E.5	E.2	E.1	E.4	M.2	M.6	M.4	M.5	M.1	M.3	M.7	P.3	P.1	P.5	P.6	P.7	P.2	P.4
223	C.1	C.3	C.5	C.7	C.8	C.4	C.2	C.6	E.3	E.1	E.4	E.2	E.5	M.4	M.1	M.6	M.2	M.5	M.3	M.7	P.6	P.1	P.2	P.7	P.3	P.5	P.4
224	C.3	C.2	C.1	C.6	C.4	C.8	C.7	C.5	E.5	E.4	E.1	E.3	E.2	M.6	M.5	M.1	M.3	M.2	M.7	M.4	P.7	P.4	P.1	P.2	P.3	P.6	P.5
225	C.3	C.1	C.2	C.4	C.5	C.7	C.6	C.8	E.1	E.3	E.2	E.4	E.5	M.1	M.2	M.4	M.3	M.5	M.6	M.7	P.1	P.2	P.3	P.4	P.6	P.5	P.7
226	C.1	C.4	C.3	C.5	C.6	C.8	C.2	C.7	E.1	E.2	E.4	E.5	E.3	M.5	M.7	M.1	M.6	M.2	M.3	M.4	P.3	P.5	P.7	P.2	P.1	P.4	P.6
227	C.2	C.3	C.7	C.4	C.5	C.6	C.8	C.1	E.5	E.2	E.1	E.4	E.3	M.6	M.3	M.4	M.2	M.7	M.1	M.5	P.7	P.3	P.4	P.5	P.2	P.6	P.1
228	C.1	C.2	C.3	C.4	C.5	C.6	C.7	C.8	E.2	E.4	E.5	E.3	E.1	M.2	M.1	M.3	M.4	M.5	M.6	M.7	P.1	P.2	P.3	P.4	P.5	P.6	P.7
229	C.1	C.4	C.3	C.2	C.5	C.6	C.7	C.8	E.5	E.1	E.2	E.4	E.3	M.1	M.5	M.7	M.3	M.4	M.2	M.6	P.1	P.3	P.4	P.2	P.6	P.5	P.7
230	C.6	C.5	C.2	C.3	C.8	C.1	C.4	C.7	E.3	E.1	E.4	E.5	E.2	M.5	M.3	M.7	M.4	M.1	M.2	M.6	P.4	P.7	P.2	P.6	P.1	P.3	P.5
231	C.1	C.2	C.3	C.4	C.5	C.6	C.8	C.7	E.1	E.2	E.5	E.4	E.5	M.2	M.1	M.3	M.4	M.6	M.7	M.5	P.1	P.2	P.3	P.5	P.6	P.7	P.4
232	C.8	C.1	C.2	C.4	C.6	C.5	C.3	C.7	E.1	E.2	E.3	E.4	E.5	M.7	M.1	M.3	M.2	M.6	M.5	M.4	P.7	P.5	P.2	P.6	P.3	P.1	P.4
233	C.2	C.7	C.1	C.3	C.6	C.4	C.5	C.8	E.1	E.2	E.5	E.4	E.3	M.5	M.4	M.3	M.6	M.7	M.2	M.1	P.6	P.7	P.1	P.3	P.5	P.2	P.4
234	C.4	C.1	C.5	C.6	C.3	C.2	C.8	C.7	E.5	E.4	E.3	E.1	E.2	M.2	M.3	M.6	M.4	M.5	M.1	M.7	P.1	P.7	P.2	P.5	P.6	P.3	P.4
235	C.1	C.2	C.6	C.4	C.3	C.5	C.8	C.7	E.1	E.2	E.3	E.4	E.5	M.7	M.5	M.2	M.1	M.4	M.6	M.3	P.6	P.3	P.1	P.7	P.2	P.5	P.4
236	C.8	C.3	C.1	C.7	C.4	C.2	C.6	C.5	E.1	E.4	E.5	E.2	E.3	M.3	M.4	M.5	M.1	M.6	M.7	M.2	P.7	P.2	P.3	P.4	P.5	P.6	P.1
237	C.1	C.8	C.7	C.4	C.3	C.5	C.2	C.6	E.3	E.2	E.4	E.1	E.5	M.7	M.1	M.3	M.6	M.2	M.4	M.5	P.3	P.6	P.7	P.1	P.4	P.2	P.5
238	C.8	C.7	C.6	C.2	C.1	C.3	C.4	C.5	E.1	E.5	E.3	E.4	E.2	M.3	M.4	M.6	M.5	M.7	M.1	M.2	P.5	P.6	P.3	P.1	P.2	P.7	P.4
239	C.8	C.1	C.3	C.7	C.4	C.5	C.6	C.2	E.1	E.2	E.5	E.3	E.4	M.4	M.1	M.5	M.2	M.3	M.6	M.7	P.3	P.4	P.2	P.7	P.1	P.5	P.6
240	C.8	C.1	C.2	C.4	C.6	C.3	C.5	C.7	E.2	E.1	E.4	E.3	E.5	M.4	M.6	M.3	M.1	M.2	M.7	M.5	P.7	P.2	P.3	P.4	P.5	P.6	P.1
241	C.8	C.4	C.7	C.5	C.1	C.2	C.3	C.6	E.2	E.1	E.5	E.3	E.4	M.4	M.3	M.1	M.7	M.6	M.5	M.2	P.6	P.5	P.3	P.4	P.1	P.2	P.7
242	C.1	C.8	C.2	C.4	C.3	C.5	C.7	C.6	E.1	E.2	E.3	E.4	E.5	M.5	M.2	M.1	M.3	M.4	M.7	M.6	P.5	P.2	P.7	P.3	P.1	P.4	P.6
243	C.1	C.4	C.3	C.2	C.8	C.6	C.7	C.5	E.1	E.2	E.3	E.4	E.5	M.7	M.1	M.4	M.3	M.2	M.5	M.6	P.2	P.1	P.3	P.5	P.7	P.6	P.4
244	C.8	C.3	C.1	C.6	C.2	C.7	C.4	C.5	E.2	E.1	E.4	E.3	E.5	M.7	M.1	M.2	M.3	M.4	M.5	M.6	P.1	P.2	P.3	P.4	P.5	P.6	P.7
245	C.2	C.1	C.6	C.3	C.7	C.4	C.5	C.8	E.4	E.2	E.3	E.1	E.5	M.1	M.2	M.3	M.5	M.6	M.4	M.7	P.1	P.2	P.4	P.5	P.3	P.6	P.7
246	C.3	C.1	C.2	C.4	C.7	C.5	C.6	C.8	E.3	E.1	E.5	E.2	E.4	M.5	M.1	M.2	M.6	M.7	M.3	M.4	P.7	P.2	P.1	P.3	P.5	P.4	P.6
247	C.1	C.2	C.7	C.8	C.3	C.4	C.6	C.5	E.2	E.1	E.5	E.3	E.4	M.3	M.1	M.2	M.6	M.7	M.4	M.5	P.6	P.3	P.1	P.2	P.4	P.5	P.7
248	C.1	C.3	C.2	C.5	C.8	C.4	C.7	C.6	E.2	E.4	E.1	E.3	E.5	M.2	M.7	M.5	M.4	M.1	M.3	M.6	P.1	P.3	P.5	P.7	P.6	P.2	P.4
249	C.1	C.8	C.7	C.6	C.2	C.4	C.5	C.3	E.2	E.3	E.1	E.5	E.4	M.7	M.6	M.3	M.1	M.5	M.2	M.4	P.2	P.7	P.6	P.3	P.5	P.1	P.4
250	C.2	C.4	C.8	C.1	C.5	C.3	C.6	C.7	E.1	E.2	E.3	E.4	E.5	M.5	M.7	M.1	M.6	M.2	M.3	M.4	P.7	P.5	P.2	P.1	P.4	P.6	P.3
251	C.4	C.1	C.6	C.5	C.8	C.2	C.3	C.7	E.1	E.2	E.3	E.4	E.5	M.7	M.5	M.3	M.2	M.4	M.6	M.1	P.2	P.5	P.7	P.4	P.1	P.3	P.6
252	C.2	C.7	C.8	C.1	C.4	C.5	C.3	C.6	E.5	E.4	E.2	E.1	E.3	M.5	M.3	M.1	M.4	M.7	M.2	M.6	P.6	P.1	P.7	P.2	P.5	P.3	P.4
253	C.1	C.8	C.2	C.4	C.7	C.3	C.5	C.6	E.1	E.2	E.5	E.4	E.3	M.1	M.7	M.3	M.4	M.5	M.6	M.2	P.2	P.1	P.3	P.4	P.7	P.6	P.5

DRAFT

		Free Response		
ID	Survey Time Elapsed	What are your top 3 priority actions, regardless of category?	Do you have any additional comments or feedback?	Additional comments, thoughts, or ideas:
1	0:04:06	pedestrian-friendly planning, planning to slow cars down in pedestrian areas, bikes/trails connectivity		$50,000 - $74,999
2	0:06:17	M4 E3 C4		Over $200,000
3	0:14:10	C.8 M.5 P.2	Working from permanently changes my opinion on some of these things. But living in Frankton biking to where i work in Fishers would not be an option. Too rural to consider biking and walking to work options. Busing from Frankton/elwood area to Fishers/indy area would have been nice. But no longer need	$100,000 - $199,999
4	0:28:28	M7- redo CATS routes to stop wasteing time and resources stopping at closed businesses like mounds mall. M5-already is daily bus service between Anderson and Indy. Train service isn't economically feasible. P7-Biking and walking to local public schools isn't allowed in Anderson.	Why does Anderson and Madison County force new businesses to construct sidewalks to nowhere? It would be different if they connected to existing sidewalks, which aren't ever available. Would also enjoy knowing why sidewalks weren't installed along Scatterfield when it was widened and refurbished. Everything Anderson and Madison County does never seems to be coordinated with residents, businesses, or other government entities. Problem with Anderson and Madison County is dire lack of living wage jobs, not transportation issues.	Less than $35,000
5	0:06:26	Na	Na	Prefer not to say
6	0:06:03	M.4, E.3, P.7		$50,000 - $74,999
7	0:05:50	Male sure main roads are easily traveled and traffic signals help coordinate easy passage across the county and are especially monitored and synced in high traffic areas to avoid hurried driving and collisions.		$100,000 - $199,999
8	0:06:09	M.4. C.8. C.2		Over $200,000
9	0:11:40	E3, C8 and P3	Maximum effort to maintain what we have today and great planning to build solution that meet future needs. Please help small local communities use all available funding sources like CCMG make communities more	$100,000 - $199,999
10	0:09:08	C1, c4, & 4.1		$100,000 - $199,999
11	0:17:14	C.8, E.3, M.4	Don't do another mess like the one at I-69 and State St. That new road by McDonalds is way to confusing for people who don't live around here, especially for semi's.	Prefer not to say
12	0:11:10	P.6 C.8 C.7	Please do not connect our county to Indianapolis via public transportation. Indianapolis is already full of crime and we don't need that spilling into Madison County. Please add more sidewalks in towns and fix the broken and uneven sidewalks that current exist.	$100,000 - $199,999
13	0:11:37	Public and ride share transportation; sidewalks on busy roads (Scatterfield south of Kroger)		$35,000 - $49,999
14	0:09:59	M.5		$35,000 - $49,999
15	0:05:25	3-1.	I think the town is short sighted in the future growth of our town. Either new points Of exit or entrance to I69 need to be reviewed or expansion of 38 through downtown needs explored. Our downtown could use revitalization and modern	Over $200,000
16	0:05:08	C3 M5		$75,000 - $99,999

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		Free Response		
ID	Survey Time Elapsed	What are your top 3 priority actions, regardless of category?	Do you have any additional comments or feedback?	Additional comments, thoughts, or ideas:
17	0:04:18	C4,M7,C7		$100,000 - $199,999
18	0:05:41	C.8 Assist local governments to inventory & maintain sidewalks, pavement, lighting, and drainage. M.4 Proactively plan for the land use and transportation impacts of continued development along I-69. E.5 Explore how different potential futures might impact transportation.		$50,000 - $74,999
19	0:12:02	P.2, M.4, E.4		$100,000 - $199,999
20	0:04:06	Codes are unclear		$75,000 - $99,999
21	0:19:03	P5, M1, C2	I, we are an aging group. (Spoke and Wheel) activities reaching out too far in the future render us not as relevant. Recent construction of state highways with rumble strips in the center and taking up both shoulders further disenfranchise groups like us. If you still feel our, input can be useful let us know, will participate.	Prefer not to say
22	0:11:32	Safety for our children on the roads P7. Improve and update the lighting and drainage so our sidewalks are safe to walk on at night C8. Improve bus transportation for those who cannot drive or do not have a way to get to Indianapolis or out of state M5 & M3		Prefer not to say
23	0:06:05	C1 P2 m7 e2		$50,000 - $74,999
24	0:06:49	Transporte, Educar, conectar, proteger,		$35,000 a $49,999
25	0:05:00	C.1, M.3, E.2	Our roads suck	We absolutely need better, cleaner public transport. Both in environmental impact and
26	0:04:08	E.2, M.5, P.5	Nope.	Nope.
27	0:14:33	Anything that will work towards stopping climate change is my number one priority. That would include education, increasing bus rider numbers, and making it easier for bikes to get around.		
28	0:05:56	E.1, C.1, and P.5.	I do not have any additional comments or feedback.	No additional comments.
29	0:12:25	C.8 E.3 M.4		
30	0:10:29	E.1, P.7, P.5	Beautifying the community as well as restricting the amount of strip malls in a given area will increase happiness and tourism.	
31	0:11:26	E.1 M.7 P.6	N/A	N/A
32	0:06:39	P. 6		
33	0:07:36	Na	I think we should focus on existing roads and sidewalks before we spend money building trails and bike paths. Those should be funded by each town that wants to	
34	1:23:11	Reduction of pollution Safety of roads Control of crowds	no	I am a high school senior currently.
35	0:03:46	4,31		
36	0:05:40	N / A		

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		Free Response		
ID	Survey Time Elapsed	What are your top 3 priority actions, regardless of category?	Do you have any additional comments or feedback?	Additional comments, thoughts, or ideas?
37	0:10:45	P.5 Identify overbuilt roads where lanes can be replaced with parking, trees, trails, medians, etc. E.1 Increase awareness of air pollution issues & local climate change impacts. 1 M.2 Encourage people not to drive during rush hour to reduce congestion instead of expanding roadways.	try to leave while places alone.	don't come t my house, please:)
38	0:12:00	Increase awareness of air pollution issues & local climate change impacts, Reduce unequal impacts of planning on minorities & low income people, and Expand coordination with emergency agencies to improve crash response & get their input on roadway design.		
39	0:08:18	1. Make traffic easier for both parties (and/or reduce people being able to be late) 2. Try to find different paths for cars/buses/and emergency vehicles to get past rush hour easier 3. Reduce carbon emissions with better fuel or fewer amounts of vehicles.		My last comment is making bus stops more conjoined because my bus used to be late so much due to many different stops, and this may help not needing so many buses, or just getting larger ones. This could also help with any kidnapping issues, due to the bulk of kids. Along with maybe putting younger kids in bus stops with older kids, with younger kids buses coming first to
40	0:10:10	Climate change. E.1		
41	0:18:25	Increase awareness of air pollution and local climate change issues, coordinate public transit connect workers to jobs more easily, and assist local government and schools to make it safer to bike and walk to school.	No	No
42	0:07:57	C.1, E.2, M.3		
43	0:10:33	To help people stay safe and healthy	no	no
44	0:04:35	?		
45	0:06:57	c.4, m.3, m.7		
46	0:06:23	p.7,e.3,c.6		
47	0:04:22	C.2, M.3, P.2		I think we need more sidewalks in more suburban neighborhoods and a better bus
48	0:13:22	my priority is to try and actually help the poor and homeless, get a better education, and also help the genderfluid or the demi boy so they can also have their	no	none
49	0:06:50	making it safer to walk or bike to school, bike and scooter rental, make it easier to carpool.		
50	0:02:17	P.4, E.1, and C.3		
51	0:03:09	C.2, P.7, E.2	No	
52	0:04:23	traffic lanes for bikes and walkers	no	no
53	0:02:41	Raise awareness for others,stop racism.and help the world be a better place.	no	no
54	0:03:21	raise awearness, stop racisism, and help the world	no.	E/A
55	0:03:52	raise awareness for certain bacteria, stop racism, make the world have peace	no	no
56	0:06:10	I'm not sure i.e. c.1 e.3 m.5	No	
57	0:06:26	Get good grades Graduate all of my classes in one try. Graduate Highschool.	No	No

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		Free Response		
ID	Survey Time Elapsed	What are your top 3 priority actions, regardless of category?	Do you have any additional comments or feedback?	Additional comments, thoughts, or ideas:
58	0:07:14	ci f5 e7		
59	0:08:59	My top three priorities are: P.7, M.5, and E.1.	No, I do not.	None.
60	0:05:16	low-income people. P.2 Encourage policies requiring developers to accommodate people who walk, bike, and bus as well as drivers. M.5 Study the possibility of a bus and/or train route to Indianapolis.	Focus more on public transportation and focus less on automobile travel. Bikes and trains are the future.	
61	0:02:38	Make it easier to get in and out of the school, help us get in and out of school More stop signs so people aren't flying by	No	No
62	0:03:28	Assist the road paving companies, no burnouts, no	No	
63	0:04:30	(E.1, P.2, C.1)	No	No
64	0:04:59	P1 E3 C1	no	
65	0:05:19	C8,P1,C4	no	
66	0:05:49	C.1, P.6, and M.7		
67	0:06:59	p.6 expand coordination with emergency agencies to improve crash response and get their input on road design		
68	0:07:49	Help stop pollution, make getting to school easier for people who don't live in district	No	
69	0:06:57	My top three priority actions, regardless of category, are C.1, E.2, and P.6.	No additional comments or feedback.	No additional comments, thoughts, and/or ideas.
70	0:08:50	P.6 E.1 E.2	N.A.	Why does anything on this page matter? would your results be different? What does race or gender have to do with transportation? One of my concerns was E.1, which was about climate change. We all live on Earth, how would my race
71	0:14:20	M.7,C.5,E.2	All the effort and attention to unifying biking and cars seem worthless. Bikes can not adhere to road laws such as speed limits and thus should not be counted as vehicles. Giving bikers fewer restrictions is just going to cause two things, more accidents from either reckless bikers or drivers disobeying traffic laws to keep away from the biker. Also, bikers treating themself as a vehicle and getting hurt with the party using the actual motorized vehicle are no doubt being blamed.	None.
72	0:04:04	My main priorities are climate change and unnecessary space. Old buildings and unused roads should all be taking down. We can plant trees, and have more activities for kids to enjoy their day.		
73	0:01:51	Expand sidewalks, add roadway for bikes, and increase road width on backroads	No	
74	0:02:37	My family and friends having what they need, school, transportation		
75	0:03:59	I'm not concerned with this	no	

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		Free Response		
ID	Survey Time Elapsed	What are your top 3 priority actions, regardless of category?	Do you have any additional comments or feedback?	Additional comments, thoughts, or ideas:
76	0:03:38	E.1 Increase awareness of air pollution issues & local climate change impacts. P.7 Assist local governments and schools to make it safer to walk and bike to school. M.7 Coordinate public transit to connect workers to jobs more easily.	No	no
77	0:03:10	C.2, M.3, and P.3	no	no
78	0:03:47	C.8	no	
79	0:03:57	M.7, E.1, C.2		
80	0:05:17	Make sure you don't destroy the environment when building new roads and clean up after making them. Also make them look nice.	Nope	No
81	0:05:10	p.2, m.1, e.4		
82	0:06:10	E.1 P.6 M.4		
83	0:04:32	better roads for safety, more clear and obvious road signs, better system of lighting the road.	no	
84	0:06:09	Making sure that my family has everything. That everyone is safe. Making sure my friends always have a ride so they aren't put in a dangerous spot.		Add more light around fewer income places because it could be more dangerous as it gets darker.
85	0:06:53	C.2, E.4, P.1	no	no
86	0:06:33	C.4, M.7, E.5	no	no
87	0:06:31	cross walks stop signs	no	
88	0:07:17	4.1 Assist local governments and schools to make it safer to walk and bike to school M.7 Cooordinateoublic transit to connect workers to jobs more easily 2.1 Explore how different potential futures might impact transportation	No	
89	0:07:48	Explore how different futures might impact transportation E.5, make it easier to find people to car pool with M.1, and making it safer to walk or bike to		
90	0:07:22	Helping local government update public spaces. Encourage policies. Make it easier to find people.		
91	0:08:04	1. reduce pollution 2. make traveling as safe as possible 3. to not have all land be transformed into roads		
92	0:10:33	C.6, M.7, M.5	no	no
93	0:04:51	C.8, E.1, E.4	No	no
94	0:06:05			
95	0:17:00	P.6 - Expand coordination with emergency agencies to improve crash response and get their input on roadway design. P.3 - Integrate health into the planning process. M.7 - Coordinate public transit to connect workers to jobs more easily.	No.	
96	0:08:16	E.5, P.3, C.4		

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		Free Response		
ID	Survey Time: Elapsed	What are your top 3 priority actions, regardless of category?	Do you have any additional comments or feedback?	Additional comments, thoughts, or ideas:
97	1:53:28	C.1 Help local governments update public spaces and programs to meet accessibility and non-discrimination requirements. E.2 Reduce unequal impacts of planning on minorities & low-income people. M.2 Encourage people not to drive during rush hour to reduce congestion instead of expanding roadways. P.2 Encourage policies requiring developers to accommodate people who walk, bike, and bus as well as		
98	0:03:18	P.3, P.3, E.5	no	no
99	0:02:00	mandate mask	start wearing mask	
100	0:01:49	.		
101	0:14:08	E.2, C.4, P.6	N/A	N/A
102	0:04:20	Help poor, Try to give atleast 5$ to the poor, Help people that were impacted by hurricanes	I´d like to thank the government and President Joe Biden for helping the Country be amazing	I race at the Indiana state fairgrounds at a little track called mini indy speedway we need help looking for places to build our own track whether its a field or a supermarket we can race indoors
103	0:04:12	C.1, E.1, E.2		
104	0:05:00	p.2 c.2 e.2		
105	0:02:07	educate, connect, protect		
106	0:03:54	C1 E2 M7 P3	No	
107	0:04:06	M.1 C.3 P.7	No	
108	0:07:18	E.2 C.1 P.5	No	
109	0:06:28	E.2, C.1, P.7		
110	0:06:33	P.7, C.4, C.8		
111	0:05:35	C.7,E.1,M.5,P.1		
112	0:05:39	C.1, P.7, M.7		
113	0:13:16	i dont know what priority actions mean		what's this for?
114	0:07:17	C.7, E.1, P.6		
115	0:04:16	C.6 P.3 M.2		
116	0:02:42	N/A	No	None
117	0:04:13	P.3 , E.4, & C.1	No	
118	0:04:35	C.1 E.2 P.2	.	
119	0:06:16	C.1, E.1, and M.7	No I do not.	We need to equalize religion, race, and sexuality.
120	0:08:48	1.) C.1 2.) P.7 3.) E.1		
121	0:05:25	Encourage policies requiring developers to accommodate people who walk, bike, and bus as well as drivers, help local governments restrict driveways on high traffic roads to improve safety, and assist local governments to better preserve land for future roads, trails, and/or sidewalks.	no	
122	0:05:27	C.3, p.3, m.2	No	
123	0:05:20	P.7,C.1,C.6		
124	0:08:14	P.5, E.1, E.2		

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		Free Response		
ID	Survey Time Elapsed	What are your top 3 priority actions, regardless of category?	Do you have any additional comments or feedback?	Additional comments, thoughts, or ideas:
125	0:08:11	C.5 keep indot and local governments informed on how new driveways are impacting traffic and safety E.4 improve public and official understanding of planning and changing the transportation system M.7 coordinate public transit to connect workers to jobs more easily P.1 help local governments restrict driveways on high traffic roads to improve safety	No I don't have any additional comments	No additional comments
126	0:11:23	Getting emergency agencies close, helping people with low income, and help improve accessibility.	I'm a little confused on why you're asking Highschool students but I do think it's nice that we are being asked our opinion and it will hopefully impact the decisions	
127	0:12:21	identify overbuilt roads make it easier for people to carhop improve travel transportation to get places.		
128	0:05:43	Have the community better engaged to better work together, help governments improve safety, help people reduce the rush hour		
129	0:11:25	Encourage not to drive during rush hour, identify overbuilt roads, explore how different potential future		
130	0:12:12	Expand coordination with emergency agencies to improve crash response & get their input on roadway design, coordinate public transit to connect workers to jobs more easily, integrate health into the planning process.	No	None
131	0:04:58	M.5, C.1, P.1	No	
132	0:04:54	C.4, P.2, M.1		
133	0:15:23	C.7, E.2, M.7	No	Fix pot holes around the Anderson area
134	0:04:04	1. Assist local governments and schools to make it skater to walk and bike to school. 2. Coordinate public transit to connect workers to jobs easier. 3. Explore how different potential futures might impact		
135	0:04:53	Coordinate transportation, help government with traffic safety, and educate about air pollution and climate and how to fix it.		
136	0:04:33	Pollution awareness, pavement, transportation		
137	0:06:02	1. To help everyone I can in the medical field 2. To keep everyone safe the best way I can in the medical field 3. To move along with jobs not to stick with one job to have full expirence	I think we should more hands on teaching with COVID guide lines	
138	0:11:43	C.1 , E.2 , M.7		
139	0:09:12	Increase awareness Study translit improve Coordinate rural buses	No	
140	0:09:26	E.3, M.7, P.1	no	no
141	0:10:02	P.5 because why not, E.1 because not everyone is properly educated, and C.1 because everyone deserves equality	No	No
142	0:23:31	M.5, E.2, M.7		

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Free Response

ID	Survey Time Elapsed	What are your top 3 priority actions, regardless of category?	Do you have any additional comments or feedback?	Additional comments, thoughts, or ideas:
143	0:22:19	Encourage people to take the bus with some sort of pass if there isn't already. Provide more walkways across streets to protect people getting to bus stops. Repair broken sidewalks and streets.	I don't live in Anderson but I do work there and a lot of people are lazy so encouraging people to take the bus might be a bit difficult at first.	
144	0:15:59	C.8, P.2, M.7	N/A	There's only two genders.
145	0:04:26	To make more routes to Alexandria instead of just 9 More walking and bike routes to school Give insurance to low income people		
146	0:04:41	P.5, M.5, C.8	Nope	Nope
147	0:04:28	P.2 M.1 E.4		
148	0:04:12	C.7,E.5,M.5	No	No
149	0:06:02	C.1, E.2, P.7	No	None
150	0:06:57	P.7, m.7, e.1	No	
151	0:05:49	The top three from the educate	Nope	Nope
152	0:05:40	Preserving land for roads, educating about the future may impact transportation and intergerate health into the planning process.	No	No
153	0:07:51	C.2 e.1 m.3	Nope	Nope
154	0:08:41	P.7, M.4, C.2		
155	0:08:52	Increase awareness of air pollution, educate people on what bad things we are doing that will negatively impact our future, make driving safer	No	
156	0:07:13	C.8 m.5 p.1	No	No
157	0:09:09	Increase the awareness of air pollution, local climate, and make it safer to walk or ride a bike to school.		
158	0:09:21	E.1, C.1, C.2		
159	0:10:35	I think was should rise awareness about C4,M2,E1	N/A	N/A
160	0:10:31	P.5, M.7, E.3		
161	0:02:25	Ahahahahaha	Nope	Stop asking personal stuff
162	0:04:09	M.5, P.3, E.2		
163	0:02:26	Safety, protect, and improve	No	Nothing
164	0:04:24	P.7 M.7 E.5	Do better. Be better.	
165	0:06:29	E.1 p.1 and c.1	No	None
166	0:06:54	Make stuff more accessible for disabled people, reduce the pollution situation, pay the workers better	Pay the dang workers what they need	
167	0:01:56	C.4 E.3 M.2 P.3	No	
168	0:04:33	P7, E5, C1		No
169	0:08:34	P.7 M.7 C.1	No	
170	0:05:08	P3 E2 C1	Nope	
171	0:11:57	C.5 Keep INDOT & local governments informed on how new driveways are impacting traffic and safety, E.1 Increase awareness of air pollution issues & local climate change impacts, M.4 Proactively plan for the land use and transportation impacts of continued	No	
172	0:10:17	To help the minorities, make traffic less hectic, and expand road ways for emergencies		
173	0:08:31	Integrate Health into the planning process, increase awareness of pollution issues and local climate change impacts	No	No
174	0:01:17	None	No	No

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Free Response

ID	Survey Time Elapsed	What are your top 3 priority actions, regardless of category?	Do you have any additional comments or feedback?	Additional comments, thoughts, or ideas:
175	0:03:04	family, friends, work.		
176	0:02:56	discrimination	no	
177	0:03:21	discrimination, transportation, and education		
178	0:04:03	all of them		
179	0:03:54	E.2, C.4, M.3		
180	0:04:40	discrimination all of them	listen to strawberry shortcake by melanie martinez	yes
181	0:05:27	C.8 , P.2 , E.4		
182	0:04:58	m.7 c.3 m.3	no	
183	0:06:29	Get my high school diploma, move away, start a family	Fuck the dress code, stop sexualizing little girls and instead teach boys to mind there selves.	Say perhaps to drugs
184	0:07:25	discrimination		
185	0:08:00	Fixing roads(potholes) Increasing safety among people who live on main highways	No	
186	0:08:59	Systemic issues!	No	No
187	0:35:52	P.7-is an important thing to make sure that students get to school on time. C.7 M.7	Nope beside me probably not knowing what some of these questions mean.	Nope
188	0:05:40	Lower pollution,	Nope	
189	0:03:10	My top 3 priority's is too pass high school and go to collage and get a degreee	Nope	
190	0:02:19	Nothing	No	
191	0:03:54	Na	Na	Na
192	0:04:41	Stop discrimination, help all kids get there. Fix the potholes and sidewalk	None	None
193	0:04:04	Keep my dads farm, staying healthy in all ways, being productive	No	This is dumb
194	0:04:36	E3 P7 M2	No	
195	0:04:41	Fix potholes, fix sidewalk, and have equal rights	No.	I think that people should have equal rights.
196	0:05:39	Roofing, Construction, Bikes	No	We don't need school after freshman year
197	0:05:54	P.7 C.8 M.5		
198	0:06:39	P.3 M.1 E.2	N/	
199	0:05:44	C.1, E.1, P.3	No, it sounded great!	None
200	0:05:28	Getting a job, buying a house, finding a husband.	No	No
201	0:07:11	safer biking walking to school, reduce the impact of planning on minorities and those of low income, and increasing pollution awareness	no	no
202	0:07:10			
203	0:07:44	Global warming, recycling, air quality	We need to start focusing more on our planet and fixing it to make the world better and cleaner	
204	0:01:30	Gay		3.9929E+155
205	0:08:46	C.1 I would like there be a change for the dress code mainly for the young women in school they can't wear clothing that shows there shoulders or Shorts that are to short. I don't have that big of a word and I know I'm a male but I herd from a lot of the girls at school that it's weird and uncomfortable if a teacher is saying they need to cover them self up. They feel like there being		

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		Free Response		
ID	Survey Time Elapsed	What are your top 3 priority actions, regardless of category?	Do you have any additional comments or feedback?	Additional comments, thoughts, or ideas:
206	0:19:47	C.2, E.1, P.3	No	I don't have any of those.
207	0:09:36			
208	0:10:19	Be financially stable, start a humble life, live life to the fullest	None	None
209	0:10:19	C.2 e2 m4	No	No
210	0:12:38	(P.7) Assist local governments and schools to make it safer to walk and bike to school, (C.4) coordinate local community, neighborhood, and transportation plans to work together better, and (P.6) Expand coordination with emergency agencies to improve crash response and get their input on roadway design.		
211	2:34:26	C.2, E.1,M.2		
212	0:08:22	C.3 Study how to improve transit service and increase ridership. M.3 Coordinate rural buses to move people across county lines more easily. E.4 Improve public & official understanding of planning & the changing transportation system.	no.	n/a
213	0:05:34	C.2, P.4, P.7		
214	0:07:47	C.1 E.4 M.4 P.6	No	
215	0:02:16	Staying safe on the community		
216	0:07:40	P.2, M.1, E.2		
217	0:02:44	P.1, M.3, E.3		
218	0:04:08	Information not given.	I do not	None.
219	0:05:35	Transportation, health and safety	No	None
220	0:01:42	Aydenbaker		
221	0:08:19	To be honest transportation is very important and if that is the case we need to find a way to make it all safe for everyone	No not really	I have none
222	0:04:38	P.3 integrate health into the planing process, M.2 encourage people not to drive so fast, C.6 Help bicycle	No.	No
223	0:12:34	C.7- assist local governments to better preserve for future roads, trails and/or sidewalks. P.7- assist local governments and schools to make it safer to walk and bike to school. P.3- integrate health into the planning process	No I don't	
224	0:05:45	C3 E4 M5	No	No
225	0:04:36	Idk	No	No
226	0:08:33	P.3 integrate health into planning process M.5 study the possibility of a bus and / train route to Indianapolis C.1help local governments update public spaces and programs to meet accessibility	No	No

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		Free Response		
ID	Survey Time Elapsed	What are your top 3 priority actions, regardless of category?	Do you have any additional comments or feedback?	Additional comments, thoughts, or ideas:
227	0:13:20	C4 E1 M6	Nope	Nope
228	0:17:06	I dont have any	Nope	
229	0:04:12	M1, E2, M7	No	No
230	0:01:56	P4 M1		
231	0:14:25	Increase awareness of air pollution, improve the safety, and you could add a lane specifically for busses. There are some of those, but they should definitely add more just to decrease traffic		Again, you could maybe just add a lane specifically for busses. It could keep the road more organized and maybe decrease traffic.
232	0:03:45	C.8, E.1, P.7		
233	0:04:34	E.1, M.5, P.6		
234	0:04:17	Make it safer for kids to get to school in the mornings. Make the community a better place Picking up trash in the streets and more		
235	0:04:41	E.1, M.7, P.1		
236	0:05:53	E1 C8 and P7	No	No
237	0:04:00	C.1, P.6, E.2	No	No
238	0:06:50	C.8, M.3, E.1		
239	0:03:52	C:8, E:1, M:4, P:3	No	No
240	0:04:22	C.8, P.7, E.2	No	
241	0:04:29	1. Safety on the road 2. Decrease in pollution/littering 3. Prioritization of the environment	N/A	
242	0:03:21	Make roads safer, make sidewalks safer, make getting to Indy more affordable.	A train to Indy would be awesome.	Train go brrr.
243	0:04:59	C1 C2 E1		
244	0:04:19	C.8 M.7 P.1	Make the road more even and safer to drive on, there's too many potholes and just holes in general	
245	0:04:44	The transportation system, help local governments	No	No
246	0:07:45	Study different ways for cars to safely drive. Teach about pollution and climate change, help schools create safer ways to get to the school.		
247	0:07:03	P.6, M.1, C.1		
248	0:08:27	E.2, P.1, and C.1		
249	0:07:02	C1, E2, M7		
250	0:11:09	P.7, C.2, P.5	Please add more sidewalks, and public transport especially in rural areas.	Sidewalks and public transit
251	0:15:38	Educate people about air pollution, make it safer to walk or bike to school, connect workers to jobs more easily.		
252	0:13:11	C.2,M.5,P.6		
253	0:02:55	E2, M3, P1		

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B.05 - Public Input Survey



Public Input Survey

Public Input Survey that accompanied the Public Workshop in June 2026.

The public input survey responses have been added to the Public Workshop results that can be viewed later in this appendix.

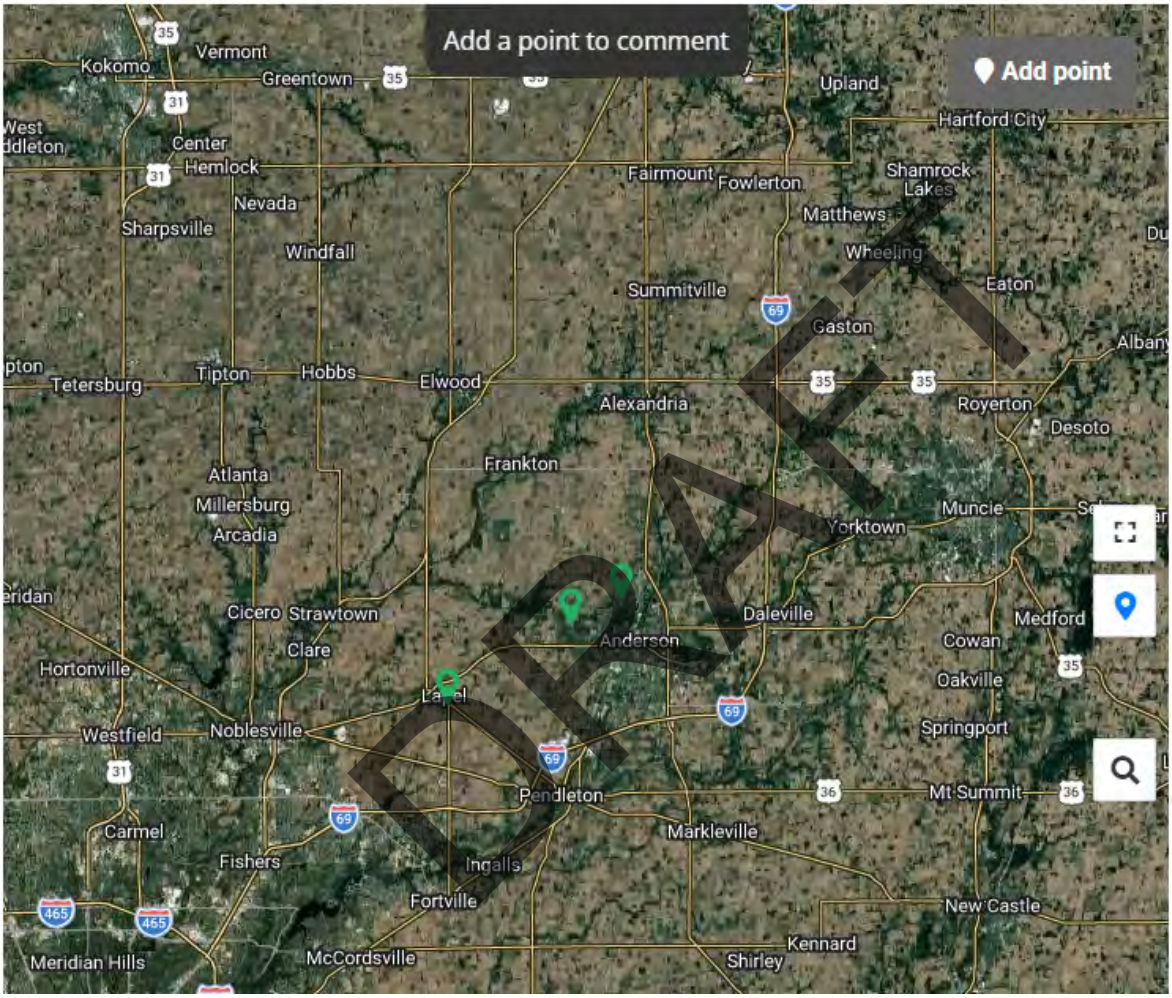
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Take the Survey

We need your help to decide how to spend Federal transportation funds in the Anderson region. Lend your voice to the process by taking this brief 10-minute survey!

What transportation related problems do you see in the region?

Click Add Point to drop a pin on the map and leave a comment



With an imaginary budget of $1000, how would you distribute transportation funds?

move the sliders in each category to allocate funding

Your remaining budget:

$1,000

Infrastructure maintenance

keep existing infrastructure in good condition

$0 $0 $500

Stormwater management / drainage

solve street drainage issues

$0 $0 $500

Improved public transit

increase service, coverage, or quality of transit

$0 $0 $500

Improved traffic flow

update roadway design or traffic signals for less congestion

$0 $0 $500

Walking and biking

build more sidewalks, trails, and bike lanes

$0 $0 $500

Beautified streetscape

add plantings, street furniture, and buffer strips

$0 $0 $500

Improved Safety

implement safety measures to reduce car crashes

$0 $0 $500

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Non-Infrastructure Priorities

What plans, programs, and policies should be a priority **over the next five years?** For each category below, click & drag action items in order of importance to you (top = highest priority).

Category 1: Connect

NEXT PRIORITY

- C.1 Help local governments update public spaces and programs to meet accessibility and non-discrimination requirements.
- C.2 Connect sidewalks, bike lanes, and trails to Anderson (CATS) bus stops.
- C.3 Study how to improve transit service and increase ridership.
- C.4 Coordinate local community, neighborhood, and transportation plans to work together better.
- C.5 Keep INDOT & local governments informed on how new driveways are impacting traffic and safety.
- C.6 Develop & support local bicycle and scooter rental programs.
- C.7 Assist local governments to better preserve land for future roads, trails, and/or sidewalks.
- C.8 Assist local governments to inventory & maintain sidewalks, pavement, lighting, and drainage.

Category 2: Educate

NEXT PRIORITY

- E.1 Increase awareness of air pollution issues & local climate change impacts.
- E.2 Reduce unequal impacts of planning on minorities & low income people.
- E.3 Improve local, state, and federal government coordination on transportation projects.
- E.4 Improve public & official understanding of planning & the changing transportation system.
- E.5 Explore how different potential futures might impact transportation.

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Category 3: Move

NEXT PRIORITY

- M.1 Make it easier to find people to carpool with & create designated parking lots for meeting to carpool.
- M.2 Encourage people not to drive during rush hour to reduce congestion instead of expanding roadways.
- M.3 Coordinate rural buses to move people across county lines more easily.
- M.4 Proactively plan for the land use and transportation impacts of continued development along I-69.
- M.5 Study the possibility of a bus and/or train route to Indianapolis.
- M.6 Study how to improve service and increase ridership of rural Madison County buses (TRAM).
- M.7 Coordinate public transit to connect workers to jobs more easily.

Category 4: Protect

NEXT PRIORITY

- P.1 Help local governments restrict driveways on high traffic roads to improve safety.
- P.2 Encourage policies requiring developers to accommodate people who walk, bike, and bus as well as drivers.
- P.3 Integrate health into the planning process.
- P.4 Count how many people are walking and/or biking.
- P.5 Identify overbuilt roads where lanes can be replaced with parking, trees, trails, medians, etc.
- P.6 Expand coordination with emergency agencies to improve crash response & get their input on roadway design.
- P.7 Assist local governments and schools to make it safer to walk and bike to school.

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What are your top 3 priority actions, regardless of category?

Select Some Options

C.01 - 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)

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C.02 - Public Engagement Facebook Pages & Groups



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Elwood

Facebook Pages	Community
Town of Lapel	Lapel
Pendleton Business Association	Pendleton
Pendleton - Falls Park	Pendleton
Pendleton Community Public Library	Pendleton
Main Street Pendleton	Pendleton
Pendleton-Gazette.com	Pendleton
Anderson Madison County Black Chamber of Commerce Inc	Anderson
Anderson Impact Center	Anderson
Sweet 16 Neighborhood	Anderson
Summitville HOPE Center	Summitville
Town of Summitville	Summitville
The Chesterfield Weekly	Chesterfield
Chesterfield Millcreek Civic Center	Chesterfield
Chesterfield Parks Department	Chesterfield
Daleville, Indiana History	Daleville
Daleville Town Hall Park	Daleville
Daleville Community Library Daleville, Indiana	Daleville

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Facebook Pages	Community
Elwood Indiana Parks	Elwood
Elwood Indiana Chamber of Commerce	Elwood
Elwood Call Leader	Elwood
City of Elwood Indiana	Elwood
Alexandria Monroe Public Library	Alexandria
Alexandria Monroe Chamber of Commerce	Alexandria
Alexandria Times-Tribune	Alexandria
City of Alexandria Indiana	Alexandria
Town of Fortville	Fortville
Fortville Action Inc	Fortville
Fortville Happenings	Fortville
Fortville	Fortville
Fortville/McCordsville Chamber of Commerce	Fortville
Madison County Sheriff	Madison County
Madison County Government Center	Madison County
Anderson Road Runners Club	Anderson
City of Anderson Government	Anderson

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Facebook Pages	Community
Park Place Arts	Anderson
Vesuvius Coworking	Anderson
Corporation for Economic Development Anderson/Madison County	Madison County
Anderson Madison County Visitors Bureau	Madison County
Madison County Chamber | Central Indiana	Madison County
Bicycle Indiana	Indiana
Commuter Connect	Indianapolis
Town of Pendleton	Pendleton
Hancock County Community Foundation	Hancock County
Hancock County Tourism and Visitor Center	Hancock County
Vernon Township - Hancock County	Fortville
Town of Ingalls	Ingalls
Ingalls Community Uncensored	Ingalls
Ingalls, Indiana - Community Awareness	Ingalls
Lapel 411	Lapel
Lapel Parks & Recreation	Lapel
The Town of Markleville	Markleville

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Facebook Pages	Community
Orestes Indiana Citizens For Change	Orestes
Frankton Community Action Committee	Frankton
Frankton Parks	Frankton
Frankton Town Hall	Frankton
Indiana Department of Transportation: East Central	Indiana
Central Indiana Regional Transportation Authority (CIRTA)	Indiana

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Facebook Groups	Community
Alexandria Proud	Alexandria
Anderson/Madison County Community Events	Anderson
Anderson Road Runners Group	Anderson
A town past present and future	Anderson
Anderson Indiana Current Events	Anderson
Someone Should East Central Indiana	Anderson-Muncie
Community Involvement - Delaware County, Indiana	Delaware County
Elwood Community Online (Indiana)	Elwood
Elwood Citizens Sharing Information	Elwood
Elwood Community Online, Indiana	Elwood
Fortville Chatter	Fortville
Town of Frankton	Frankton
Frankton IN Friends and Neighbors	Frankton
[LAPEL] Small Business Page	Lapel
Lapel Friends	Lapel
Madison County Spoke & Wheel Bicycle Club	Madison County
Frankton-Elwood-Alexandria-Orestes Discussion	Madison County

DRAFT

Facebook Groups	Community
Orestes, Indiana	Orestes
Pendleton Chatters	Pendleton
Pendleton Chatter	Pendleton

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C.03 - Madison County Health Fair Survey



2045 inMotion
Transportation Choices for the Future of the Anderson Metropolitan Region

SURVEY

1. What development type do you expect to see between now and 2045?
   [ ] Interstate [ ] Infill [ ] Redevelopment
   Why?

2. Which development type do you want to see between now and 2045?
   [ ] Interstate [ ] Infill [ ] Redevelopment
   Why?

3. Rate how accessible your neighborhood is for walking and biking.
   [ ] 1 (no accessibility) [ ] 2 [ ] 3 (average accessibility) [ ] 4 [ ] 5 (high accessibility)

4. Would you walk or bike more if it rated higher?
   [ ] Yes [ ] No

5. What places or activities do/would you walk or bike to?
   [ ] Exercise
   [ ] Shopping
   [ ] Work
   [ ] Visit friends/family
   [ ] Park
   [ ] School/Library
   [ ] Bus/Transit
   [ ] Hospital
   [ ] Other

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Survey continues on the back of this page →

Please tell us about yourself

This information helps us know if participation was representative of the diversity in the community. Please answer as many or as few questions as you like. **Your responses are completely anonymous.**

1. You are [ ] Female [ ] Male [ ] Non-binary [ ] Prefer not to say

2. Which racial group do you most closely identify with?

   [ ] Asian [ ] Black or African American [ ] Native American [ ] White [ ] Two or more races

   [ ] Other: _____

3. Are you Hispanic or Latinx? [ ] Yes [ ] No

4. What is your age?

   [ ] <15 [ ] 25-34 years [ ] 45-54 years [ ] 65 or over

   [ ] 15-24 years [ ] 35-44 years [ ] 55-64 years

5. What is your highest level of education?

   [ ] Less than a high school diploma [ ] Some college [ ] Bachelor's Degree

   [ ] High school diploma or equivalent [ ] Associate's Degree [ ] Master's Degree / Ph.D.

6. What is your zip code? _____

7. How long have you lived there?

   [ ] 0-4 years [ ] 10-19 years [ ] 30-39 years [ ] 50+ years

   [ ] 5-9 years [ ] 20-29 years [ ] 40-49 years

8. Please tell us about your annual household income:

(This information will be cross referenced with census data to ensure input is representative of the community. All answers are anonymous.)

[ ] Less than $35,000 [ ] $50,000 to $74,999 [ ] $100,000 to $199,999

[ ] $35,000 to $49,999 [ ] $75,000 to $99,999 [ ] $200,000 +

10. Additional comments, thoughts or ideas:

DRAFT

C.04 - Madison County Health Fair Poster



Frankton

2045 inMotion

Transportation Choices for the Future of the Anderson Metropolitan Region

Built Environment + Health

The potential impact of future growth has been calculated for three scenarios in which development is concentrated...

Interstate

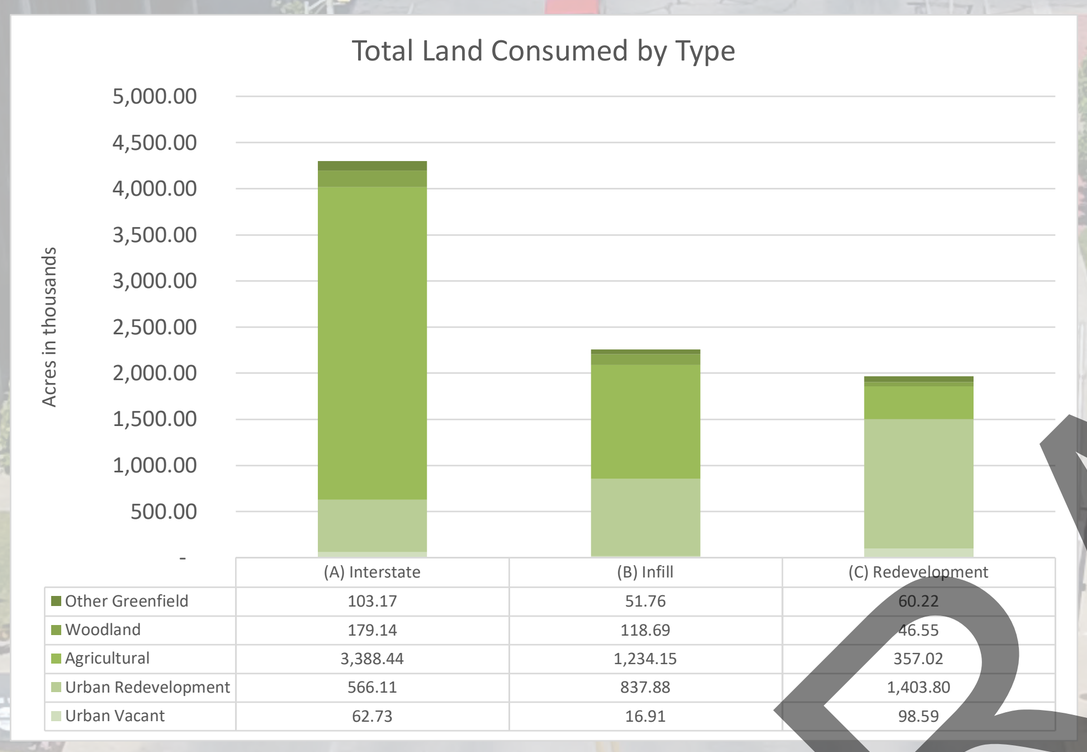
...along interstates and major arterial corridors, such as I-69, US 36, SR 9, and SR 13. This development pattern uses underdeveloped, greenfield areas that lack infrastructure such as agricultural properties.

Infill

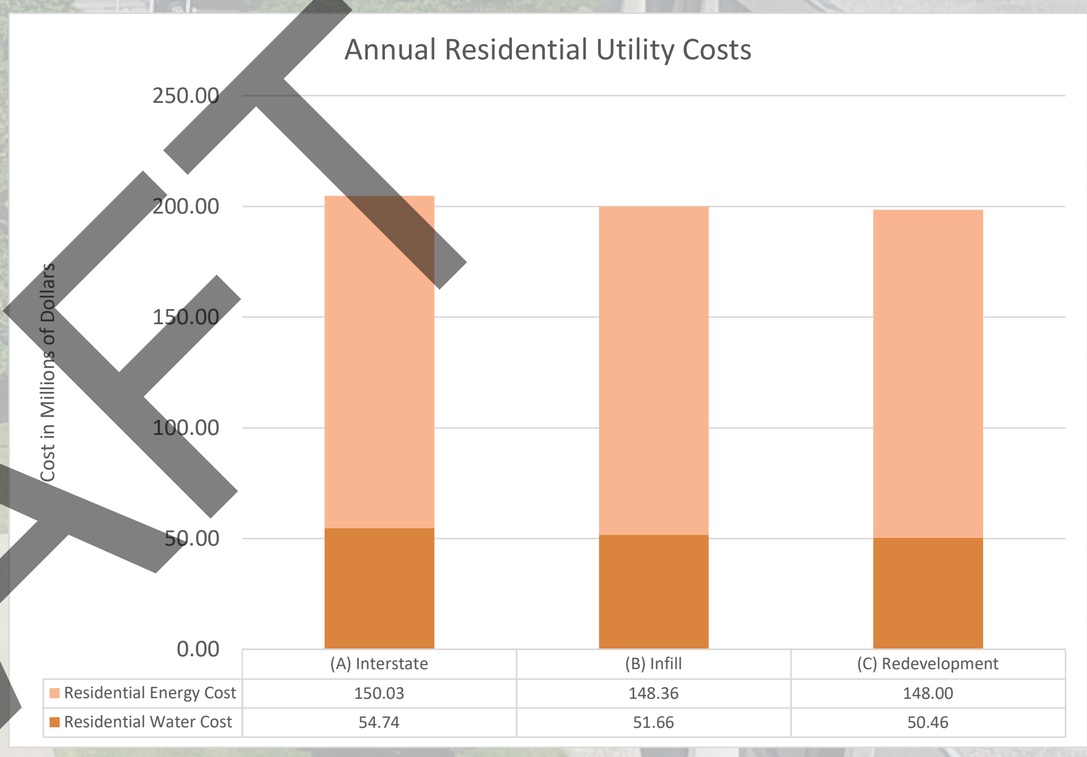
...in existing communities on vacant parcels within previously built areas. These areas are already served by public infrastructure, such as transportation, water, wastewater, and other utilities.

Redevelopment

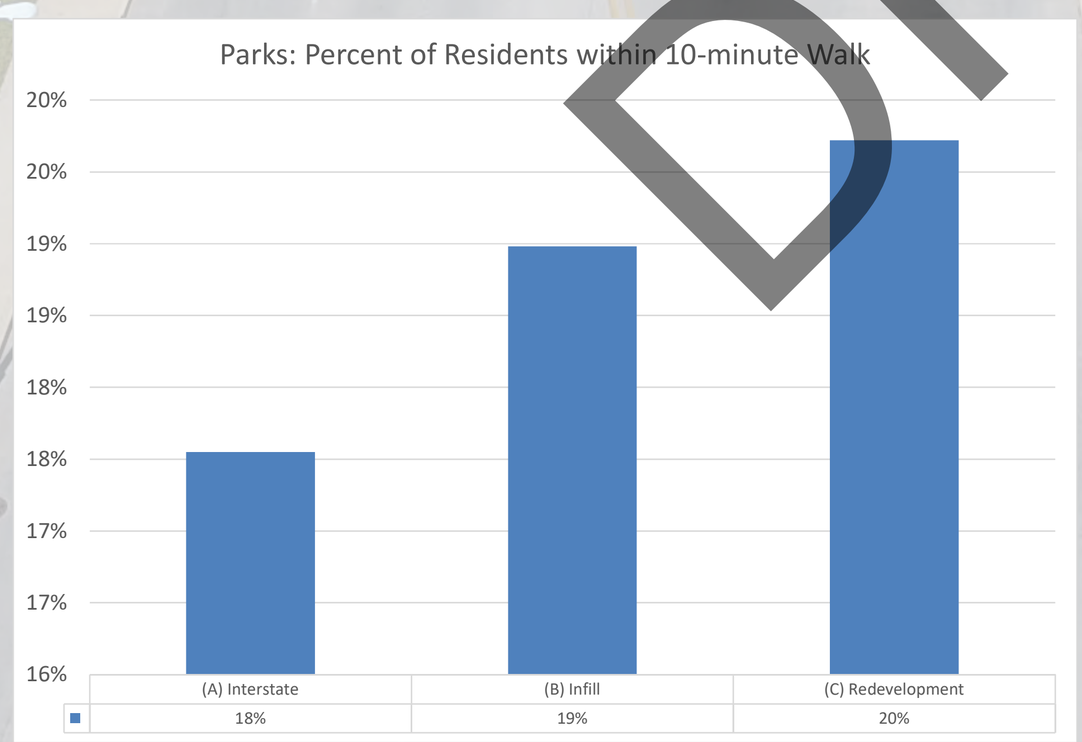
...in existing communities by converting buildings into other uses, resulting in increased densities. Ideally, redevelopment aims for better use of the property that provides an economic return to the community.



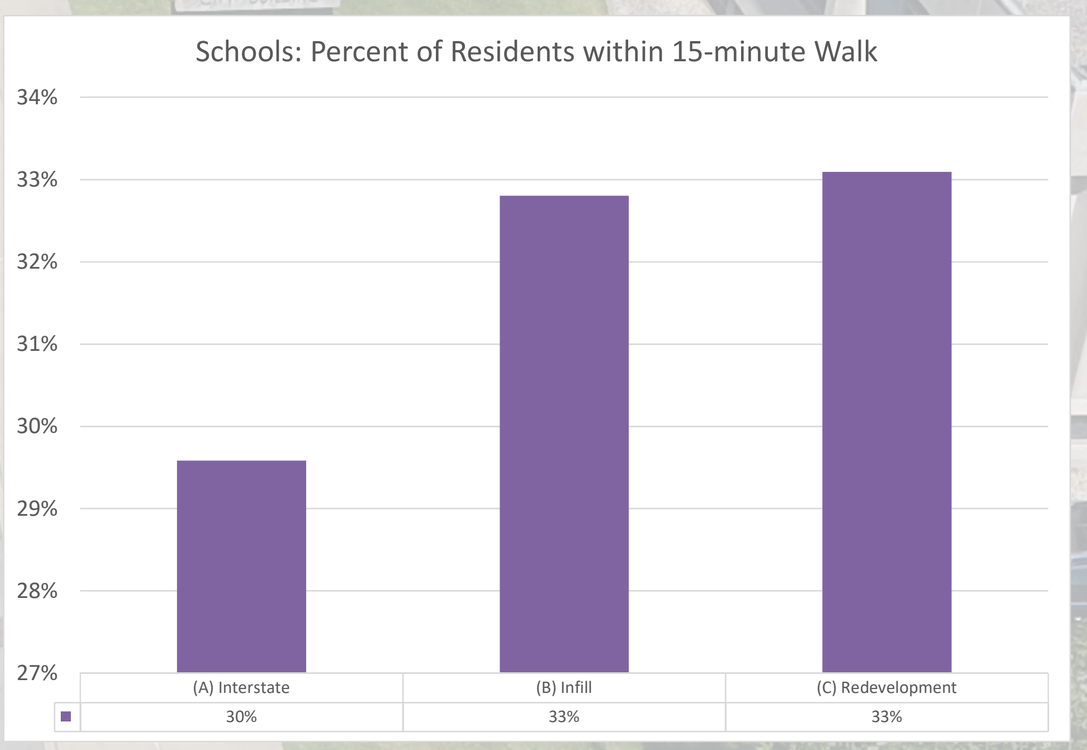
	(A) Interstate	(B) Infill	(C) Redevelopment
Other Greenfield	103.17	51.76	60.22
Woodland	179.14	118.69	46.55
Agricultural	3,388.44	1,234.15	357.02
Urban Redevelopment	566.11	837.88	1,403.80
Urban Vacant	62.73	16.91	98.59



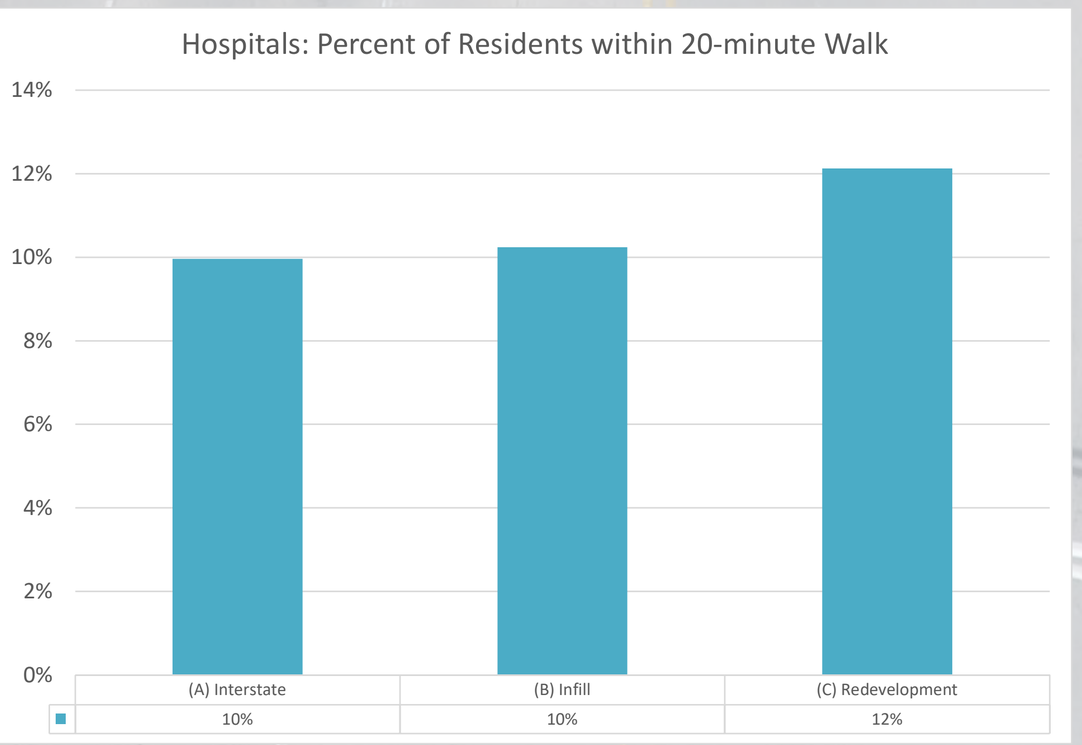
	(A) Interstate	(B) Infill	(C) Redevelopment
Residential Energy Cost	150.03	148.36	148.00
Residential Water Cost	54.74	51.66	50.46



	(A) Interstate	(B) Infill	(C) Redevelopment
	18%	19%	20%



	(A) Interstate	(B) Infill	(C) Redevelopment
	30%	33%	33%



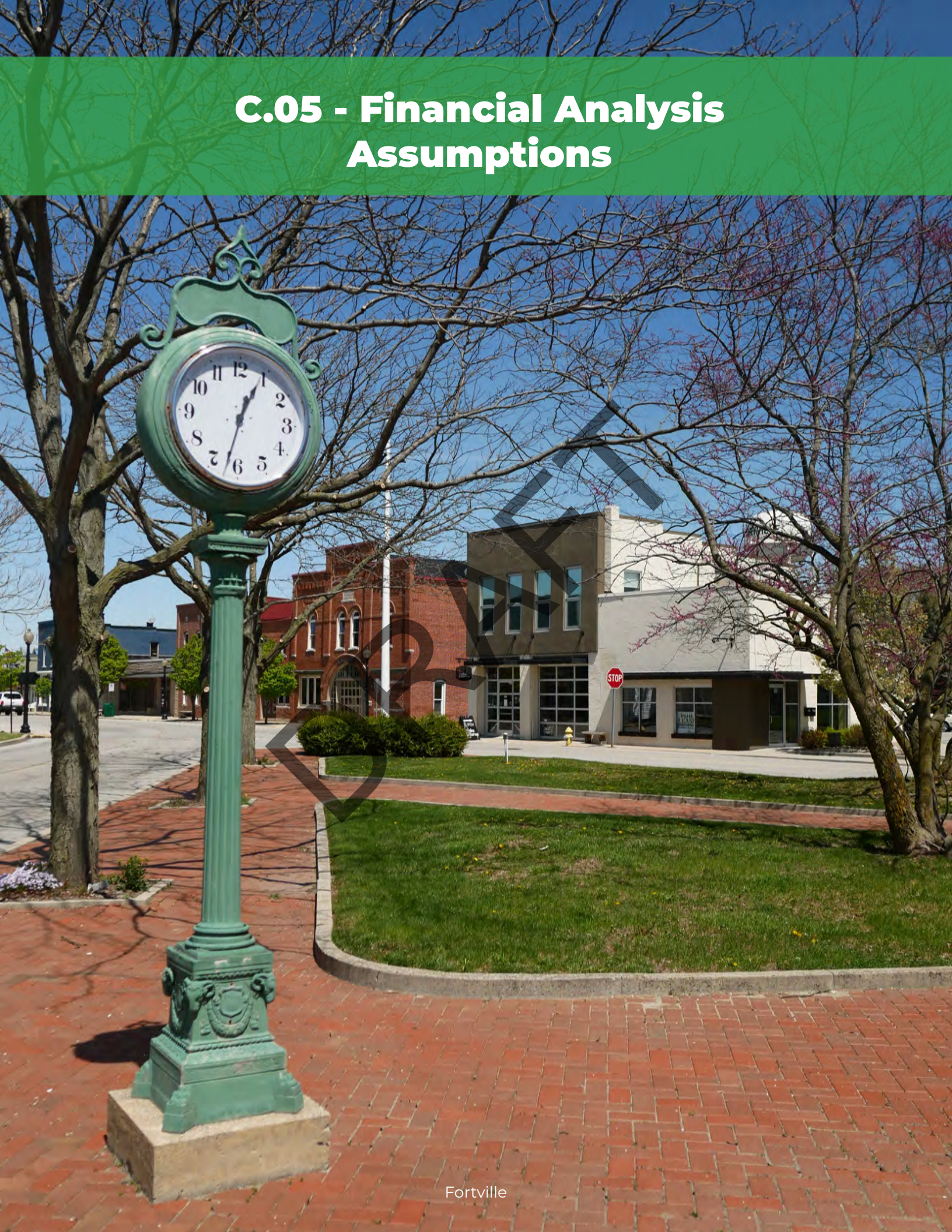
	(A) Interstate	(B) Infill	(C) Redevelopment
	10%	10%	12%



	(A) Interstate	(B) Infill	(C) Redevelopment
	28%	29%	34%

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C.05 - Financial Analysis Assumptions



Fortville



Financial Analysis Assumptions

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 to achieve fiscal constraint.

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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 2023. These apportionments were analyzed by program / funding type to determine projected growth rates and are illustrated in Table C.05.01. 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 2026.

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. All three analysis periods within *2050 inMotion* include special funding for the MPO and transit.

MPO special funds consist of funding trades that are expected to be returned from partner MPOs, as well as potential grant 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. The assumption of $3.70 million to address the funding gap associated with this project aligns with Anderson's history of obtaining competitive grants, stimulus, and ear-mark funding for similar projects and therefore follows FHWA guidance on reaching fiscal constraint.

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.

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Table C.05.01 - Federal Funding Programs & Assumed Annual Growth Rates

Agency & Funding Program	Annual Growth
Madison County Council of Governments (MCCOG - Anderson MPO)	
Surface Transportation Block Grant (STBG)	1.5%
Highway Safety Improvement Program (HSIP)	1.5%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	1.5%
Transportation Alternatives (TA)	1.5%
Metropolitan Planning (PL)	1.5%
Prior Year Balance (PYB – only available from 2016 to 2020)	N/A
City of Anderson Transit System (CATS)	
Urbanized Area Formula Grant (5307)	0.15%
Transportation for Rural Areas of Madison County (TRAM)	
Formula Grants for Rural Areas (5311)	3.3%

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.

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
- Edgewood
- Elwood
- Fortville
- Frankton
- 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.

Table C.05.02 - LPA Revenue Sources

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

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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

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 $282,649,769.31. The annual average receipt by account is illustrated in the table below to provide an overview of the level of revenue each source generates.

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 2011 and 2024 grew at an average of 3.55% annually, while disbursements grew at an average of 3.02% 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.

Local revenue growth was analyzed under four scenarios:

1. Maintain existing – 3.55% annual growth for receipts and 3.02% annual growth for disbursements
2. Reduced but matching receipts and disbursements – 2.00% annual growth for both receipts and disbursements
3. Reduced receipts – 2.90% annual growth for receipts and 3.02% annual growth for disbursements
4. Depleted receipts – 0.60% annual growth for receipts and 3.02% annual growth for disbursements

Overall, at least the 2.90% annual growth for receipts needs to be maintained to ensure accounts are not fully depleted. As there have been recent funding reductions across the state for local public agencies, the reduced receipt scenario was used for fiscal constraint.

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Table C.05.03 - Local Account Balance & Receipt Scenarios			
Analysis Period	**Avg. Annual Receipt**	**Avg. Annual Disbursement**	**Ending Balance**
Maintain Existing			
2020-2029	$26,624,745.37	$23,164,293.03	$22,336,611.63
2030-2039	$36,831,037.13	$31,545,872.10	$53,214,496.46
2040-2049	$52,204,052.06	$42,461,298.03	$98,847,007.21
Reduced but Matching			
2020-2029	$25,988,978.59	$22,789,503.09	$19,726,843.32
2030-2039	$31,331,105.53	$28,370,219.69	$27,361,936.19
2040-2049	$38,192,442.81	$34,583,139.50	$11,659,939.77
Reduced Receipts			
2020-2029	$26,353,795.76	$23,164,293.03	$19,627,115.55
2030-2039	$34,408,060.74	$31,545,872.10	$26,275,236.47
2040-2049	$45,781,216.18	$42,461,298.03	$7,679,388.44
Depleted Receipts			
2020-2029	$25,436,613.01	$23,164,293.03	$10,455,288.01
2030-2039	$27,059,174.22	$31,545,872.10	-$56,385,456.27
2040-2049	$28,727,269.33	$42,461,298.03	-$245,520,772.81

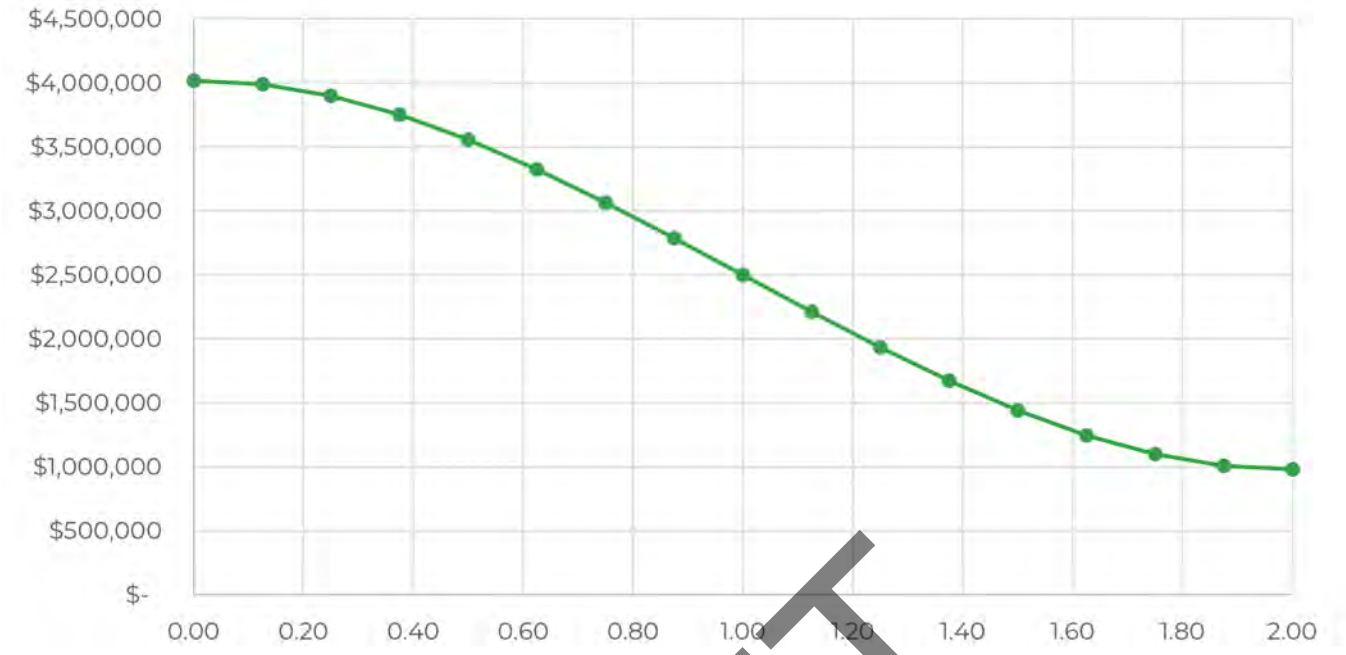
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Project Costs

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 C.05.01: 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.

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 2020 to 2029 were included in 2030 to 2039 and 2040 to 2049).

Table C.05.04 - Annual O&M Costs

Facility Type	Per (Lane) Mile Cost
Road	$32,000
Bridge	$25,000
Sidewalk	$10,000
Trail	$8,000

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C.06 - Population & Employment Projection Methodology



DRAFT

Ingalls



Population & Employment Forecasts

Public input and review of existing conditions provides 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.

Initial population and employment forecasts from 2015 to 2045 were developed in conjunction with the Indianapolis MPO. The 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. Initial projections were calibrated to shift population and employment across analysis periods and subregions following the review of trends and established scenario range forecasts.

Scenario range forecasts were developed using exponential smoothing applied at the subregional level. This method establishes the medium forecast based on historic trends while illustrating the 95% confidence interval to represent the high and low forecast range.

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Applying these forecasts at the subregional level allows for the variation in growth levels across the MPA to be captured for the development of more realistic allocations.

As part of the development of updated scenario range forecasts, extensive review of growth rates across Indiana in various locations was conducted. The following tables are available for comparison against *2050 inMotion* MPA growth rates:

Table C.06.01 - 2050 inMotion Low Forecast Population by Subregion

Geography	2015		2050		Growth	
	Num	% Total	Num	% Total	Change	Annual Rate
Anderson MPA	139,509		119,023		-20,486	-0.45%
North	30,933	22.2%	19,142	16.1%	-11,791	-1.36%
Central-East	77,185	55.3%	58,264	49.0%	-18,921	-0.80%
Southwest	31,391	22.5%	41,617	35.0%	10,226	0.81%

Table C.06.02 - 2050 inMotion Medium Forecast Population by Subregion

Geography	2015		2050		Growth	
	Num	% Total	Num	% Total	Change	Annual Rate
Anderson MPA	139,509		139,836		327	0.01%
North	30,933	22.2%	26,429	18.9%	-4,504	-0.45%
Central-East	77,185	55.3%	67,630	48.4%	-9,555	-0.38%
Southwest	31,391	22.5%	45,777	32.7%	14,386	1.08%

Table C.06.03 - 2050 inMotion High Forecast Population by Subregion

Geography	2015		2050		Growth	
	Num	% Total	Num	% Total	Change	Annual Rate
Anderson MPA	139,509		167,723		28,214	0.53%
North	30,933	22.2%	33,717	20.1%	2,784	0.25%
Central-East	77,185	55.3%	84,068	50.1%	6,883	0.24%
Southwest	31,391	22.5%	49,938	29.8%	18,547	1.34%

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Table C.06.04 - Central Indiana Populations				
Geography	1990	2018	Growth	
			Change	Annual Rate
County				
Boone	38,304	66,999	28,695	2.02%
Hamilton	110,348	330,086	219,738	3.99%
Hancock	45,686	76,351	30,665	1.85%
Hendricks	76,107	167,009	90,902	2.85%
Johnson	88,615	156,225	67,610	2.05%
Madison	130,922	129,641	-1,281	-0.04%
Marion	800,138	954,670	154,532	0.63%
Morgan	56,215	70,116	13,901	0.79%
Shelby	40,383	44,593	4,210	0.35%
Indianapolis Metro Region				
8-County	1,255,796	1,866,049	610,253	1.42%
9-County	1,386,718	1,995,690	608,972	1.31%
Statistical Area				
Indy-Carmel-Muncie CSA	1,782,733	2,431,361	648,628	1.11%
Indy-Carmel-Anderson MSA	1,431,307	2,048,703	617,396	1.29%

Table C.06.05 - City Growth Rates Similar Distance from Indy					
City	County	1990	2018	Growth	
				Change	Annual Rate
Columbus	Bartholomew	31,802	47,227	15,425	1.42%
Frankfort	Clinton	14,754	16,186	1,432	0.33%
Greensburg	Decatur	9,286	11,712	2,426	0.83%
New Castle	Henry	17,753	17,402	-351	-0.07%
Crawfordsville	Montgomery	13,584	16,053	2,469	0.60%
Martinsville	Morgan	11,677	11,646	-31	-0.01%
Greencastle	Putnam	8,984	10,461	1,477	0.55%
Cloverdale	Putnam	1,681	1,831	150	0.31%
Shelbyville	Shelby	15,336	18,898	3,562	0.75%
	Total	124,857	151,416	26,559	0.69%

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Table C.06.06 - Non-Indy, Central Indiana MPO County Populations				
County	1990	2018	Growth	
			Change	Annual Rate
Bartholomew (CAMPO)	63,657	82,753	19,096	0.94%
Delaware (DMMPC)	119,659	114,772	-4,887	-0.15%
Howard (KHCGCC)	80,827	82,366	1,539	0.07%
Madison (MCCOG)	130,922	129,641	-1,281	-0.04%
Total	395,065	409,532	14,467	0.13%

Table C.06.07 - Anderson Similar Size / Location City Growth Rates					
City	County	1990	2018	Growth	
				Change	Annual Rate
Columbus	Bartholomew	31,802	47,227	15,425	1.42%
Muncie	Delaware	71,035	69,164	-1,871	-0.10%
Elkhart	Elkhart	43,627	52,308	8,681	0.65%
Marion	Grant	32,618	28,118	-4,500	-0.53%
Greenfield	Hancock	11,657	21,871	10,214	2.27%
Avon	Hendricks	1,170	17,169	15,999	10.07%
Plainfield	Hendricks	10,433	32,045	21,612	4.09%
Kokomo	Howard	44,962	57,947	12,985	0.91%
Franklin	Johnson	12,907	24,813	11,906	2.36%
Greenwood	Johnson	26,265	56,791	30,526	2.79%
East Chicago	Lake	33,892	28,448	-5,444	-0.62%
Hammond	Lake	84,236	77,071	-7,165	-0.32%
Michigan City	LaPorte	33,822	31,251	-2,571	-0.28%
Anderson	Madison	59,459	54,788	-4,671	-0.29%
Mishawaka	St. Joseph	42,608	48,926	6,318	0.50%
Lafayette	Tippecanoe	43,764	72,444	28,680	1.82%
West Lafayette	Tippecanoe	25,907	47,224	21,317	2.17%
Terre Haute	Vigo	57,483	60,691	3,208	0.19%
Richmond	Wayne	38,705	35,653	-3,052	-0.29%
Total		706,352	863,949	157,597	0.72%

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Table C.06.08 - Rural County Populations				
County	1990	2018	Growth	
			Change	Annual Rate
Clinton	30,974	32,250	1,276	0.14%
Delaware	119,659	114,772	-4,887	-0.15%
Henry	48,139	48,271	132	0.01%
Montgomery	34,436	38,346	3,910	0.38%
Putnam	30,315	37,779	7,464	0.79%
Rush	18,129	16,663	-1,466	-0.30%
Tipton	16,119	15,128	-991	-0.23%
Total	297,771	303,209	5,438	0.06%

Table C.06.09 - Anderson MPO Community Growth					
City	County	1990	2010	Growth	
				Change	Annual Rate
Alexandria	Madison	5,709	5,145	-564	-0.52%
Anderson	Madison	59,459	56,129	-3,330	-0.29%
Chesterfield	Madison	2,721	2,546	-175	-0.33%
Daleville	Delaware	1,681	1,647	-34	-0.10%
Edgewood	Madison	2,057	1,913	-144	-0.36%
Elwood	Madison	9,490	8,608	-882	-0.49%
Fortville	Hancock	2,690	3,929	1,239	1.91%
Frankton	Madison	1,736	1,862	126	0.35%
Ingalls	Madison	889	2,394	1,505	5.08%
Lapel	Madison	1,742	2,068	326	0.86%
Markleville	Madison	412	528	116	1.25%
Orestes	Madison	458	414	-44	-0.50%
Pendleton	Madison	2,309	4,253	1,944	3.10%
Summitville	Madison	1,010	967	-43	-0.22%
	Cities & Towns*	87,817	87,007	-810	-0.05%
	Rural Areas*	42,852	44,629	1,777	0.20%

*Only Madison County included in source combination.

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Table C.06.10 - 2050 inMotion Low Forecast Employment by Subregion

Geography	2015		2050		Growth	
	Num	% Total	Num	% Total	Change	Annual Rate
Anderson MPA	51,666		42,241		-9,425	-0.57%
North	8,963	17.3%	3,348	7.9%	-5,615	-2.77%
Central-East	33,396	64.6%	24,838	58.8%	-8,558	-0.84%
Southwest	9,307	18.0%	14,055	33.3%	4,748	1.18%

Table C.06.11 - 2050 inMotion Medium Forecast Employment by Subregion

Geography	2015		2050		Growth	
	Num	% Total	Num	% Total	Change	Annual Rate
Anderson MPA	51,666		64,481		12,815	0.64%
North	8,963	17.3%	6,506	10.1%	-2,457	-0.91%
Central-East	33,396	64.6%	39,339	61.0%	5,943	0.47%
Southwest	9,307	18.0%	18,636	28.9%	9,329	2.00%

Table C.06.12 - 2050 inMotion High Forecast Employment by Subregion

Geography	2015		2050		Growth	
	Num	% Total	Num	% Total	Change	Annual Rate
Anderson MPA	51,666		86,724		35,058	1.49%
North	8,963	17.3%	9,665	11.1%	702	0.22%
Central-East	33,396	64.6%	53,841	62.1%	20,445	1.37%
Southwest	9,307	18.0%	23,218	26.8%	13,911	2.65%

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Table C.06.13 - Non-Indy, Central Indiana MPO County Employment

County	1990	2018	Growth	
			Change	Annual Rate
Bartholomew (CAMPO)	42,138	61,915	19,777	1.38%
Delaware (DMMPC)	62,978	60,141	-2,837	-0.16%
Howard (KHCGCC)	50,561	49,415	-1,146	-0.08%
Madison (MCCOG)	60,407	54,432	-5,975	-0.37%
Total	216,084	225,903	9,819	0.16%

Table C.06.14 - Central Indiana Employment				
Geography	1990	2018	Growth	
			Change	Annual Rate
County				
Boone	16,972	42,474	25,502	3.33%
Hamilton	57,297	210,087	152,790	4.75%
Hancock	17,353	35,484	18,131	2.59%
Hendricks	27,704	96,658	68,954	4.56%
Johnson	37,703	77,510	39,807	2.61%
Madison	60,407	54,432	-5,975	-0.37%
Marion	608,259	764,738	156,479	0.82%
Morgan	18,129	24,869	6,740	1.14%
Shelby	19,400	24,495	5,095	0.84%
Indianapolis Metro Region				
8-County	802,817	1,276,315	473,498	1.67%
9-County	863,224	1,330,747	467,523	1.56%
Statistical Area				
Indy-Carmel-Muncie CSA	1,067,408	1,571,170	503,762	1.39%
Indy-Carmel-Anderson MSA	881,272	1,355,157	473,885	1.55%

Table C.06.15 - Rural County Employment				
County	1990	2018	Growth	
			Change	Annual Rate
Clinton	13,865	15,028	1,163	0.29%
Delaware	62,841	60,141	-2,700	-0.16%
Henry	18,357	18,268	-89	-0.02%
Montgomery	20,757	20,590	-167	-0.03%
Putnam	13,592	18,796	5,204	1.16%
Rush	7,352	7,724	372	0.18%
Tipton	5,802	7,329	1,527	0.84%
Total	142,566	147,876	5,310	0.13%

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C.07 - 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.

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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

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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

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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 Manage Congestion Improve Traffic Flow Contribute to the Local Transportation System Contribute to the Regional Transportation System Improve Convenience for the Driver						0	10	0%
Safety & Security	Address Safety Concerns 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 Address Safety Issues in Concentrated Population or Development Areas						0	10	0%
Community Health	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)						0	10	0%
Transportation Choices	Integrate Alternative Transportation Choices Integrate Use of Local Transit Options Integrate Use of Regional Transit Options Integrate Use by Pedestrians Integrate Use by Bicycles Reduce Automobile Dependency Improve Transit Reliability						0	10	0%
Environmental & Cultural Resources	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						0	10	0%
Title VI & ADA Compliance	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 Improve Safety for Persons with a Disability or Limited Mobility						0	10	0%
System Preservation & Financial Sustainability	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 Address a Significant Priority for the Community						0	10	0%
Beautification & Neighborhood Design	Contribute to Beautification of Community Integrate with Existing Infrastructure Integrate with Existing Community Design & Planning Improve Existing Infrastructure (non-transportation) Promote Neighborhood Cohesiveness Improve the Character of the Project Area						0	10	0%
Economy & Employment	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 Aid in the Region's Economic Competitiveness with the Nation						0	10	0%
LPA Past History - Sense of Urgency & Knowledge	Meeting Original Project Milestones Responsiveness to Project-Related Requests Availability of Local Match (actual) Slippage to Future State Fiscal Years Regular Training Requirements Regular Communication & Updates						0	10	0%
					TOTALS		**0**	**100**	0%

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C.08 - Red Flag Investigation Policy



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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 <u>every</u> federally-funded project which may involve excavation;

WHEREAS, INDOT requires that an RFI must be submitted with the completed Environmental Review Document on <u>every</u> 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.

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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

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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

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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

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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:

DRAFT

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

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D.01 - MTP Public Meeting Summaries



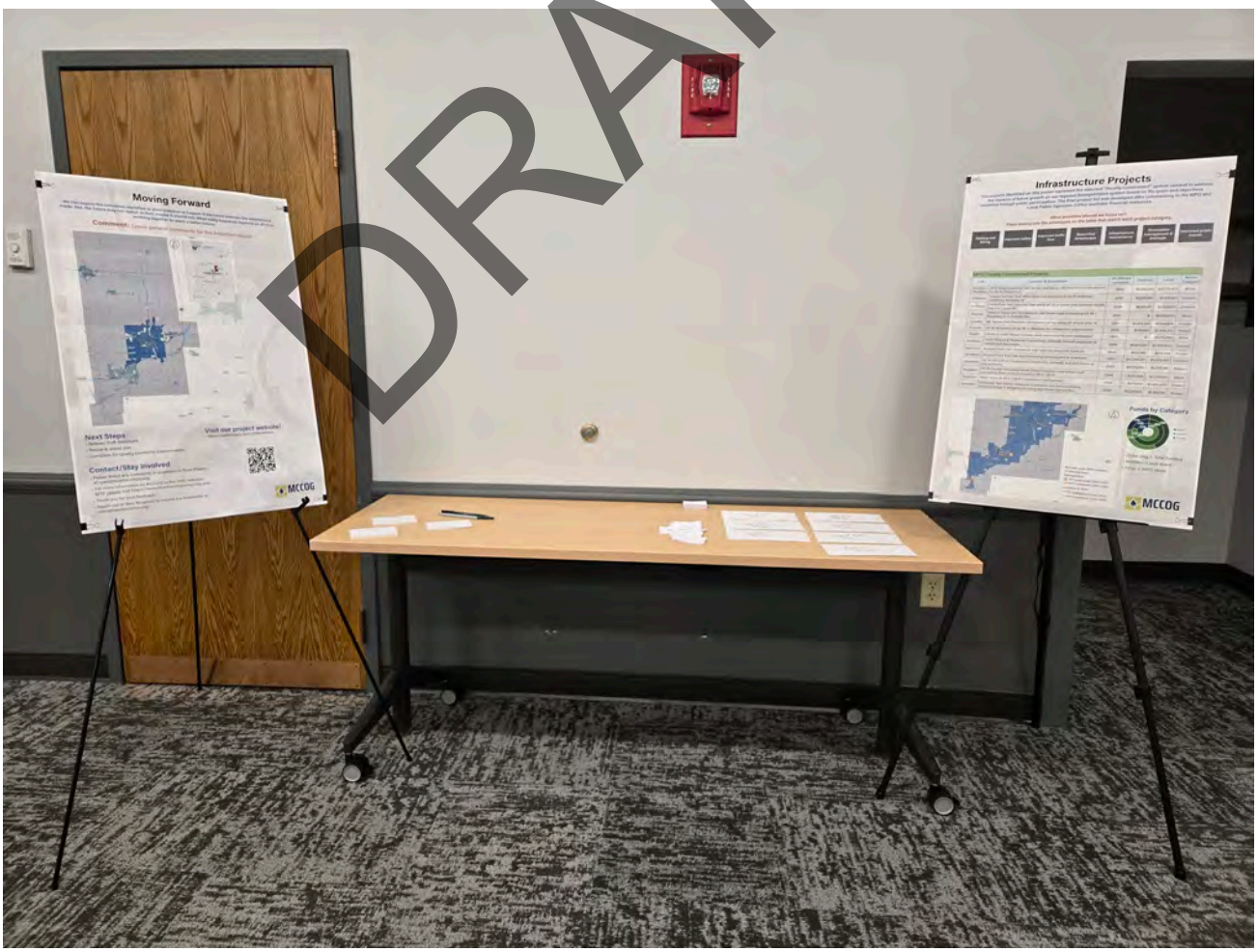
Pendleton

2050 inMotion Public Workshop

Anderson Public Library - June 30, 2026

The meeting was held from 4:00 PM to 7:00 PM in the Delaware Room in the Anderson Public Library. The public meeting was advertised on the MCCOG website and in the The Herald Bulletin newspaper. The meeting was set up as "gallery style" where participants signed-in, received stickers and were asked to view posters explaining the 2050 inMotion MTP. The stickers were to be placed on feedback posters about action items in the plan. 14 people came to participate in the public meeting.

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Event: 2050 inMotion Open House
Purpose: Display MTP highlights & gather info on priorities
Date: 6/30/26
Time: 4-7pm
Location: Anderson Public Library, Delaware Room
Community: MPA

(Please Print)

	Name	Organization/Business/Resident	Email/Phone
1.	Mark Thicke	Anderson Madison Co Visitor Bureau	
2.	Ryan Phelps	MCCOG	
3.	Eliza Gilligan	CIRTA	eogrady@cirta.u
4.	Tom Bannon	CHA	
5.	Sterling Boles	Frankton-Lapel	sboles@flcs.k12.in.us
6.	Lily Jones	Herald Bulletin	765-621-4427
7.	Varu Muzumuri	MCCOG	varu@heartlandmpo.org
8.	Rachel Smith	CIRTA	
9.	Kim Rogers-Hatfield	Heart of Indiana United Way	kimrh@heartofindiana
10.	David Benefiel	MCCOG	dave@heartlandmpo.c
11.	David Crandall	Spoke & Wheel Bicycle	dave.m.crandall@gm
12.	Annie Woodbell	Heart of Indiana United Way	awoodbell@heartofin
13.	Jen Gebhart	CIRTA	jgebhart@cirta.us
14.	Fay Dansby	MAD. CTY SUN	abarberdansby@gm
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2050 inMotion MTP Update

The 2050 inMotion Metropolitan Transportation Plan (MTP) update incorporates the latest analytical tools, planning assumptions, and public feedback received through other planning efforts.

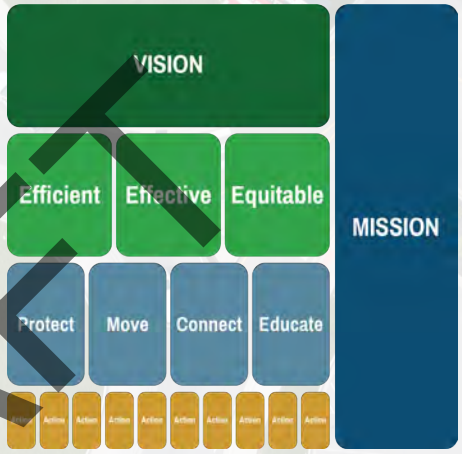


What is an MTP?

- Formerly known as Long-Range Transportation Plan (LRTP)
- 20+ year plan for regional transportation investments
- Multimodal: roadw, public transit, walking, biking, freight
- Updated every 4-5 years

What is in 2050 inMotion?

- Mission: "We aspire to create a safe & complete transportation system that puts people first."
- Vision: "Through 2050 inMotion, we aim to realize a transportation system that is efficient, effective, and equitable."
- Principles: Efficient, Effective, Equitable
- Action Categories:
  - Protect - ensure the safe transportation of people/goods
  - Move - transport of people/goods in regional manner
  - Connect - linkages between local land uses, people, and goods
  - Educate - increase awareness and provide opportunities for exchange of knowledge



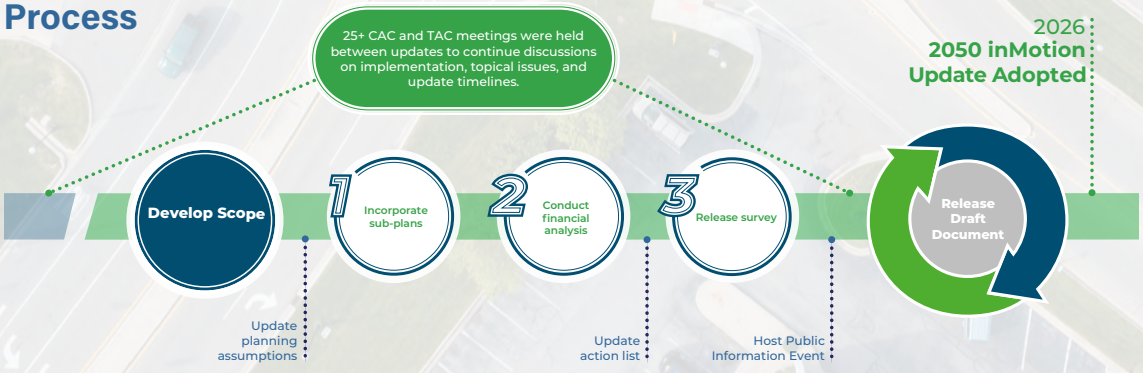
Why update now?

- MCCOG reviews and updates the MTP at least every 4 years to meet air quality conformity requirements.
- Incorporate decennial Census data (2020).
- Incorporate sub-plans:
  - Safety Plan (Protect 2030)
  - Bike-Ped Plan
  - I-69 Corridor Plan

Who is the Madison County Council of Governments?

- Founded in 1969, jointly a Council of Governments (COG) and the Metropolitan Planning Organization (MPO) for the Anderson, IN region.
- Region includes all of Madison County, as well as the Towns of Daleville and Fortville.
- Identifies existing conditions, prioritizes projects, and awards federal transportation funds to communities within the metropolitan area.

Process



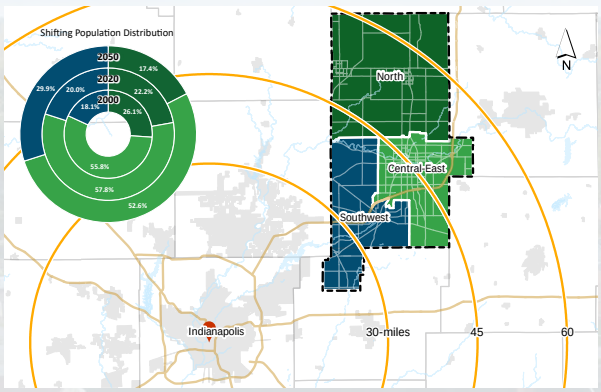
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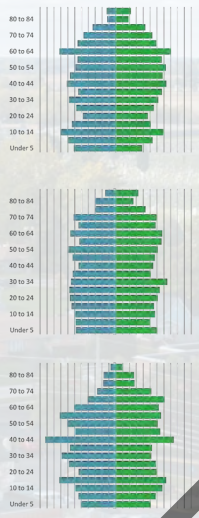
Regional Overview

The transportation system is heavily influenced by population and employment characteristics. An overview of changing socioeconomic characterists, commuting pattens, and safety are shown below.

Population by subregion



- The average age of the Anderson region is estimated to be 40.6 years old.
- The State of Indiana is 38.9 and the United States is 39.5.

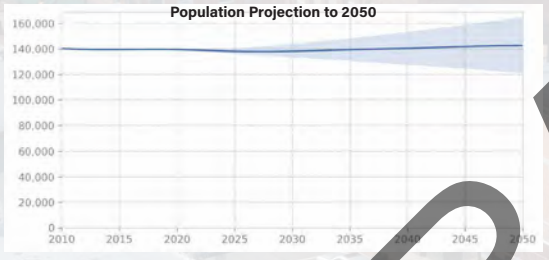


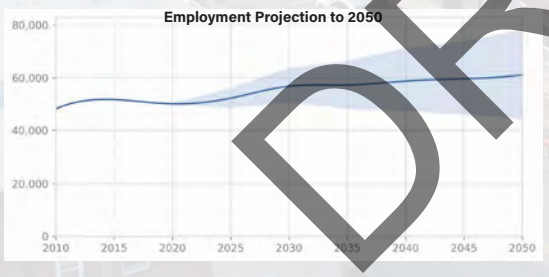
North
- Average age: 40.8
- Pyramid is larger for older ages, indicating a loss of pop. historically that could continue without in-migration.

Central-East
- Average age: 41.3
- Pyramid mimics the larger region with a relatively flat distribution, indicating a flat or stagnant growth rate historically.

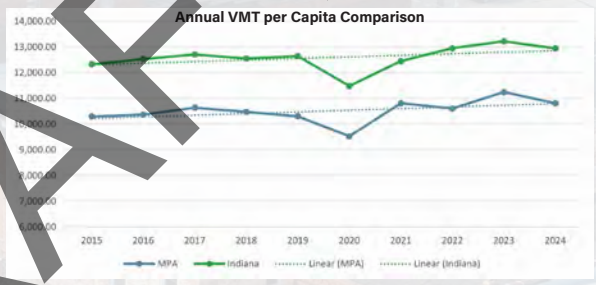
Southwest
- Average age: 39.0
- Pyramid shows a small portion of pop. above the age of 55, indicating an influx of pop. with the potential for growth from young families.

Projections to 2050





Vehicle Miles Traveled (VMT)



- Since 2015, the Anderson region's increasing VMT is nearly identical to that of the State of Indiana.
- Within the Anderson region, the annual VMT per person (average number of miles driven in a year by each person) is approx. 10,800 miles.

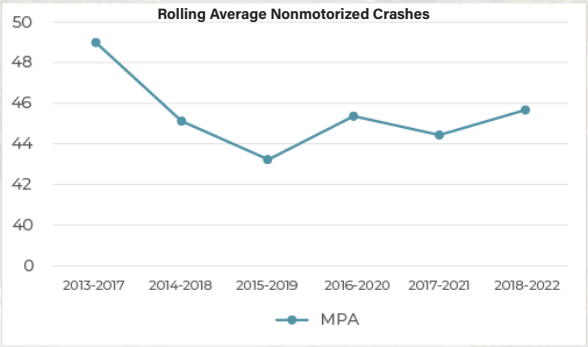
Safety

Rolling Average Fatal Crashes

Years	Num.	Rate	State
2015-2019	15	1.04	1.04
2016-2020	15.8	1.12	1.06
2017-2021	20.6	1.44	1.10
2018-2022	22.8	1.59	1.07
2019-2023	22	1.51	1.09
2020-2024	21.4	1.45	--

Rolling Average Serious Injury Crashes

Years	Num.	Rate	State
2015-2019	388	26.98	4.07
2016-2020	407.2	28.77	4.06
2017-2021	410	28.69	4.11
2018-2022	393.8	27.51	3.89
2019-2023	324	22.22	3.73
2020-2024	248	16.77	--



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Non-Infrastructure Actions

Four categories - Connect, Educate, Move, and Protext - were used to group actions depending on their primary impact on people. Non-infrastructure actions can be a project, program, policy, or plan that needs to be completed to accomplish the regional vision.

Rank your top three actions in each category. Green sticker = 1st priority. Yellow = 2nd priority. Red = 3rd priority.

Move

M1 - Make it easier to find people to carpool with & create designated parking lots for meeting to carpool.

M2 - Encourage people not to drive during rush hour to reduce congestion instead of expanding roadways.

M3 - Coordinate rural buses to move people across county lines more easily.

M4 - Proactievly plan for the land use and transportation impacts of continued development along I-69.

M5 - Study the possibility of a bus and/or train route to Indianapolis.

M6 - Study how to improve service and increase ridership of rural Madison County buses (TRAM).

M7 - Coordinate public transit to connect workers to jobs more easily.

Protect

P1 - Help local governments restrict driveways on high traffic roads to improve safety.

P2 - Encourage policies requiring developers to accommodate people who walk, bike, and bus as well as drivers.

P3 - Integrate health into the planning process.

P4 - Count how many people are walking and/or biking.

P5 - Identify overbuilt roads where lanes can be replaced with parking, trees, trails, medians, etc.

P6 - Expand coordination with emergency agencies to improve crash response & get their input on roadway design.

P7 - Assist local governments and schools to make it safer to walk and bike to school.

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Connect

C1 - Help local governments update public spaces and programs to meet accessibility and non-discrimination requirements.

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C4 - Coordinate local community, neighborhood, and transportation plans to work together better.

C5 - Keep INDOT & local governments informed on how new driveways are impacting traffic and safety.

C6 - Develop & support local bicycle and scooter rental programs.

C7 - Assist local governments to better preserve land for future roads, trails, and/or sidewalks.

C8 - Assist local governments to inventory & maintain sidewalks, pavement, lighting, and drainage.

Educate

E1 - Increase awareness of air pollution issues & local climate change impacts.

E2 - Reduce unequal impacts of planning on minorities & low income people.

E3 - Improve local, state, and federal government coordination on transportation projects.

E4 - Improve public & offcial understanding of planning & the changing transportation system.

E5 - Explore how different potential futures might impact transportation.

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What are your top 3 priority actions, regardless of category?
List the action codes on a sticky note and place below!

What actions are missing, regardless of category?
List a proposed action on a sticky note and place below!

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Creating an Action List

- Performance measures: establish baseline performance levels and adopt targets for maintaining or improving performance in national goal areas.
- Fiscal Constraint: a demonstration that the entire program of projects can be implemented, accounting for estimated revenues and projected costs.
- Air Quality Conformity: airsheds that are impacted by a certain level of pollution must consider air quality impacts of programmed projects



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Infrastructure Projects

The projects identified on this poster represent the selected "fiscally-constrained" system needed to address the impacts of future growth on our regional transportation system based on the goals and objectives identified through public participation. The final project list was developed after constraining to the MPO and Local Public Agencies (LPAs) available financial resources.

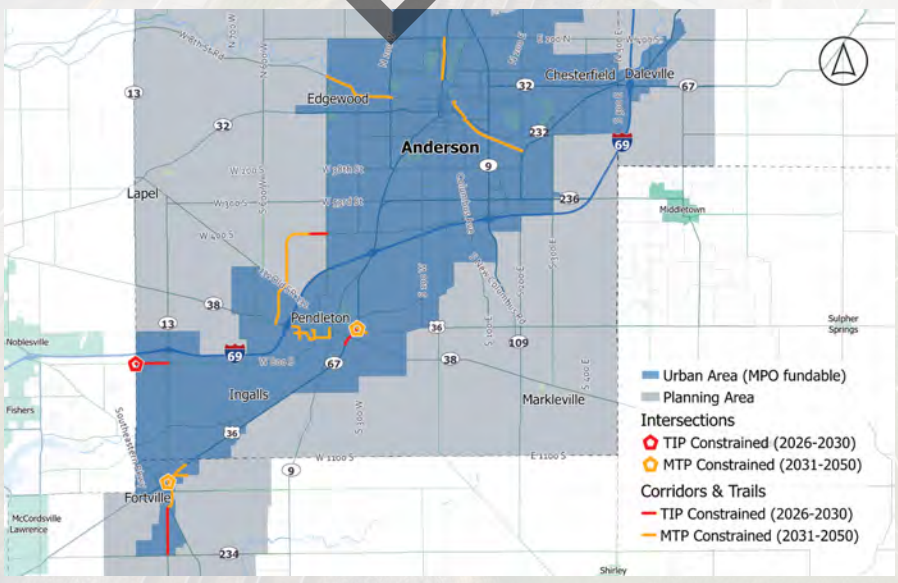
What priorities should we focus on?
Place money into the envelopes on the table that match each project category.

Walking and biking	Improved safety	Improved traffic flow	Beautified streetscape	Infrastructure maintenance	Stormwater management & drainage	Improved public transit

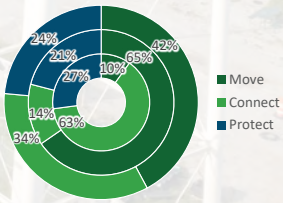
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MPO Fiscally Constrained Projects

LPA	Location & Description	All phases complete	Federal	Local	Action Category
Anderson-Pendleton	67th Street Extension: new terrain road along I-69 from 67th St (Anderson) to SR 32 (Pendleton)	2050	$5,030,047	$29,778,433	Move
Anderson	Indiana Railroad Trail: White River trail extension to north Anderosn paralleling Broadway St	2047	$7,905,961	$1,976,491	Connect
Anderson	White River Trail Extension: trail along 8th St or White River between Raible Ave and Layton Rd	2039	$6,122,411	$1,530,603	Connect
Fortville	Madison Street (SR 13) Extension: new terrain road connecting US 36 / Broadway St to Fortville Pike	2031	$-	$6,800,000	Move
Fortville	Mt. Vernon Trail Extension: continuation of trail along US 36 and Ohio St	2034	$2,812,941	$7,988,605	Protect
Fortville	US 36 (Broadway St) @ SR 13 (Madison St): intersection improvement	2033	$130,000	$2,468,313	Protect
Ingalls	CR 800 S (136th Street) Corridor: road reconstruction and roundabout	2032	$-	$9,741,250	Move
Anderson	Transit Bicycle & Pedestrian Connectivity: sidewalk network expansion to connect with bus routes	2050	$9,822,011	$2,455,503	Connect
Pendleton	Business Park Trail - Arrowhead Trail: new trail along Fall Creek Dr	2035	$812,063	$216,268	Protect
Pendleton	Business Park Trail: new trail connecting business park to downtown	2039	$10,268,261	$4,263,980	Connect
Pendleton	US 36 (SR 9/SR 67) Pedestrian Connectivity: sidewalk, trail, and crossing improvements	2029	$4,319,040	$1,079,765	Protect
Pendleton	US 36 Corridor Relocation/Water Street Extension: new terrain road connecting Water St to US 36 east of SR 9 / SR 67	2045	$352,589	$2,770,001	Move
Pendleton	Water Street @ SR 9 / SR 67: intersection Improvement	2048	$279,674	$2,400,545	Protect
Anderson	Panhandle Trail Transit-Pedestrian Connector: new trail connecting Kennedy Bridge to Rangeline Rd using abandoned railroad line	2045	$6,327,155	$1,581,792	Protect



Funds by Category



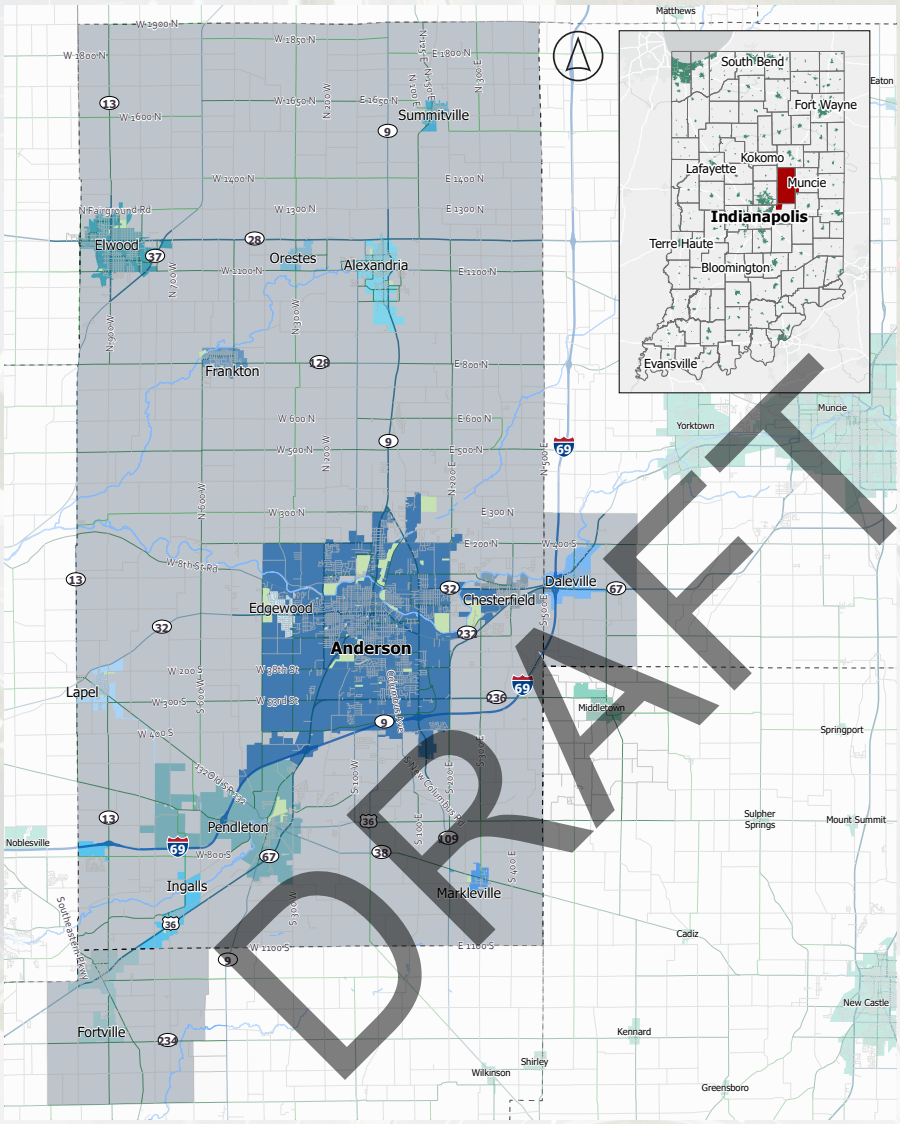
- Outer ring = Total funding
- Middle = Local share
- Inner = MPO share

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Moving Forward

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 should not. What really happends depends on all of us, working together to reach a better future.

Comment: Leave general comments for the Anderson region



Next Steps

- Release draft document
- Revise & adopt plan
- Complete Air Quality Confomity Determination

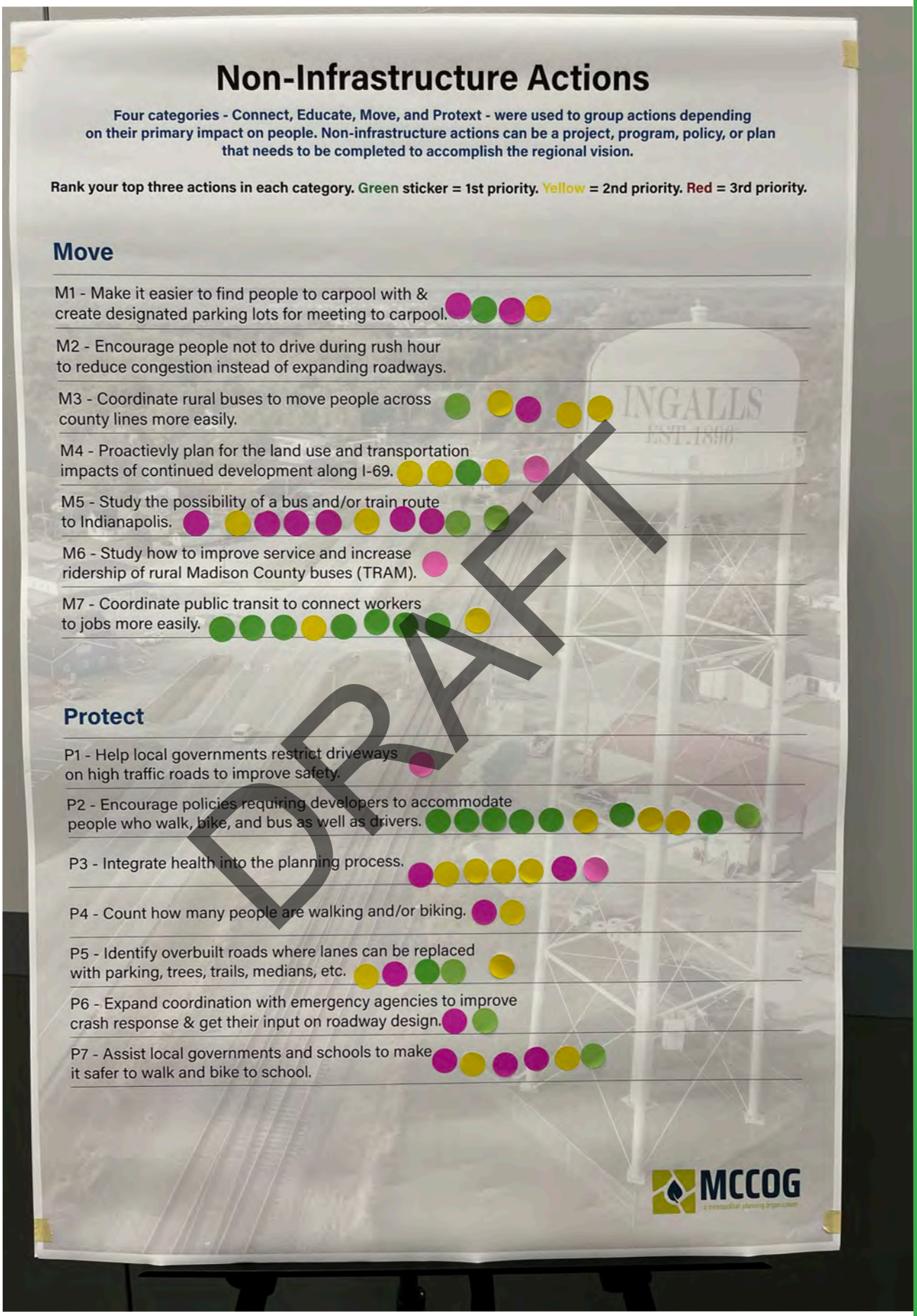
Visit our project website!

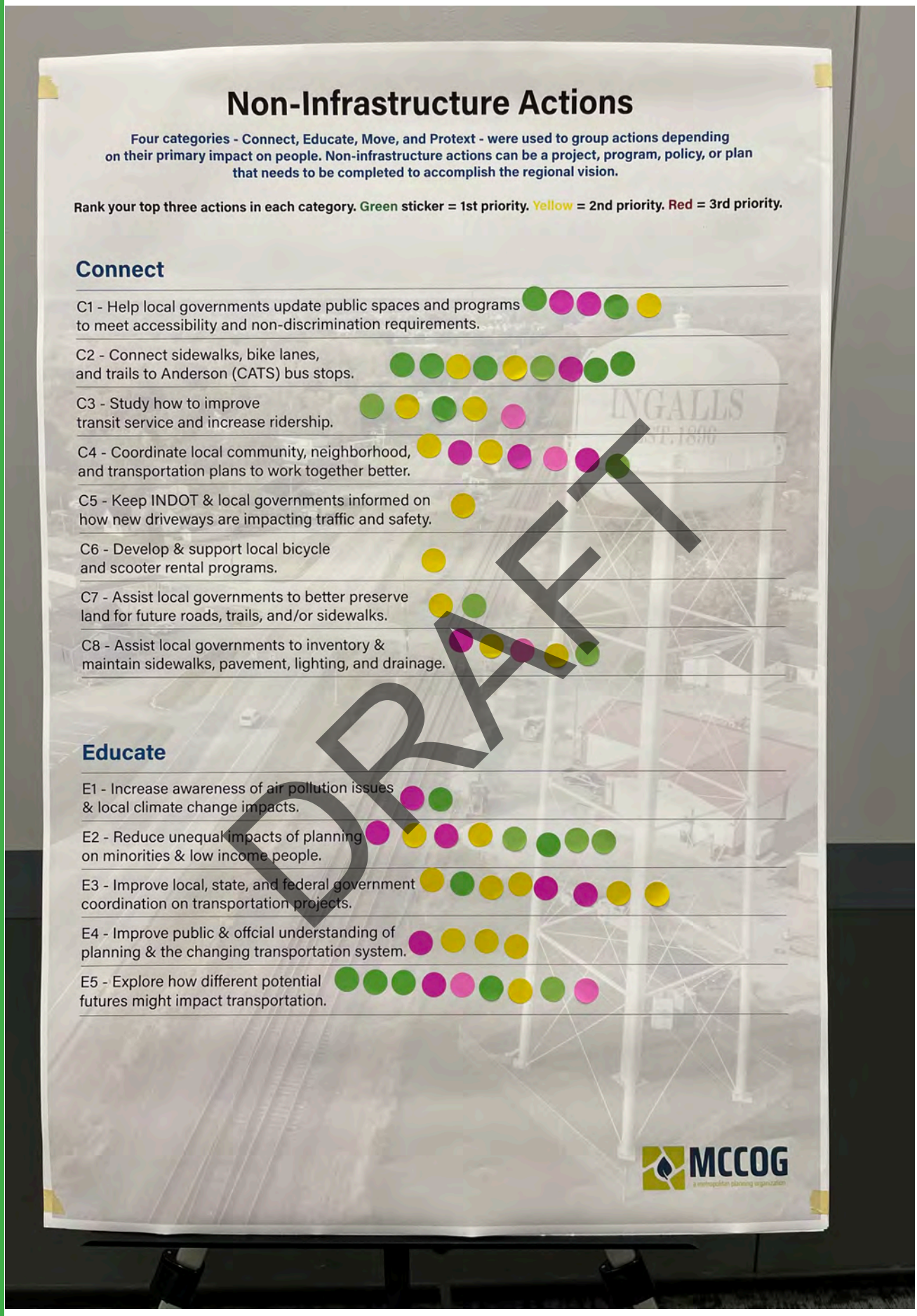
- https://publicinput.com/2050inMotion

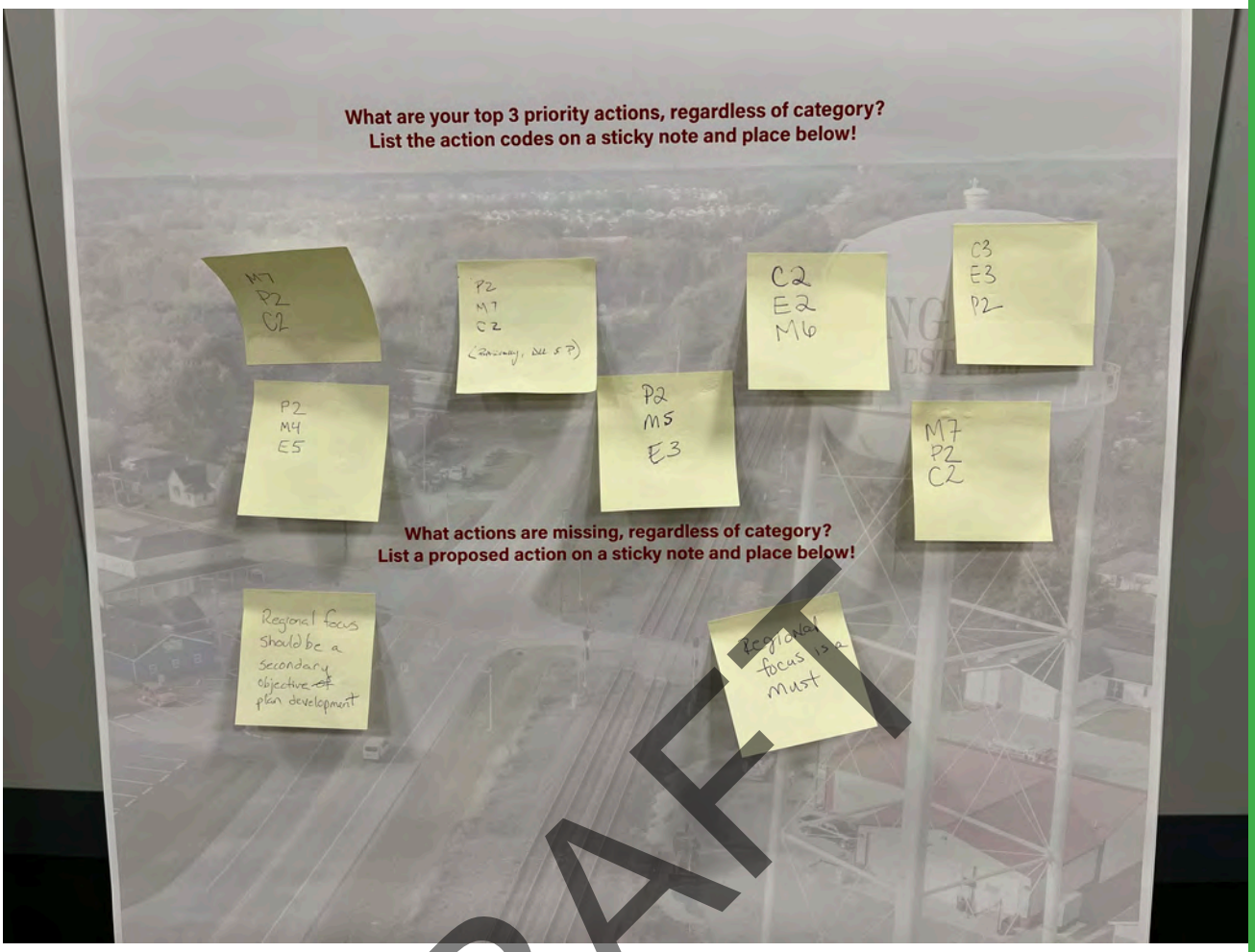
Contact/Stay Involved

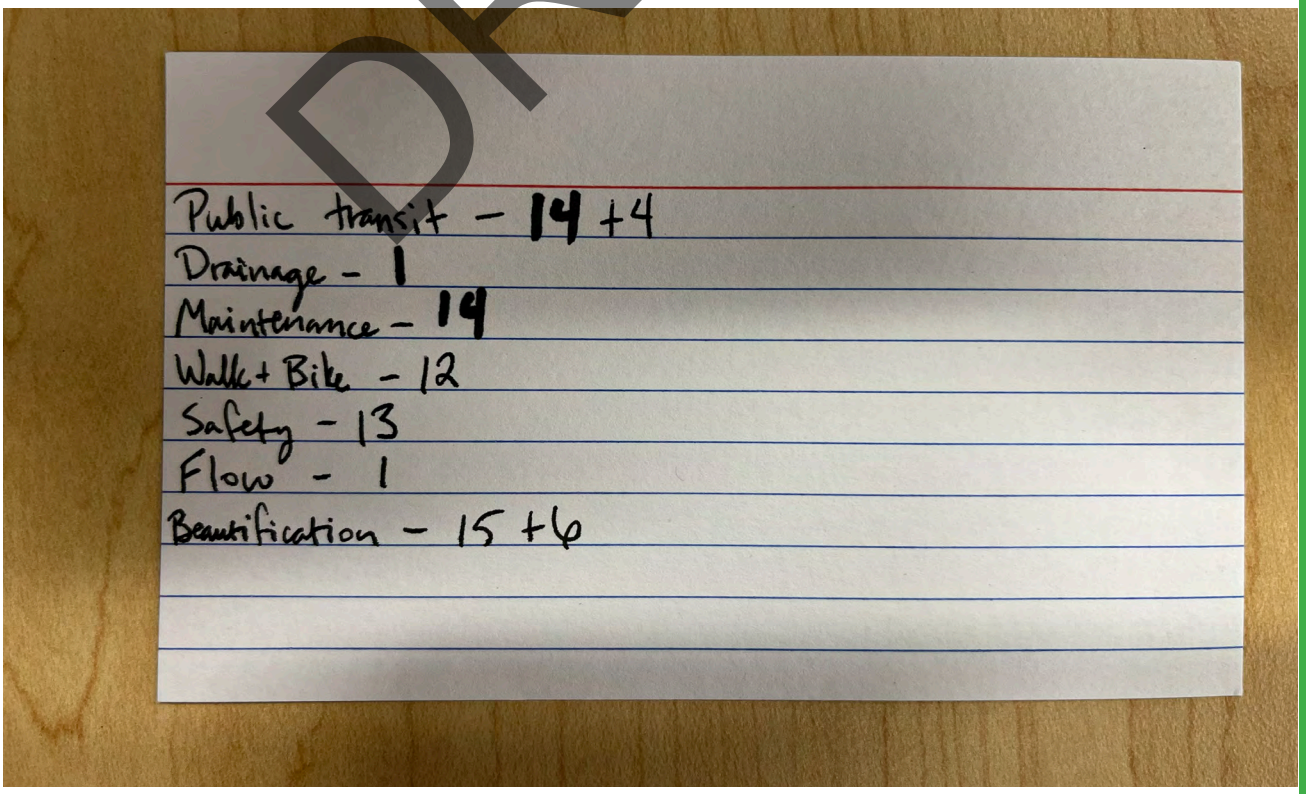
- Please direct any comments or questions to Ryan Phelps at ryan@heartlandmpo.org
- For more information on MCCOG or the 2050 inMotion MTP, please visit https://www.heartlandmpo.org/mtp-plan
- Thank you for your feedback.
- Reach out to Varu Musunuri to receive our Newsletter at varu@heartlandmpo.org

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E5 - Explore how different potential futures might impact transportation.
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What are your top 3 priority actions, regardless of category?
List the action codes on a sticky note and place below!
M7
P2
C2
P2
M7
C2
(Parkway, Dtl & P)
C2
E2
M6
C3
E3
P2
P2
M4
E5
P2
M5
E3
M7
P2
C2
What actions are missing, regardless of category?
List a proposed action on a sticky note and place below!
Regional focus
Should be a
secondary
objective ~~of~~
plan development
Regional
focus is a
Must


Public transit - 14 +4
Drainage - 1
Maintenance - 14
Walk + Bike - 12
Safety - 13
Flow - 1
Beautification - 15 +6

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US 36 - Water Street Public Meeting

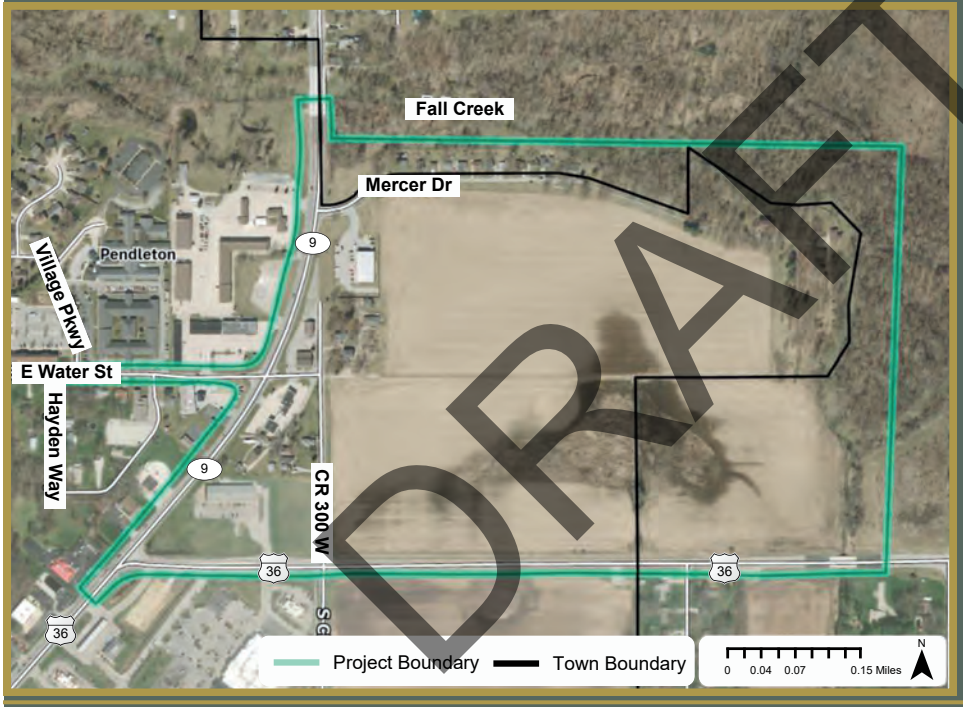
Pendleton Heights HIgh School - March 31,, 2026

The meeting was held from 6:00 PM to 8:00 PM in the Pendleton Heights High School cafeteria.



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STUDY DESCRIPTION



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The Town of Pendleton is conducting a planning study to **evaluate transportation options in the US 36 and Water Street area.**

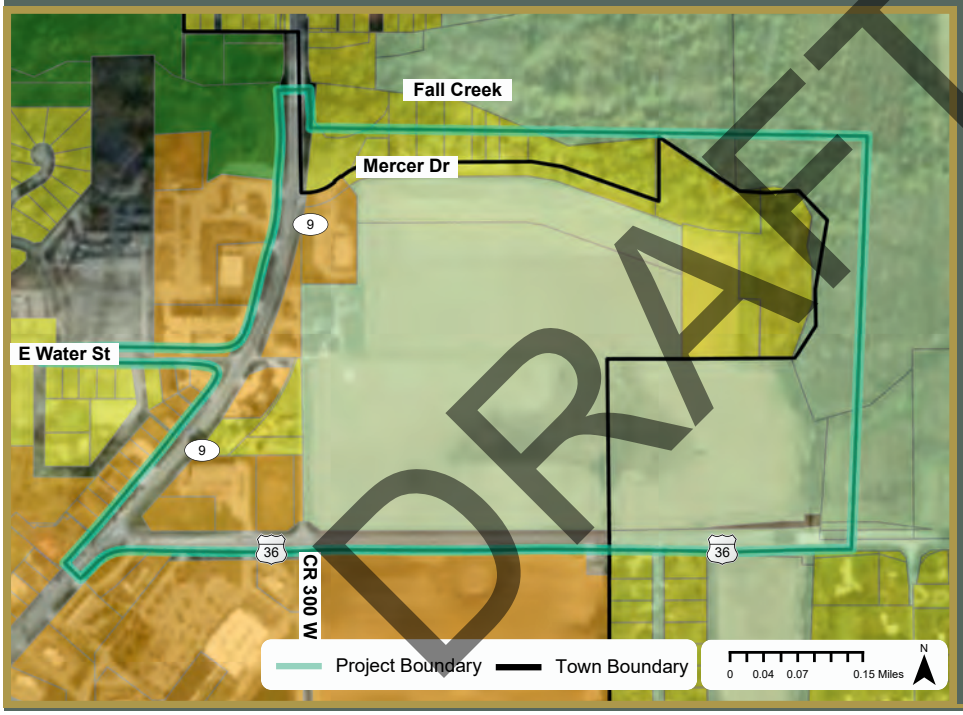
This planning study is evaluating **potential transportation improvements**, including the relocation of US 36 or extension of Water Street.

The study team has identified **four potential alternatives** to meet study goals. We are **seeking your input** to help shape a preferred alternative for the study to recommend.

KEY ISSUES	STUDY GOALS
Safety Concerns High-traffic intersections have safety issues	Improve intersection safety
Traffic Congestion Peak-hour congestion causes delays	Provide capacity to serve existing and anticipated new development
Future Growth New development will add traffic	Facilitate well managed growth with efficient access to services Match regional and state plans
Limited Multimodal Options Walking and biking options are limited	Improve walking, biking, and transit Support park and trail investment
Environmental Constraints Floodplains and wetlands exist within potential development area	Protect natural areas and trails Limit environmental impacts

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LAND USE



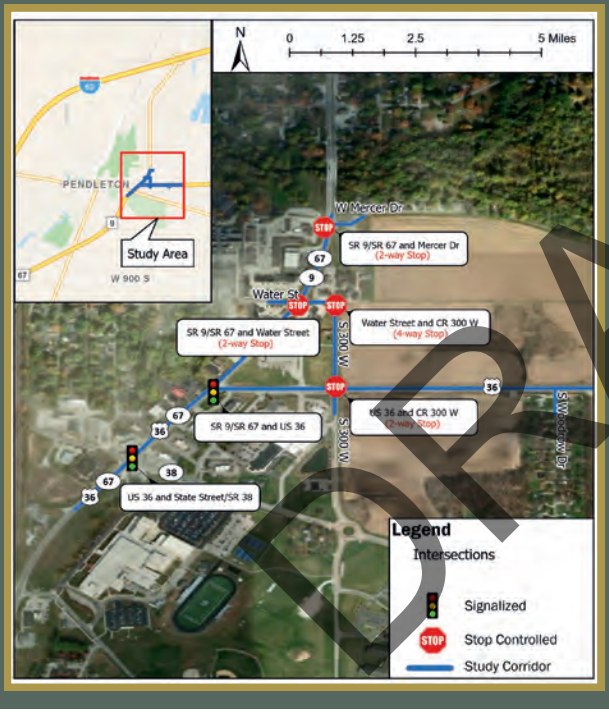
The study area, is largely agricultural, with residential and commercial development concentrated near the western edge and along roadways.

Legend

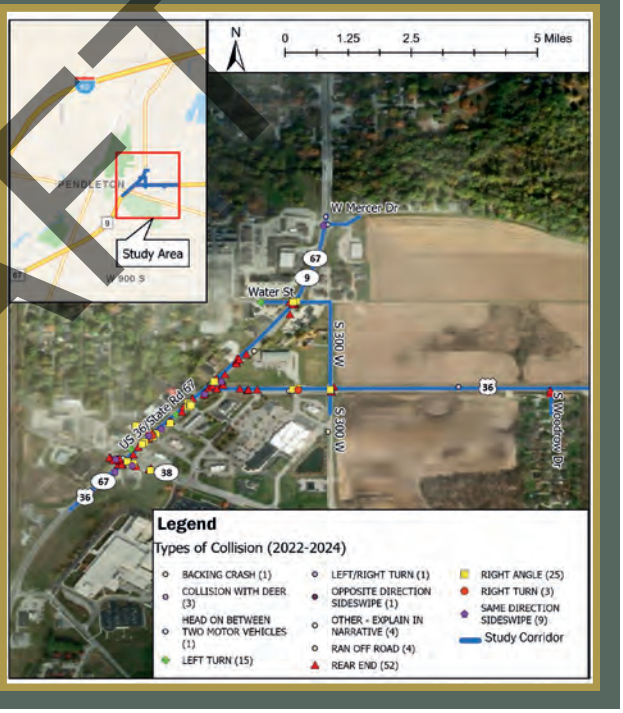
- Agriculture
- Commercial
- Residential
- Open Space

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EXISTING INTERSECTIONS



CRASH HISTORY



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Alternative 1 A



Alignment with goals - Provide your feedback below

Improve intersection safety	✓
Handle future traffic demand	✓
Improve walking, biking, and transit	✓
Support future growth and access	✓
Limit environmental impacts	✕
Protect natural areas and trails	—
Support parks and trail investment	—
Match regional and state plans	—

✓ Enhance ✕ Diminish — Neutral

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Alternative 1 B



Alignment with goals - Provide your feedback below

Improve intersection safety	✓
Handle future traffic demand	✓
Improve walking, biking, and transit	✓
Support future growth and access	✓
Limit environmental impacts	✗
Protect natural areas and trails	—
Support parks and trail investment	—
Match regional and state plans	—

✓ Enhance ✗ Diminish — Neutral

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Alternative 2 A



Alignment with goals - Provide your feedback below

Improve intersection safety	✓
Handle future traffic demand	✓
Improve walking, biking, and transit	✓
Support future growth and access	✓
Limit environmental impacts	✕
Protect natural areas and trails	—
Support parks and trail investment	—
Match regional and state plans	—

✓ Enhance ✕ Diminish — Neutral

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Alternative 2 B



Alignment with goals - Provide your feedback below

Improve intersection safety	✓
Handle future traffic demand	✓
Improve walking, biking, and transit	✓
Support future growth and access	✓
Limit environmental impacts	✗
Protect natural areas and trails	—
Support parks and trail investment	—
Match regional and state plans	—

✓ Enhance ✗ Diminish — Neutral

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2045 MTP Public Meeting - Summary

Anderson Public Library - Feb. 11, 2019

The meeting was held from 4:30 PM to 7:30 PM in the Delaware Room in the Anderson Public Library. The public comment period was open for 15 days (January 30,2019) prior to the meeting in compliance with MCCOG's Public Participation Plan (PPP). Also, the public meeting was advertised on the MCCOG website and in the Greenfield Reporter, The Herald Bulletin, and the Muncie Star Press newspapers as a public notice. The meeting was set up as "gallery style" where participants signed-in, received four stickers and were asked to view posters explaining the 2045 Interim MTP. The stickers were to be placed on feedback posters about certain elements of the plan. There was overwhelming support from all participants that the primary goal in the 2045 Interim MTP is still relevant today. The other three questions received differentiating support about equity, future transportation issues, and future transportation concerns. 15 people came to participate in the public meeting.

Requested Feedback

Question 1: The primary goal in the 2045 Interim MTP is still relevant today.

Participants were asked to place one sticker under a agree or disagree category. All 15 participants placed their sticker under the agree category.

Question 2: What concerns do you have about your transportation future?

Participants were asked to place one sticker under the following categories: No Concern, Long Commutes, Lack of non-motorized infrastructure, alternative transportation options, and safety. The table below shows the results from the feedback board.

Concern	Votes
No Concern	0
Long Commutes	2
Lack of non-motorized infrastructure	7
Few alternative transportation options	6
Safety	0

Question 3: The proposed plan will address future transportation issues within the financial constraints of the region.

Participants were asked to place one sticker under a agree or disagree category. Two stickers were placed in the agree category, two stickers were placed in between the agree and disagree category, and nine stickers were placed in the disagree category.

Question 4: The proposed plan is equitable.

Participants were asked to place one sticker under the following categories: Strongly Agree, Agree, Neutral, Disagree, and Strongly Disagree. The table below shows the results from the feedback board.

Category	Votes
Strongly Agree	0
Agree	0
Neutral	11
Disagree	3
Strongly Disagree	0

Written Public Comments

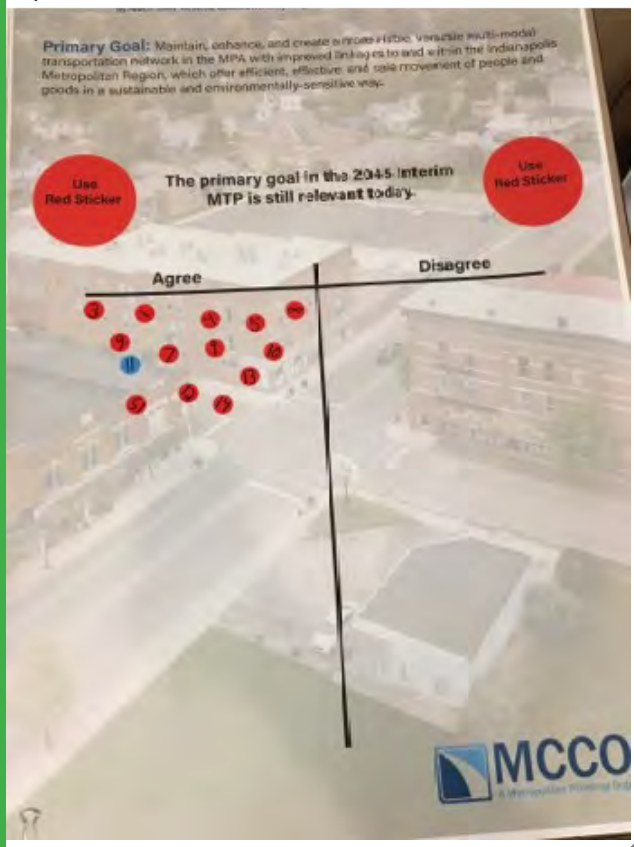
"128 West out of Frankton Downtown to 128 & 600 N Corner not finished."

"Link Frankton to 69."

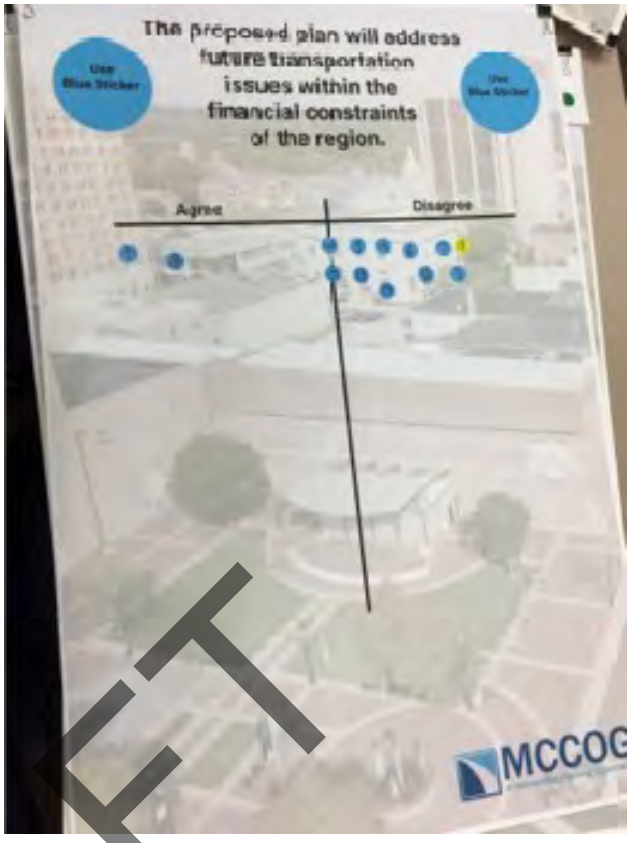
MCCOG Response: MCCOG will help implement the newly adopted Comprehensive Plan for the Town that should address connectivity issues around Frankton.

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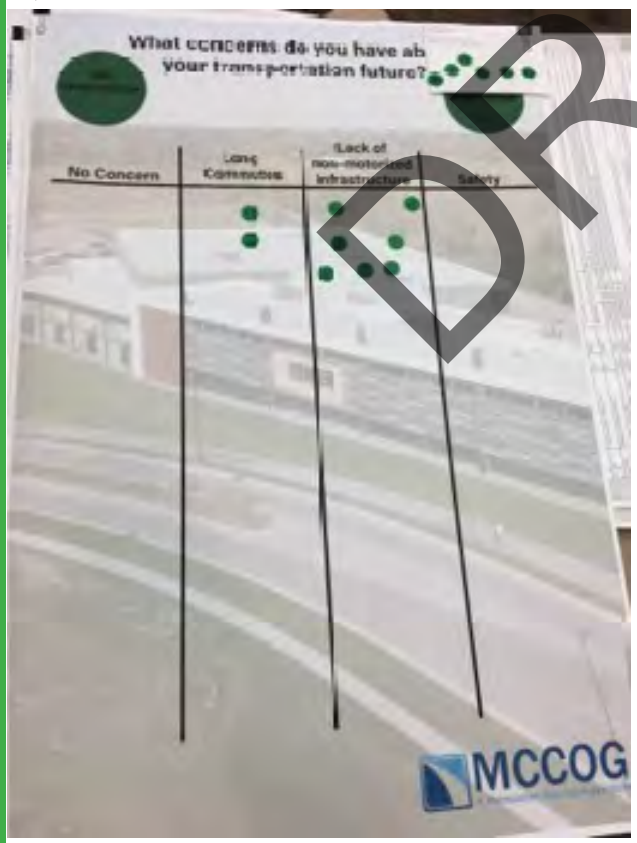
Question 1 Poster



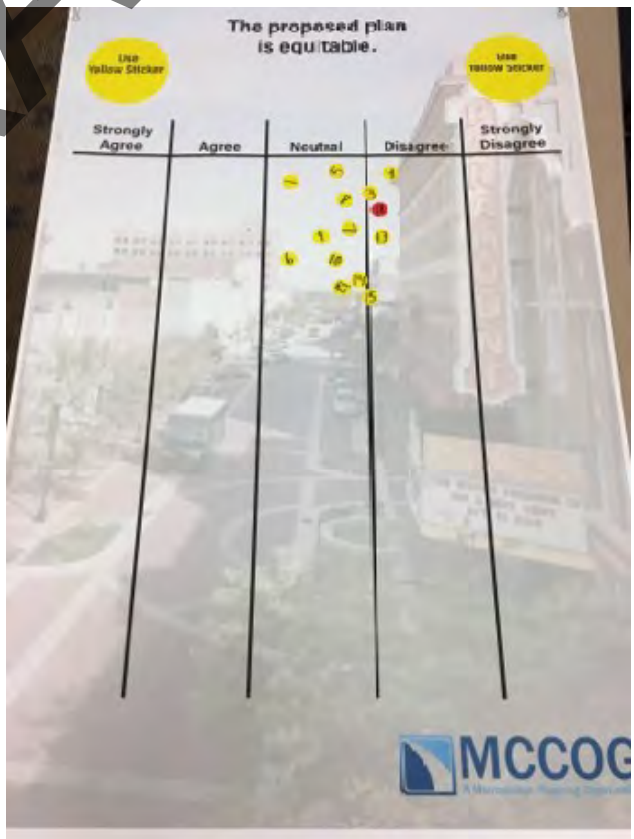
Question 3 Poster



Question 2 Poster



Question 4 Poster



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2045 Interim Metropolitan Transportation Plan

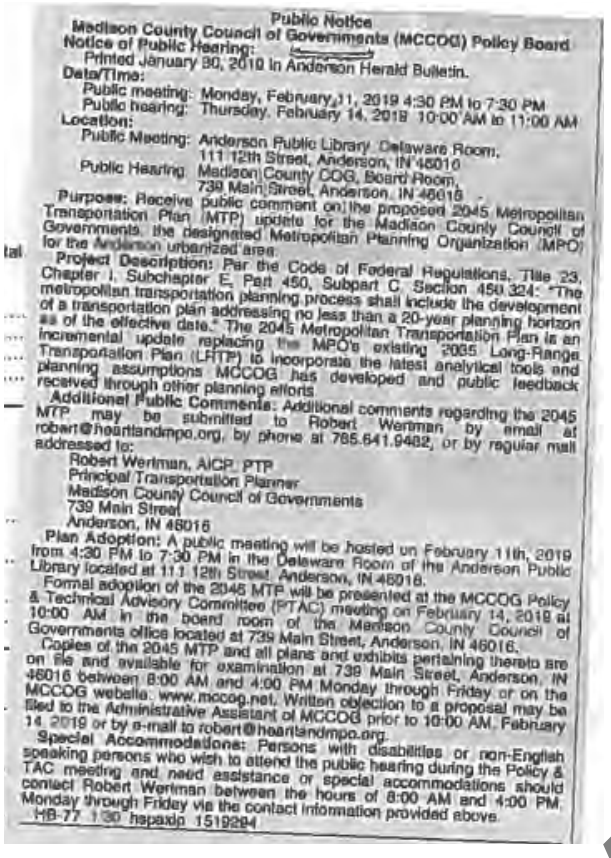
Sign-in Sheet

02/11/2019

Name	E-mail	
TOM SHEPHERD		
Betty Swift	barely_swift@yahoo.com	
Rose Whitehead	rawmdw@att.net	
LARRY Shively	MDSHIVE@YAHOO.COM	* more involved
Ryan Phelps	ryan@heartlandmpo.org	
Brandon Kendera	brandon@heartlandmpo.org	
Ben Orcutt	Sborcutt@gmail.com	
Lessa Johnson	lessajohnson@fastmail.fm	
BRAD NEWMAN	bnewman@madison county.in.gov	
JASON SMITH	15jasonsmith@gmail	
PETE BITAR	pete@ElectricJetAircraft.com	
Sally Dillon	MADISON COUNTY COMMUNITY FOUND.	
ROB SPARKS	YOU KNOW ME	
BRYAN BAYS	basebays@aol.com	
Kelli Clarett	Kclarett@gmail.com	
Stephen Ragsdale	sragsdale@gmail.com	
ASPEN Clemons	Clemonsaspen@gmail.com	
JENNY BRIDGES	jenny@heartlandmpo.org	
Robert Wertman	robert@heartlandmpo.org	

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Public Notices - Herald Bulletin, Muncie Star Presss, & Greenfield Reporter



Public Notice

Madison County Council of Governments (MCCOG) Policy Board

Notice of Public Hearing: Printed January 30, 2019 in Anderson Herald Bulletin.

Date/Time:
Public meeting: Monday, February 11, 2019 4:30 PM to 7:30 PM
Public hearing: Thursday, February 14, 2019 10:00 AM to 11:00 AM

Location:
Public Meeting: Anderson Public Library, Delaware Room, 111 12th Street, Anderson, IN 46016
Public Hearing: Madison County COG, Board Room, 739 Main Street, Anderson, IN 46016

Purpose: Receive public comment on the proposed 2045 Metropolitan Transportation Plan (MTP) update for the Madison County Council of Governments, the designated Metropolitan Planning Organization (MPO) for the Anderson urbanized area.

Project Description: Per the Code of Federal Regulations, Title 23, Chapter I, Subchapter E, Part 450, Subpart C, Section 450.324: "The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date." The 2045 Metropolitan Transportation Plan is an incremental update replacing the MPO's existing 2035 Long-Range Transportation Plan (LRTP) to incorporate the latest analytical tools and planning assumptions MCCOG has developed and public feedback received through other planning efforts.

Additional Public Comments: Additional comments regarding the 2045 MTP may be submitted to Robert Wertman by email at robert@heartlandmpo.org, by phone at 765.641.9482, or by regular mail addressed to:

Robert Wertman, AICP, PTP
Principal Transportation Planner
Madison County Council of Governments
739 Main Street
Anderson, IN 46016

Plan Adoption: A public meeting will be hosted on February 11th, 2019 from 4:30 PM to 7:30 PM in the Delaware Room of the Anderson Public Library located at 111 12th Street, Anderson, IN 46016.

Formal adoption of the 2045 MTP will be presented at the MCCOG Policy & Technical Advisory Committee (PTAC) meeting on February 14, 2019 at 10:00 AM in the board room of the Madison County Council of Governments office located at 739 Main Street, Anderson, IN 46016.

Copies of the 2045 MTP and all plans and exhibits pertaining thereto are on file and available for examination at 739 Main Street, Anderson, IN 46016 between 8:00 AM and 4:00 PM Monday through Friday or on the MCCOG website: www.mccog.net. Written objection to a proposal may be filed to the Administrative Assistant of MCCOG prior to 10:00 AM, February 14, 2019 or by e-mail to robert@heartlandmpo.org.

Special Accommodations: Persons with disabilities or non-English speaking persons who wish to attend the public hearing during the Policy & TAC meeting and need assistance or special accommodations should contact Robert Wertman between the hours of 8:00 AM and 4:00 PM, Monday through Friday via the contact information provided above.

HB-77 130 hspaxlp 1519294

Public Notice

Madison County Council of Governments (MCCOG) Policy Board

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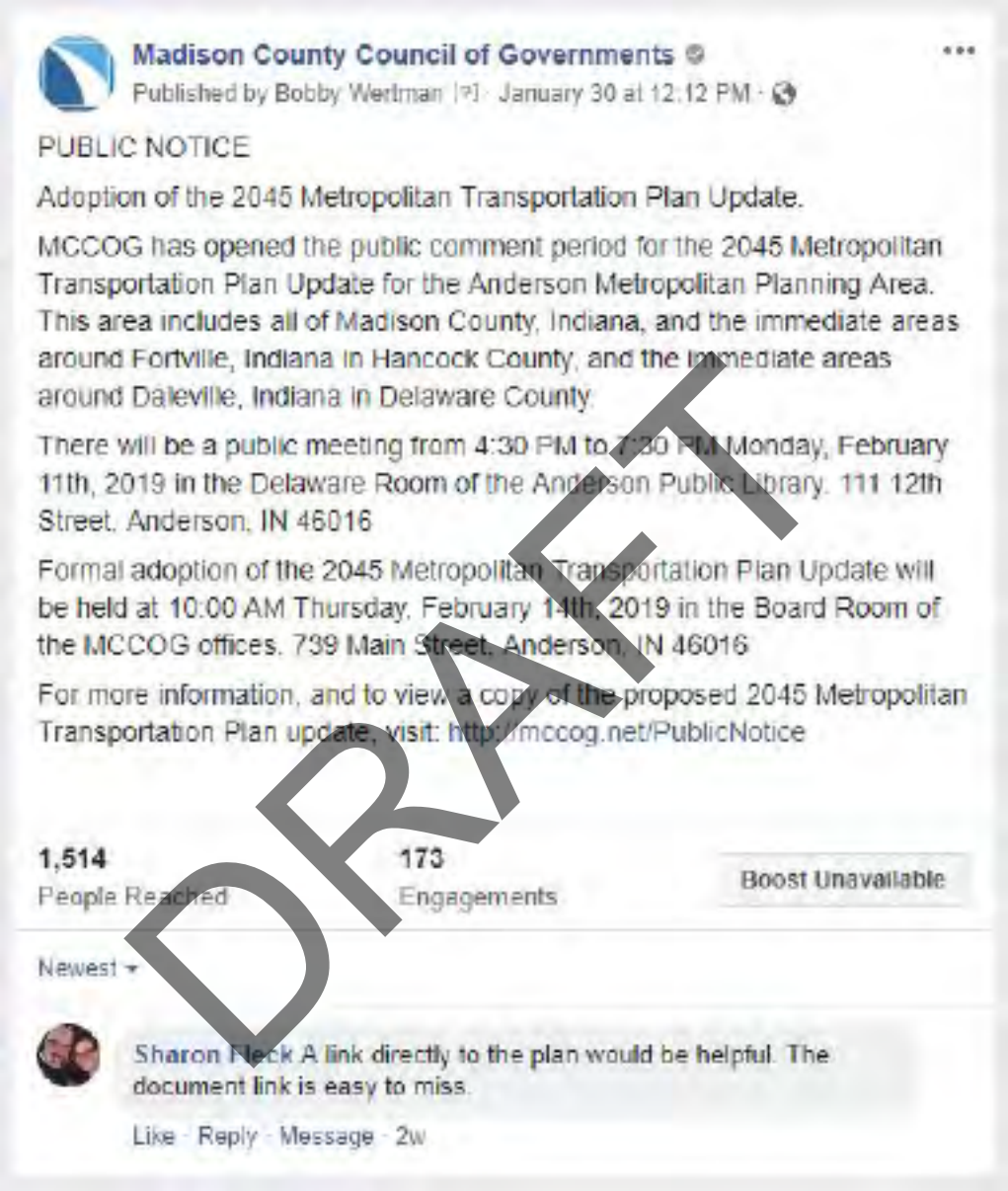
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Public Notice
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Notice of Public He
Printed Januar
2019 in Green
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Date/Time: Pub
meeting: Monda
February 11, 20
4:30 PM to 7:30
Public hearing: Thu
February 14, 2
10:00 AM to 11:0
Location:
Public Meeting: An
Public Library, De
Room, 111 12 th
Anderson, IN 460
Public Hearing: M
County COG,
Room, 739 Main
Anderson, IN 460
pose: Receive
comment on th
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Transportation
(MTP) update f
Madison County
of Governments
designated Metro
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(MPO) for the An
urbanized area.
Project Descriptio
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Wertman by em
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g, by phone at 765.641
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modations should con-
tact Robert Wertman be-
tween the hours of 8:00
AM and 4:00 PM, Mon-
day through Friday via
the contact information
provided above.
DR: 1/30 60011209
hspaxlp

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Public Notice - Facebook



Madison County Council of Governments
Published by Bobby Wertman [?] · January 30 at 12:12 PM ·

PUBLIC NOTICE

Adoption of the 2045 Metropolitan Transportation Plan Update.

MCCOG has opened the public comment period for the 2045 Metropolitan Transportation Plan Update for the Anderson Metropolitan Planning Area. This area includes all of Madison County, Indiana, and the immediate areas around Fortville, Indiana in Hancock County, and the immediate areas around Daleville, Indiana in Delaware County.

There will be a public meeting from 4:30 PM to 7:30 PM Monday, February 11th, 2019 in the Delaware Room of the Anderson Public Library, 111 12th Street, Anderson, IN 46016

Formal adoption of the 2045 Metropolitan Transportation Plan Update will be held at 10:00 AM Thursday, February 14th, 2019 in the Board Room of the MCCOG offices, 739 Main Street, Anderson, IN 46016

For more information, and to view a copy of the proposed 2045 Metropolitan Transportation Plan update, visit: http://mccog.net/PublicNotice

1,514 People Reached

173 Engagements

Boost Unavailable

Newest

Sharon Fleck A link directly to the plan would be helpful. The document link is easy to miss.

Like · Reply · Message · 2w

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US 36 Added Travel Lanes Public Meeting – Summary

Pendleton Community Public Library – Dec. 10, 2018

The meeting was held from 4:00 PM to 6:00 PM at the Pendleton Community Public Library. The public comment period was open for 15 days (November 26, 2018) prior to the meeting in compliance with MCCOG's Public Participation Plan (PPP). Also, the public meeting was advertised on the MCCOG website and in The Herald Bulletin newspaper as a public notice. The meeting was set up with three stations for individuals to participate in. Each station asked for specific feedback about the U.S. 36/ S.R. 9/ S.R. 38/ S.R. 67 added travel lanes project. The following summarizes the major themes from the stations:

- Bike/ped safety elements are necessary for students to cross the U.S. 36/ S.R. 9/ S.R. 38/ S.R. 67 corridor to get to the Pendleton Heights High School and Middle School campuses.
- Congestion is greater along the corridor at the start and end of the school day at Pendleton Heights High School and Middle School campuses.
- Eliminate access along the U.S. 36/ S.R. 9/ S.R. 38/ S.R. 67 corridor.
- Install more access control elements such as right in-right out entrances.
- Landscaped medians are desired to separate the north and southbound travel lanes.

The following pages are from the meeting summary document prepared for INDOT and the Town of Pendleton.

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1. Dot Map Issue Station Categories

What was asked: Identify transportation issues on the U.S. 36/ S.R. 9/ S.R. 38/ S.R. 67 corridor. On aerial maps the public placed color-coded stickers that would symbolize an issue. Categories are in the table below.

Categories	Number of Issues Identified	% of Issues Identified
Congestion – Red	60	35.7%
Safety – Yellow	59	35.1%
Bike/Ped – Green	29	17.3%
Drainage - Blue	20	11.9%
Total	168	100%

Summary

Out of the total 168 issues, 119 or 70.8% were identified as congestion and safety issues. Intersections of U.S. 36/ S.R. 9/ S.R. 38/ S.R. 67 with Falls Park Drive, Water Street, U.S. 36, E State Street/ S.R. 38, and E Madison Ave/ Lick Creek Pike were identified to have the most congestion/safety issues.

Intersections of U.S. 36/ S.R. 9/ S.R. 38/ S.R. 67 with E State Street/ S.R. 38 and E Madison Ave/Lick Creek Pike were identified to have the most bike/ped issues.



Above is the northern portion of the Dot Map Issue Station.

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Above is the southern portion of the Dot Map Issue Station.

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Congestion

Location	Number	% of Congestion
Intersection of S.R. 38/E State Street & U.S. 36/ S.R. 67/ S.R. 9/ S.R. 38	14	23.3%
Intersection of U.S. 36/ S.R. 67/ S.R. 9 & E Madison Ave/Lick Creek Pike	13	21.7%
Intersection of S.R. 67/ S.R. 9/ S.R. 38 & U.S. 36	7	11.7%

*Intersections with number of issues greater than 5 are shown.

The intersection of U.S. 36/ S.R. 67/ S.R. 9 & E Madison Ave/Lick Creek Pike becomes congested during the start and end of the school day at Pendleton Heights High School and Middle School campuses.

Safety

Location	Number	% of Safety
Intersection of S.R. 38/E State Street & U.S. 36/ S.R. 67/ S.R. 9/ S.R. 38	11	18.6%
Intersection of S.R. 38/E State Street & Pendleton Heights HS/Unnamed Rd	8	13.6%
Intersection of U.S. 36/ S.R. 67/ S.R. 9 & E Madison Ave/Lick Creek Pike	8	13.6%
Intersection of S.R. 67/ S.R. 9/ S.R. 38 & Falls Park Drive	7	11.9%

*Intersections with number of issues greater than 5 are shown.

The intersection of S.R. 38/ E State Street & U.S. 36/ S.R. 9/ S.R. 38/ S.R. 67 had the most identified issues representing almost 20% of safety issues.

Bike/Ped

Location	Number	% of Bike/Ped
Intersection of S.R. 38/E State Street & U.S. 36/ S.R. 67/ S.R. 9/ S.R. 38	9	31.0%
Intersection of U.S. 36/ S.R. 67/ S.R. 9 & E Madison Ave/Lick Creek Pike	6	20.1%

*Intersections with number of issues greater than 5 are shown.

The intersection of S.R. 38/E State Street & U.S. 36/ S.R. 67/ S.R. 9/ S.R. 38 had the most identified issues representing 31.0% of bike/ped issues.

Drainage

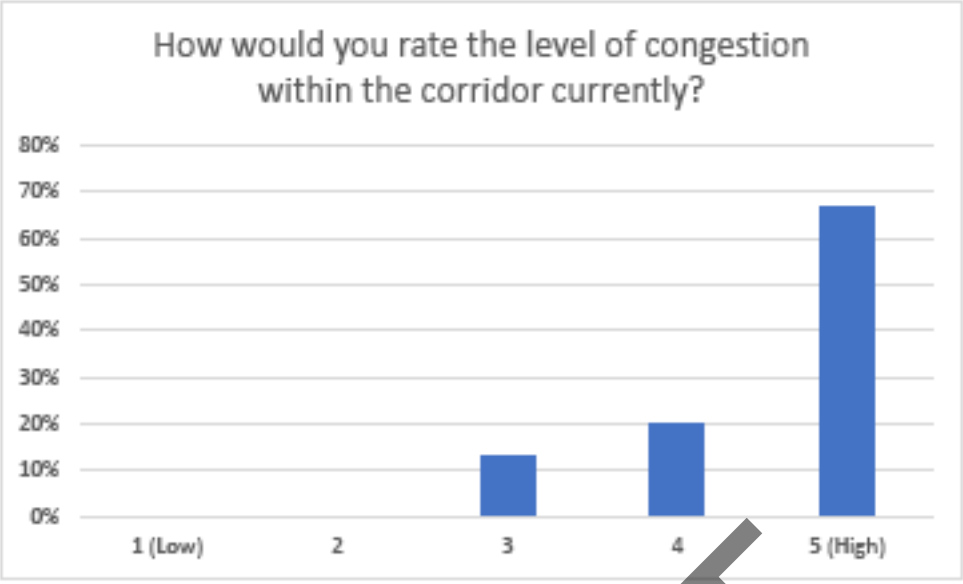
Location	Number	% of Drainage
Intersection of S.R. 67/ S.R. 9/ S.R. 38 & U.S. 36	13	65%

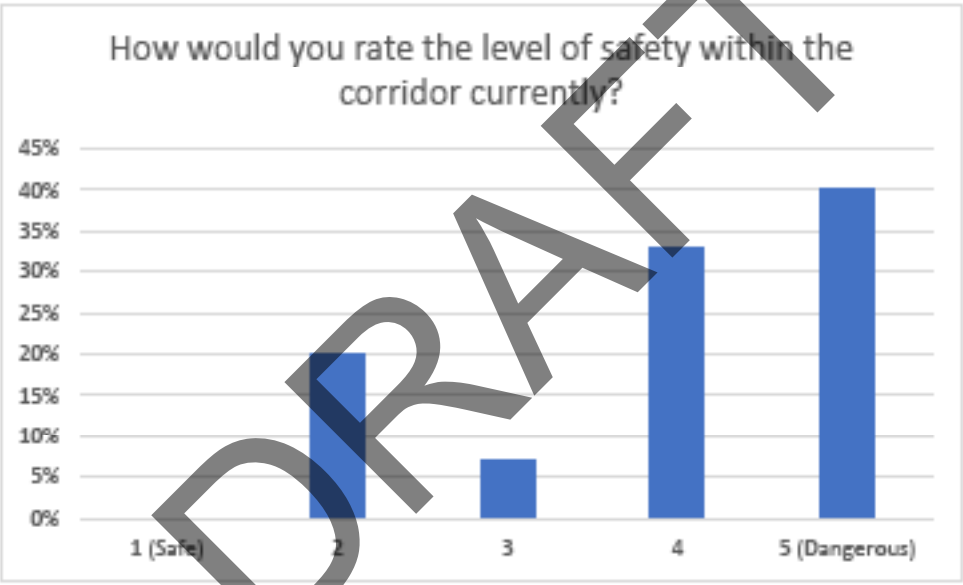
*Intersections with number of issues greater than 5 are shown.

The intersection of S.R. 67/ S.R. 9/ S.R. 38 & U.S. 36 had the most identified issues representing 65% of drainage issues.

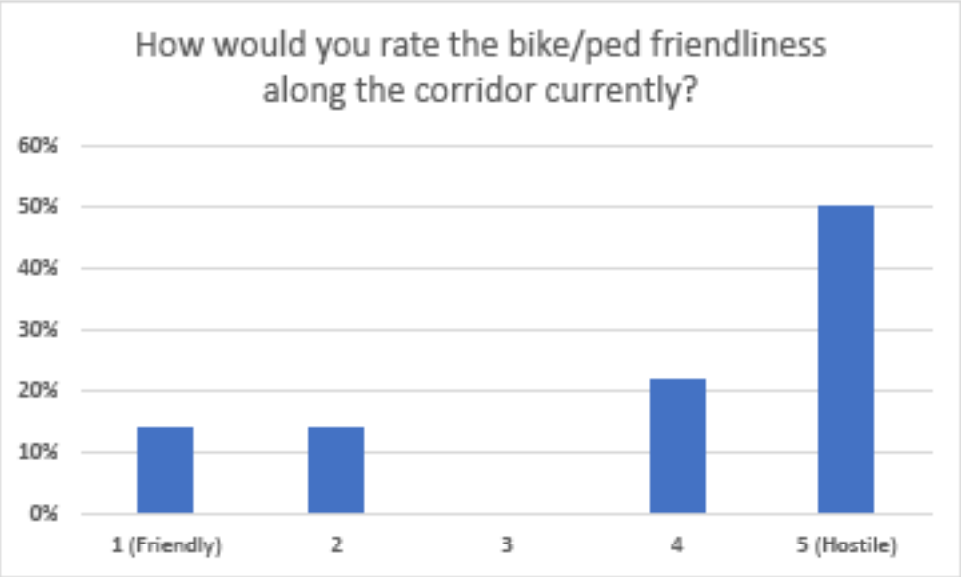
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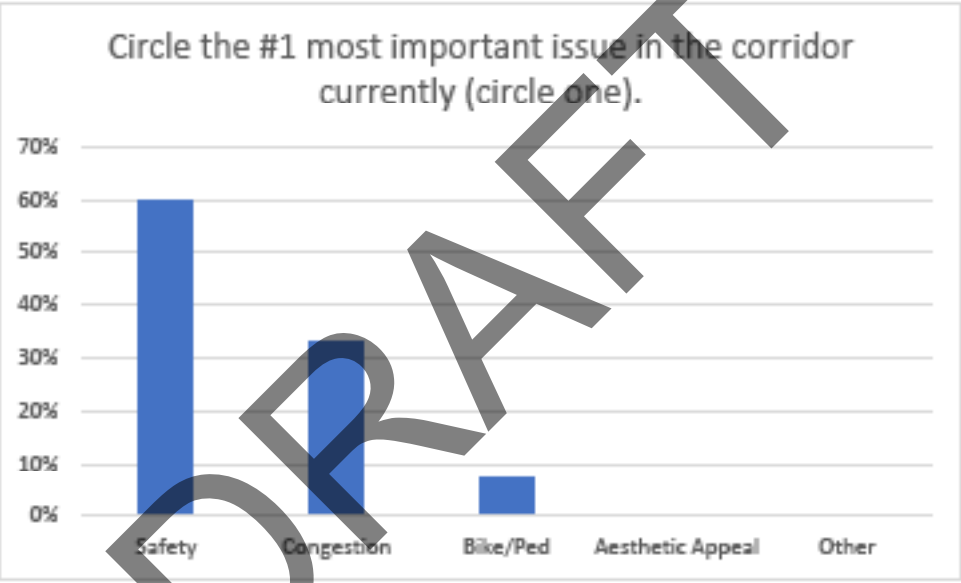
2. Public Comment Worksheet





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When the public was asked to rank the order of priority improvements (safety, congestion, bike/ped, and aesthetic appeal) the most common was safety, the 2nd most common was congestion, and the 3rd most common was bike/ped.

Written Public Comments

- "Add right in right out @ CVS on State Street."
    - MCCOG Response: Future Access Control will be addressed through the upcoming Pendleton Thoroughfare Plan where the Town will adopt an access control ordinance.
- "Safety concerns in this area extend outside of the defined corridor to the intersection of S.R. 9 and U.S. 36, particularly near the Huntzinger Farms neighborhood. Pedestrian safety is a huge concern in the area due to student traffic. Also, this project will not be successful if the aesthetics do not align with the Town's standards and characteristics. Grass medians and lights that match the Towns are essential."
- "1) grass median between north bound and southbound. 2) Town standard street lighting. 3) Sidewalk & bike paths."
    - MCCOG Response: The MPO will do what it can to make sure Pendleton's standards and characteristics are followed with this project and streetlights and medians match the existing Town infrastructure.
- "Good project – need stop & go at Madison and Water Street. Could be roundabouts? Need bike paths – school area. Make area bike/walk friendly. Bike paths both sides of highway."
    - MCCOG Response: Analysis can be done at Madison and Water Street roundabouts to see if there is a Level of Service (LOS) increase with roundabouts. Bike paths should already be in the Town's bicycle master plan and the Town continues to work with MCCOG to get trails funded.
- "Installing a landscaped median would make the corridor more safe & beautiful – lessens chances of vehicle collisions and allows islands for pedestrians. Limit access of businesses directly onto road. Promote shared access/access roads. So many intersections are not (0 degrees – consider realigning?"
    - MCCOG Response: Realignment within the given right-of-way might be too costly but MCCOG can look into which intersections are feasible for realignment.
- "Plans need to include discussion/money, input for a walk bridge @ S.R. 38 & S.R.67 (the school). Signage should with input from the Town of Pendleton (Example = no semis on State Street)."
- "My immediate urgent concern is at the entrance to Huntzinger Farm! Too many accidents due to drivers rear-ending cars waiting to turn left into the subdivision. "Simple Solution: Paint a turn lane! That would help. "Lower the speed limit."
    - MCCOG Response: Your suggestions were heard, and they will be passed on to the appropriate parties at the INDOT Greenfield District.
- "Wish it wasn't 2023. Lots of accidents and even deaths until then. Wish it was 2019."
- "Pedestrian safety is extremely important for this corridor because of the high school/middle school campus."
- "Walk bridge across, over, under 67 at State Street."

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3. Small Group Discussion/ Comment Cards

What was asked: Small group discussions were held to answer any additional questions and comment cards were placed throughout the public meeting and if someone wanted to anonymously leave a comment they could.

- **"Safe crossing for bike/pedestrians."**
  - **MCCOG Response: Crosswalks should be added to this project to provide safer crossings.**
- **"Wider turn lane westbound S.R. 38 to northbound S.R. 67."**
  - **MCCOG Response: Analysis can be done on a wider turn lane at westbound S.R. 38 to see if there is an increase in LOS.**
- **"Bike/ped crossings installed at intersections (Madison Ave & S.R. 38]."**
  - **MCCOG Response: Crosswalks should be added to this project to provide safer crossings.**
- **"Madison southbound left into school. Safety & congestion issue."**
- **"Added paint at Huntzinger Farm Rd for left hand southbound turn."**
  - **MCCOG Response: Your suggestions were heard, and they will be passed on to the appropriate parties at the INDOT Greenfield District.**
- **"Add sidewalks to the project. Crossing location to expect where ped will be."**
- **"Bike/ped amenities? Unsafe crossing for students (S.R. 38/ U.S. 36). Refuge island for intersection."**
  - **MCCOG response: Crosswalks and sidewalks/multi-use paths should be added to this project to provide a safe place for non-motorized individuals a place to cross or walk alongside the roadway.**
- **"Medians instead of yellow paint."**
- **"Center medians would be great."**
  - **MCCOG response: Medians are a serious consideration for this project if the Town can come onboard and offer to maintain the medians.**
- **"Erosion @ North side of U.S. 36 and S.R. 67."**
  - **MCCOG Response: Erosion will be looked at in conjunction with the Public Works Department of Pendleton.**
- **"Dedicated right-turn lane into CVS."**
- **"Left turn restriction from westbound State Street into CVS."**
- **"Access to CVS cleaned up?"**
- **"A lot of drives need to be eliminated. Even Water, Angle, etc. Grass Median."**
- **"Access into Pizza King."**
  - **MCCOG Response: Future Access Control will be addressed through the upcoming Pendleton Thoroughfare Plan where the Town will adopt an access control ordinance.**
- **"Has a roundabout at the intersection of S.R. 36 and S.R. 9 been discussed?"**
- **"Eastbound right turn lane extension @ S.R. 38/ State Street."**
- **"Left turn lane @ Angle Rd (Southbound left onto Angle]."**
- **"Raise road to meet CSX grade crossing @ Madison and S.R. 67."**
- **"Extend no right turn lane @ Lick Creek/Angle Road."**
- **"Signal/safety concerns at Lick Creek. Spacing/speed issue."**

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    - MCCOG Response: Analysis can be done for the roadway geometric suggestions to see if there is a LOS increase.
- "Property acquisition."
    - MCCOG Response: Right-of-way acquisition does not seem to be a major component of this project.
- "Concerned about Huntsville Rd. Running stop light (enforcement)."
    - MCCOG Response: Your comment will be passed on the law enforcement in the Town of Pendleton.

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Sign-in Sheet

MCCOG
A Metropolitan Planning Organization

Meeting: US 36 / SR 9/ SR 67 Added Travel Lanes
Location: Pendleton Community Public Library
Date/Time: December 10, 2018, 4 PM to 6 PM

Name	Email	Phone
Brandon Kenstra	brandon@hamiltonmpo.org	317-288-7690
Ryan Phelps	rphelps@hamiltonmpo.org	765.641.9427
Michelle Caldwell	micaldwell@indot.in.gov	317-467-3438
Brent Heironimus	[illegible]	[illegible]
Darlene Leeman	dgwieldac@AOL.com	765-620-1447
Chet Babb		765-617-4559
Aaron S King	trendsid@gmail.com	317-341-5139
Mike Romack	MIKROMAC@AOL.com	765-200-5509
Jo Scott	jo.scott_2008@[illegible].net	765 778 [illegible]
Jeff Upton	JEFFUPTON1@GMAIL	765/617-9924
Bob Toner	[illegible]	765 730-5978
Rob Williams	[illegible]	765-[illegible]
Dara Williams	dara@rowlandtitle.com	765-[illegible]-0393
Tim McClintick		
Rachel Christensen		
[illegible]	[illegible]	765-778-7313
Brandon Buck	Brandon.Buck@unitedconsvc.com	765-278-6246
Kayla Hassett	khassett@townpendleton.in.us	
Jack Bauer	jbauer@	
Jessica Austin	jaustin@town.pendleton.in.us	317-370-5465
Martin Wilkins	[illegible]	765-[illegible]-1252
Jessica Smith	jsmith@town.pendleton.in.us	765 [illegible] 0221

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Public Notice - Herald Bulletin & Facebook



Public Notice
Amendment of 2035 Metropolitan Transportation Plan to include the US 36 / SR 9 / SR 38 / SR 67 Added Travel Lanes Project (Pendleton, Indiana)
Notice of Public Meeting Posted November 23, 2018 in Anderson Herald Bulletin

Date/Time: Monday, December 10, 2018, 4:00 PM to 6:00 PM

Location: Pendleton Community Public Library, Community Room B, 595 East Water Street, Pendleton, IN 46064

Purpose: Receive public comment on the proposed amendment to the Metropolitan Transportation Plan (MTP) for the Madison County Council of Governments, the designated Metropolitan Planning Organization (MPO) for the Anderson urbanized area. This amendment to the MTP has been requested by the Indiana Department of Transportation (INDOT) Seymour District.

Project Description: There is one (1) project proposed for amendment into the MCCOG MTP: US 36 / SR 9 / SR 38 / SR 67 added travel lanes between Huntsville Road / CR 500 S and Madison Avenue / Lick Creek Pike / Angle Road in Pendleton, Indiana.

Additional Public Comments: Public comments on these items may also be made in writing or email to:

Robert Wortman, AICP, PTP
Principal Transportation Planner
robert@madisoncompo.org
765.641.9555
Madison County Council of Governments
739 Main Street
Anderson, IN 46016

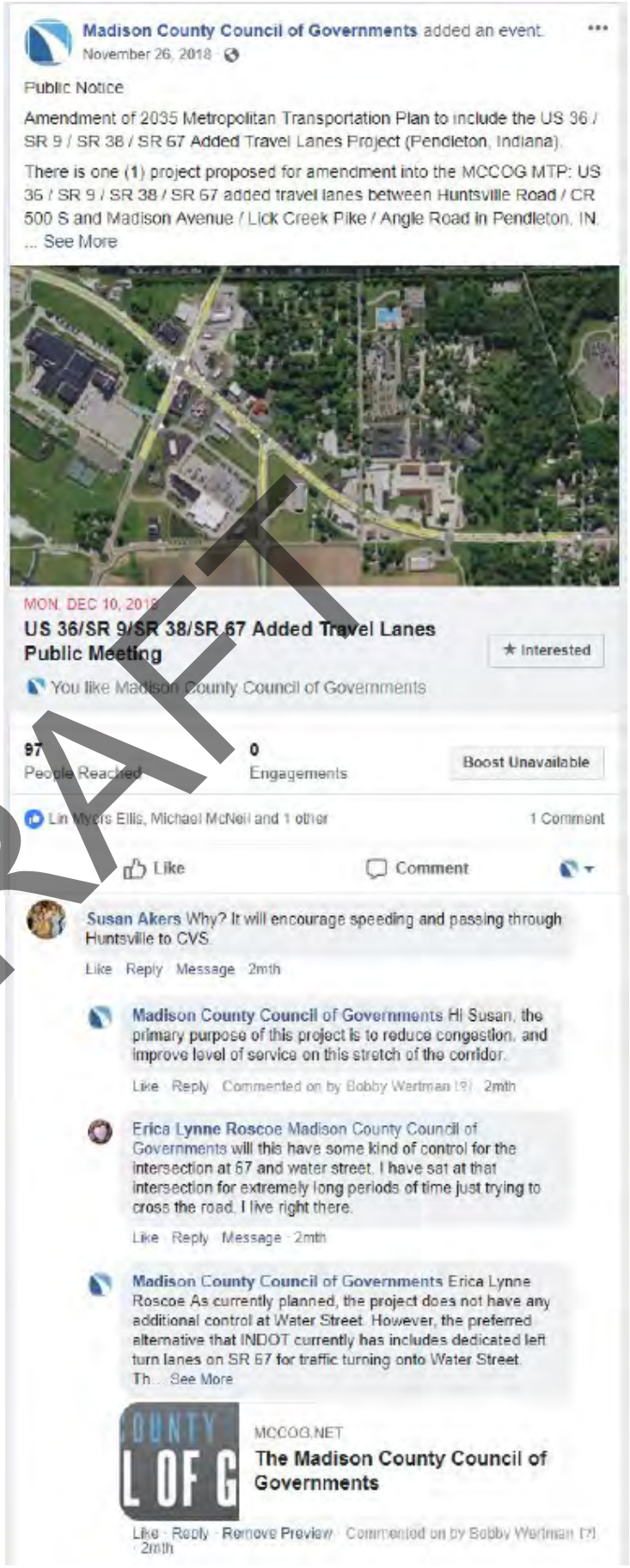
All comments must be received by 6 PM, December 10, 2018.

Amendment Adoption: Formal adoption of the proposed amendments will be presented at the MCCOG Policy & Technical Advisory Committee (TAC) meeting on December 13, 2018 at 10:00 AM in the board room of the Madison County Council of Governments office located at 739 Main Street, Anderson, IN 46016.

Copies of the items above and all plans and exhibits pertaining thereto are on file and available for examination at 739 Main Street, Anderson, IN 46016 between 8 AM and 4 PM Monday through Friday or on the MCCOG website: www.mccog.net. Written objection to a proposed plan may be filed in the Administrative Assistant's office at MCCOG prior to a PPC meeting. Any interested person at the public meeting will be heard on the subject matter described above.

Special Accommodations: Persons with disabilities or non-English speaking persons who wish to attend the public hearing or the Policy & TAC meeting and need assistance or special accommodations should contact Robert Wortman between the hours of 8:00 AM and 4:00 PM, Monday through Friday via the contact information provided above.

HB- 937 1103 hapwp 1992325



Madison County Council of Governments added an event.
November 26, 2018 ·

Public Notice

Amendment of 2035 Metropolitan Transportation Plan to include the US 36 / SR 9 / SR 38 / SR 67 Added Travel Lanes Project (Pendleton, Indiana).

There is one (1) project proposed for amendment into the MCCOG MTP: US 36 / SR 9 / SR 38 / SR 67 added travel lanes between Huntsville Road / CR 500 S and Madison Avenue / Lick Creek Pike / Angle Road in Pendleton, IN.
... See More

MON, DEC 10, 2018
US 36/SR 9/SR 38/SR 67 Added Travel Lanes Public Meeting

★ Interested

You like Madison County Council of Governments

97 People Reached
0 Engagements
Boost Unavailable

Lin Myers Ellis, Michael McNeil and 1 other
1 Comment

Like Comment

Susan Akers Why? It will encourage speeding and passing through Huntsville to CVS.
Like · Reply · Message · 2mth

Madison County Council of Governments Hi Susan, the primary purpose of this project is to reduce congestion, and improve level of service on this stretch of the corridor.
Like · Reply · Commented on by Bobby Wortman [?] · 2mth

Erica Lynne Roscoe Madison County Council of Governments will this have some kind of control for the intersection at 67 and water street. I have sat at that intersection for extremely long periods of time just trying to cross the road. I live right there.
Like · Reply · Message · 2mth

Madison County Council of Governments Erica Lynne Roscoe As currently planned, the project does not have any additional control at Water Street. However, the preferred alternative that INDOT currently has includes dedicated left turn lanes on SR 67 for traffic turning onto Water Street. Th... See More

MCCOG.NET
The Madison County Council of Governments

Like · Reply · Remove Preview · Commented on by Bobby Wortman [?] · 2mth

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D.02 - INDOT MTP Document Guidance



2026

INDOT-MPO Federal Requirements Checklist

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MADISON COUNTY COUNCIL OF GOVERNMENTS

PLANNING LIAISON: BRANDON BURGOA

GABRIELLE HERIN FOR BRANDON BURGOA

	Regulatory citation (CFR 23)	Development and content of the metropolitan transportation plan Fedral Requirements: (23 CFR 450.324) & Participation/Consultation 23 CFR 450.316	Meets Req. Y/N/NA	Comments, including where in plan. Include Page # subject or proof. (If Reasonable, if not in
1	450.316(a)	MPO followed its public participation plan for the MTP process which is included, but was not limited to: adequate public notice, reasonable opportunity for public comment, use of visualization, available online, and explicit consideration and response to public input.	Not sure	Lightly reviewed this. MCCOG describes their public participation process and how they engaged the public. Chapter 3 (p. 58 – 60, 64-76); Chapter 5 (p. 95, 96); Chapter 7 (p. 143)
2	450.316(b)	MTP included consultation with other planning organizations and stakeholders, including tribes and federal land management agencies.	Not sure	Did you consult with other planning organizations, tribes and federal land management agencies? Mentioned working with CATS and TRAM (p. 144). Mentioned working with LPAs (Chapter 6 (p. 112, 113, 115, 117). Mentioned working with a stakeholder committee in Chapter 5 (p. 95, 97, 100) and in Chapters 3 and 4 (I do not remember the page numbers); Chapter 6 (p. 111, 117); Chapter 7 (p. 126, 129)
3	450.324(a)	MTP addresses no less than a 20-year planning horizon as of the effective date.	Yes	p. 10, 110
4	450.324(a), 450.306(b)(1)	MTP addresses the economic vitality planning factor: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.	Yes	Chapter 2 (p. 18, 22, 38, 39, 41-43, 45, 46, 48, 49, 53-56); Chapter 3 (58, 66, 70, 71, 75); Chapter 4 (p. 88, 89, 91); Chapter 5 (p. 97, 99, 100-102, 104, 105, 107); Chapter 6 (p.113); Chapter 7 (p. 128 – 139)
5	450.324(a), 450.306(b)(2)	MTP addresses the transportation safety planning factor: Increase the safety of the transportation system for motorized and non-motorized users.	Yes	Chapter 2 (p. 23, 37, 42-44, 46); Chapter 3 (p. 62-68, 70, 75, 76, 79); Chapter 4 (p. 85, 90, 91); Chapter 6 (p. 110, 113); Chapter 7 (p. 127, 129 – 134, 137, 139, 141, 145)
6	450.324(a), 450.306(b)(3)	MTP addresses transportation security planning factor: Increase the security of the transportation system for motorized and non-motorized users.	Yes	Verify whether they considered this planning factor and where. Chapter 2 (p. 37?, 42, 43, 44); Chapter 3 (p. 75); Chapter 7 (p. 127, 129 – 134, 145)
7	450.324(a), 450.306(b)(4)	MTP addresses the mobility and accessibility planning factor: Increase accessibility and mobility of people and freight.	Yes	Chapter 2 (p. 22, 24, 33, 38, 41-46, 49 – 53, 56); Chapter 3 (p. 58, 62-73, 75, 76, 79); Chapter 4 (p. 85, 88, 89, 90, 91); Chapter 5 (p. 97, 99, 100-103, 105, 106, 107); Chapter 6 (p. 113, 114); Chapter 7 (p. 127 – 139, 145)
8	450.324(a), 450.306(b)(5)	MTP addresses the environment planning factor: Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.	Yes	Chapter 2 (p. 38, 39, 42, 43); Chapter 3 (62-66, 68-72, 79); Chapter 4 (p. 85, 86, 88-92); Chapter 5 (p. 97, 100, 101-105, 107); Chapter 6 (p. 110, 113, 114, 115, 119, 124); Chapter 7 (p. 128 – 139, 146)
9	450.324(a), 450.306(b)(6)	MTP addresses the integration/connectivity planning factor: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	Yes	Chapter 2 (p. 22, 24, 33, 38, 39, 41-46, 49 – 53, 56); Chapter 3 (p. 58, 62-73, 75, 76, 79); Chapter 4 (p. 85, 86, 88-90); Chapter 5 (p. 97, 99, 100-103, 105-107); Chapter 6 (p.113, 114); Chapter 7 (p. 127 – 139, 145)
10	450.324(a), 450.306(b)(7)	MTP addresses the system efficiency planning factor: Promote efficient system management and operation.	Yes	Chapter 2 (p. 38, 39, 56); Chapter 3 (p. 58, 62-67, 70-72, 75, 76, 79); Chapter 4 (p. 85, 86, 88-92); Chapter 5 (p. 97,

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				99-103, 105); Chapter 6 (p.113, 114); Chapter 7 (p. 127 – 139, 145)
11	450.324(a), 450.306(b)(8)	MTP addresses the system preservation planning factor: Emphasize the preservation of the existing transportation system.	Yes	Verify that you talk about this and on which pages. Chapter 2 (p. 41); Chapter 3 (p. 62-67, 69, 70, 72, 79); Chapter 4 (p. 90, 92); Chapter 7 (p. 129 – 139)
12	450.324(a), 450.306(b)(9)	MTP addresses the system resiliency/reliability planning factor: Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.	Yes	Chapter 2 (p. 31, 33, 41, 56); Chapter 3 (p. 58, 62-68, 70, 72, 75, 76, 79); Chapter 4 (p. 85, 86, 89-92); Chapter 5 (p. 97, 99-103, 105-107); Chapter 6 (p.113, 114); Chapter 7 (p. 127 – 139, 145)
13	450.324(a), 450.306(b)(10)	MTP addresses the travel and tourism planning factor: Enhance travel and tourism.	Yes	Chapter 2 (p. 24, 37, 39, 41, 44, 47, 48, 49-53); Chapter 3 (61, 68, 70, 75); Chapter 4 (p. 85, 86, 90-92); Chapter 5 (p. 97, 99-103, 105-107); Chapter 6 (p.113); Chapter 7 (p. 127 – 139, 144, 145)
14	450.324(b)	MTP includes both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities).	Yes	Chapter 2 (p. 31, 33, 43); Chapter 3 (p. 68, 69, 72, 75, 76, 79); Chapter 4 (p. 85, 88-90); Chapter 5 (in the evaluation of the scenarios); Chapter 6 (p.113, 114); Chapter 7 (p. 127 – 134, 137 – 139, 145)
15	450.324(c)	MPO reviewed/updated the MTP at least every four years in air quality nonattainment and maintenance areas or five years in attainment areas.	Yes, but not to INDOT standards	p. 10, 119, 146 Confirm that you have a Transportation Conformity Determination Report associated with this update on website
16	450.324(c)	MPO approved the transportation plan (and any revisions or updates), contents, and supporting analyses.	Yes	Will need to get the edited version approved by the Policy Committee
17	450.324(c)	MPO submitted the MTP for information purposes to INDOT.	Yes	Will need to resubmit edited version
18	450.324(c)	MPO provided copies of any updated or revised transportation plans to FHWA and FTA.	Yes	Will need to resubmit edited version
19	450.324(d)	For ozone and carbon monoxide nonattainment areas only: MPO coordinated the development of the MTP with the process for developing transportation control measures in the State Implementation Plan.	N/A	
20	450.324(e)	MPO, State(s), and the public transportation operator(s) validated data used in preparing other existing modal plans for providing input to the MTP. The update used the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity.	Not sure; ask for data sources; health department, 2020 Census, building permits from planning dept. Look for 2019 and later	Chapter 3 (Maybe p. 77, 79; definitely p. 78) I would check that you are using the most updated data sources such as from the health department, 2020 Census, building permits from LPAs. We want to mostly see data from 2019 and later. If you use older data, please explain.

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21	450.324(f)(1)	MPO used current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan.	Not sure	Maybe Chapter 2 (p. 24, analysis of commuting patterns p. 49 – 53); Chapter 5 (in the evaluation of the scenarios) Check that the latest data has been used. Could mention it in Chapter 5 in the evaluation of the scenarios. What was the methodology you used to come up with the growth factors? Has the growth factor changed since 2020?
22	450.324(f)(2)	Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, non-motorized transportation facilities (pedestrian walkways and bicycle facilities), and inter modal connectors) identified in MTP function as an integrated metropolitan transportation system, giving emphasis to facilities that serve national and regional transportation functions over the period of the transportation plan.	Not sure	Chapter 2 (p. 56); Chapter 3 (maybe p. 78) Needs updating and improvement.
23	450.324(f)(3)	MTP describes the performance measures and targets used in assessing the performance of the transportation system in accordance with 450.306(d).	Partially	Chapter 6 (p. 120-124) Appeared to leave out transit performance measures and targets.
24	450.324(f)(4)	MTP includes a system performance report that evaluates the condition and performance of the transportation system with respect to the performance targets described in 450.306(d). This includes progress achieved by the MPO in meeting performance targets in comparison with system performance recorded in previous reports, including baseline data; and for MPOs with multiple scenarios: an analysis of how the preferred scenario has improved conditions and performance of the transportation system in addition to cost has been impacted by changes in local policies and investments.	Yes	Beginnings of system performance report only. Please include full system performance report. A good example is IMPO's. What I mean is that the data needs to be described more in Chapter 6 (p. 120-124). I only see a description of how the data was collected and some context why it is collected. There is limited data analysis regarding the safety performance measures, but there appears to be no analysis of the transit, infrastructure condition, system performance, and emissions.
25	450.324(f)(5)	MTP includes operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.	Yes	Chapter 2 (p. 23, 41, 56); Chapter 3 (p. 70); Chapter 4 (p. 85, 86); Chapter 6 (p. 113, 114); Chapter 7 (p. 127 – 137, 139, 145, 146)
26	450.324(f)(6)	For TMAs only: MTP considers the results of the congestion management process that includes the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide.	N/A	
27	450.324(f)(7)	MTP assesses capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters. The MTP may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system.	Yes	Chapter 3 (p. 68, 69, 72, 75, 79); Chapter 4 (p. 89, 90); Chapter 6 (p. 113, 114); Chapter 7 (p. 127 – 136, 137, 138, 139, 145)

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28	450.324(f)(8)	MTP includes transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a), as appropriate.	Yes	Chapter 4 (p. 85, 86, 90); Chapter 7 (p. 129 – 132, 135, 136, 137, 139, 144)
29	450.324(f)(9)	MTP describes all proposed improvements in sufficient detail to develop cost estimates.	No	If you did, it is not clear.
30	450.324(f)(9)	For nonattainment and maintenance areas only: MTP includes design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, for conformity determinations.	No	If you did, it is not clear. Ensure that design concept and scope is included for each project listing. There is insufficient descriptive detail.
31	450.324(f)(10)	MTP discusses types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the MTP. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO developed the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation.	No	Lightly reviewed in the beginning. Chapter 6 (p. 114, 115, 119, 120, 124); Chapter 7 (p. 128 – 134, 137, 138, 139) Confirm that applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies were consulted if needed.
32	450.324 (f)(11)(i)	MTP includes cost estimates and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways and public transportation.	Possible improvements needed	Cost estimates: located in Table 7.02 of Chapter 7. Revenue sources: Chapter 6 (p. 110, 111); Chapter 7 (p. 143). How much do projects between 2020 and 2030 cost and how much revenue are you going to be bringing in during that time?
33	450.324 (f)(11)(ii)	MPO, public transportation operator(s), and State cooperatively developed estimates of funds that will be available to support MTP implementation, as required under § 450.314(a). All necessary financial resources from public and private sources that are expected to be made available to carry out the transportation plan are identified.	Needs updating	Chapter 6 highlights available funding sources and the process to be funded, especially by federal grants. Chapter 7 lists funding estimates in Table 7.02. Chapter 7 (p. 142)
34	450.324 (f)(11)(iii)	MTP included recommendations for additional financing strategies to fund programs and projects.	Yes	Mention discretionary programs like Safe Streets and Roads for all (SS4A) (p. 143)
35	450.324 (f)(11)(iii)	For MTPs that identify new sources of funding: MTP identified strategies for ensuring the availability of new funding sources.	Yes	New sources must be realistic.
36	450.324 (f)(11)(iv)	In developing financial plan, MPO considered all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation.	Yes	Considered the available federal local revenues reasonably available between 2020 – 2025 (Chapter 6 (p. 117))
37	450.324 (f)(11)(iv)	MTP used an inflation rate(s) for revenue and cost estimates to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).	Yes	Chapter 7 (p. 143, 144) Did you verify the inflation rates used were still correct?

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38	450.324 (f)(11)(v)	For the outer years of the MTP (i.e. beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.	Yes	Did MCCOG reflect aggregate cost ranges/cost bands for outer years of the MTP?
39	450.324 (f)(11)(vi)	For nonattainment and maintenance areas only: MTP addresses specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.	N/A	MCCOG does not have Transportation Control Measures (TCMs)
40	450.324 (f)(11)(vii)	The financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available (i.e., illustrative list).	Yes	Located in appendix.
41	450.324 (f)(12)	MTP included pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g).	Yes	Chapter 2 (p. 18, 21, 46); Chapter 3 (p. 68)
42	450.324(g)	MPO consulted, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan.	Not sure	Ask and document if you did in appendix
43	450.324(g)(1)	As part of the consultation process, MPO compared transportation plans with State conservation plans or maps, if available.	Not sure	Ask and document if you did in appendix
44	450.324(g)(2)	As part of the consultation process, MPO compared transportation plans to inventories of natural or historic resources, if available.	Not sure	Ask and document if you did in appendix
45	450.324(h)	MTP should integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP required under 23 U.S.C. 148, the Public Transportation Agency Safety Plan required under 49 U.S.C. 5329(d), or an Interim Agency Safety Plan in accordance with 49 CFR part 659, as in effect until completion of the Public Transportation Agency Safety Plan, and may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate, to safeguard the personal security of al motorized and non-motorized users.	Not sure	Ask and document if you did in appendix
46	450.324(i)	For MPOs that develop multiple scenarios: MPO encouraged to consider: potential regional investment strategies for the plan horizon; assumed distribution of population and employment; a scenario that maintains baseline performance conditions; a scenario that improves baseline for performance conditions; revenue constrained scenarios; and estimated costs and potential revenue for each scenario.	No	Update the planning assumptions for the scenarios and run tests to determine preferred scenario. Scenarios were mentioned in Chapter 3 (62-63, 69), throughout Chapter 5 and Chapter 7 (p. 135,

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47	450.324(j)	MPO provided individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under 450.316(a).	Yes	Throughout Chapter 3, parts of 4 and 5.
48	450.324(k)	MPO published or otherwise make readily available the MTP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.	Yes	
49	450.324(m)	For nonattainment and maintenance areas for transportation-related pollutants: MPO, as well as the FHWA and the FTA, made a conformity determination on any updated or amended transportation plan.	No	In 12-month conformity grace period. Did not reevaluate the planning assumptions.

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MTP Document Signature Page

MTP Signature Workflow



Assigned Planning Liaison: certifies all 49 checklist items have been sufficiently addressed, documented, and coordinated with INDOT Transit staff, Traffic Engineering, Safety, Asset Team Contact/District TSD, Freight Mobility Team/Manager, State Bike, INDOT Finance, and Pedestrian Coordinator, and LPA.

_____	_____	_____
Planning Liaison Printed Name	*Planning Liaison Signature*	*Date Signed*

Planning Manager or Delegate certifies all 49 checklist items are completed, properly documented, coordinated, and meets federal, state, and agency policies/regulations. Double checked that AQC and documents and resolutions are attached. Links in checklist are accurate, documented issues and comments have been resolved. Manager will be responsible for ensuring the final product to FHWA/FTA and answering questions.

_____	_____	_____
Planning Manager/Delegate Printed Name	*Planning Manager/Delegate Signature*	*Date Signed*

Division Director coordinated with Planning Manager prior to submission to FHWA/FTA ensuring issues. New requirements have been implemented, properly documented, and issues/risks have been coordinated and communicated. Director will be involved in federal discussions regarding findings and performance issues.

_____	_____	_____
Planning Director Printed Name	*Planning Director Signature*	*Date Signed*

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2050inMotion MTP – INDOT Review & MCCOG Update

Green Highlight = completed
Blue text = notes on what was updated or reasoning for maintaining existing

- Remove some COVID details and only talk about COVID in terms of it being a historic event. May talk about future ramifications of COVID (in terms of transportation habits).
    - Text in Executive Summary and Ch. 1 was already eliminated
    - Ch. 2 – Crash & VMT reductions in 2020/21 kept
    - Ch. 3 – Specific public input adjustments kept; general COVID-19 impacts eliminated
    - Ch. 4 – Discussion as a disruption and potential analysis tool kept
    - Ch. 6 – CARES funding description kept (needed for financial analysis)
    - Ch. 7 – Potential COVID-19 funding impacts text eliminated
- TIP is 4 years subset of MTP (p. 12)
- Page 14: STIP - STIP includes any (add Federally Funded and Regionally Significant) projects awarded directly to Local Public Agencies (LPAs), which are usually local government entities not located within MPO urban areas
- Update Ch. 3 (public engagement chapter) after reaching out to the public again.
- Include and use the new MPA map in the analysis
    - The newly approved MPA map should be incorporated into any MTP update. Page 19
- Page 44: Scatterfield Road and other studies: Has the status changed? Are the studies still incomplete? Update the status.
- Page 108: Funding: update and provide numbers with trend lines.
    - Add source to trend lines
- Page 142 Fiscal Constraint? Show the planning fund outlays since they represent a significant portion of the project funding that is flexed to pay for planning activities.
- Data updates:
    - Review all data and tables used. Update if necessary (for example: if you have new data) and explain if you do not change the data.
        - Map 2.10 & Table 2.01 – not updated because these are from the HIA, which needs to be updated. Similarly, health data was maintained as 2016 to match the HIA references.
    - Planning assumptions and latest available estimates must be updated. For example, population, land use, travel, employment, congestion and economic activity.
        - Updated planning assumptions should inform each of the scenarios
            - The scenarios are intentionally broad to represent realistic possible futures with diverse inputs. Existing conditions like population growth rates and economic activity do not determine what scenarios are considered – creating scenarios

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strictly from existing conditions is simply trend forecasting, not considering change from unforeseen disruptions. Scenario planning is a separate activity from existing conditions and does not have to be informed by the status quo, by definition.

- However, planning assumptions do inform the development and selection of the preferred scenario.

- What is the metric that chooses the preferred alternative/scenario?
  - As already stated within the document, the overall scenarios were compared across multiple metrics and public input / stakeholder feedback determined what metrics were most important (Pg. 107).
  - Text additions were made to clarify how the preferred scenario was developed.

- Page 24: update population characteristics and number the latest available data set (2020 Census)" While the MPA overall lost over 2,100 people from 2000 to 2015," Update to 2020.
- Page 49: Commuting Patterns – Still the same? Have they changed? Talk about how you have come to either conclusion. What is the source of the data used? Has it been updated?
  - The document already stated what data source was used and yes, it was already updated when provided previously (2017-2021 CTPP is the most recent version).
  - Though there are slight differences from the 2012-2016 estimates, the highlights discussed remain the most important parts of the data review. The text was already updated to discuss the most relevant outcomes of reviewing the data.
- Page 53 Employment Table is 2015. Is there more current data to update the table? The table is now 11-years old. The same may apply to other tables and data sets. Update or explain why the MPO is relying on 11-year-old data for its update.

- Planning Performance Measures and Targets to match INDOT
  - Include a full System Performance Report with all performance measures and targets (Safety, P3s etc). The 2050 MTP was originally adopted in December 2021. A Systems Performance Report was not yet required in 2021 because the first 4 years had not been met, other than safety targets. Any amendments or updates now require the Systems Performance Report.
    - Appears that transit performance measures and targets are missing and have not been analyzed.
    - Can use IMPO's as an example
    - 4 years of safety data (TSO)

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From: Herin, Gabrielle <GHerin@indot.IN.gov>
Sent: Wednesday, May 20, 2026 11:32 AM
To: Ryan Phelps <ryan@heartlandmpo.org>
Cc: Seely, Catherine F <CSeely@indot.IN.gov>; Burgoa, Brandon S <BrBurgoa@indot.IN.gov>; Mitchell, Jay <JAYMITCHELL@indot.IN.gov>; Jerrold Bridges <jerry@heartlandmpo.org>; Dave Benefiel <dave@heartlandmpo.org>
Subject: RE: MCCOG System Performance Report Draft

Hi Ryan,

Thank you for your responses. Please see my responses in red.

- Jay told me that FHWA would like regional data, as well as statewide trends, shown within the report. After talking to Jay, it sounds like the best place for you to get regional data is from the Indianapolis MPO. Please incorporate that within the report if you have not already done so.
  - Can you clarify if the inclusion of regional data is a statutory requirement or a preference? The only cases that we have seen regional-specific data in the report are when the region adopted a different target than the state and for some of the measures regional data is not available. For example, the Indianapolis MPO document that both INDOT and FHWA directed us to reference does not include regional data. Also, just a side note, but the Indianapolis MPO does not maintain data for our region.
  - I will get back to you once I talk to Jay. He will be back from vacation Wednesday or Thursday of next week.
- The goal of a System Performance Report as you know is to show the "progress achieved by the MPO in meeting performance targets in comparison with system performance recorded in previous reports." (450.324(f)(4)). If this system performance report cannot be compared to a previous one, please explain that this is a baseline report.
  - We can add this to the introduction. Do you have specific verbiage that is required / recommended? I have not seen this noted in any of the examples we have found.
  - I believe the Terre Haute Area MPO Bridge Plan (2045 MTP) describes this well: "All baseline targets have been established and are presented in the following sections. Baseline performance reports required by the regulations were submitted by INDOT and are required to submit midpoint and conclusion of each performance period to FHWA." Overall, Terre Haute made it evident throughout that data provided was from INDOT but was baseline for them since it was their first system performance report.
- Do you have any transit-related data you could display in a table like the other performance measures?
  - Similar to the note above, the Indianapolis MPO example provided did not include transit tables (nor have we found them in any other Indiana MPO documents we reviewed). Can you point us to the statewide targets, so we can add them? The latest version I have found is from the FY2023 group TAM on the INDOT website and, unfortunately, the statewide targets are not included within the CATS documents either.
  - I will get back to you once I talk to Jay.
- Is the Central Indiana Regional Transportation Authority (CIRTA) one of the subrecipients mentioned in the following sentence on page 14? "INDOT creates the TAM for subrecipients outside of the MCCOG Urban Area, which includes Madison County." Please mention them as well.
  - No, CIRTA is not one of the subrecipients included in the INDOT group TAM, nor do they own any assets within our MPA. Beginning in fall 2027, they will be covered within the IndyGo TAM.
  - Thank you for the clarification. If you still plan on paying membership dues to CIRTA in FY 2027, please include it in the MTP like you did for the FY 2027 UPWP. Jay mentioned to me that you do. You could always add a note explaining that you will not be involved after fall 2027 when IndyGo takes over the responsibility.

Please let me know if you have any questions.

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- Financial Report (Table 7.13) requires consultation with INDOT and Transit
  - Document consultation
  - Show us fiscal constraint - here's what we received the past 5 years - project forward
  - Explain that INDOT has ensured their projects are fiscally constrained
  - 2020-2030 project costs: How much do projects in this time frame cost and how much revenue will MCCOG bring in during that time?
  - Did MCCOG reflect aggregate cost ranges/cost bands for outer years of the MTP?
- List projects by year of Construction cost, find a reasonable inflation rate and apply to projects
  - Inflation rate listed, but may need to be updated
- Review appendix project lists to make sure design concept and approach are up-to-date
- The 1.3 million dollars of flexed funds need to be documented in the report
- Did you consult with other planning organizations, tribes and federal land management agencies? For example, you may want to reach out to Mounds State Park and any local tribes if you have not already.
- Verify whether transportation security and system preservation planning factor considered. Explain where.

- Confirm that there is a Transportation Conformity Determination Report for this update on the website.
- Apply the updated planning assumptions to each scenario
    - Provide evidence that you've reviewed each of the 4 scenarios
    - The chosen scenario needs to show that it is "better"
    - If the previous preferred scenario is still valid, explain how the MPO evaluated and came to that conclusion (p. 95)
    - Update the entire chapter

Planning Assumption Regulations:

93.110 Criteria and procedures: Latest planning assumptions

(a) Except as provided in this paragraph, the conformity determination, with respect to all other applicable criteria in §§ 93.111 through 93.119, must be based upon the most recent planning assumptions in force at the time the conformity analysis begins. The conformity determination must satisfy the requirements of paragraphs (b) through (f) of this section using the planning assumptions available at the time the conformity analysis begins as determined through the interagency consultation process required in § 93.105(c)(1)(i). The "time the conformity analysis begins" for a transportation plan or TIP determination is the point at which the MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions. New data that becomes available after an analysis begins is required to be used in the conformity determination only if a significant delay in the analysis has occurred, as determined through interagency consultation.

(b) Assumptions must be derived from the estimates of current and future population, employment, travel, and congestion most recently developed by the MPO or other agency authorized to make such estimates and approved by the MPO. The conformity determination must also be based on the latest assumptions about current and future background concentrations.

(c) The conformity determination for each transportation plan and TIP must discuss how transit operating policies (including fares and service levels) and assumed transit ridership have changed since the previous conformity determination.

(d) The conformity determination must include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time.

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(e) The conformity determination must use the latest existing information regarding the effectiveness of the TCMs and other implementation plan measures which have already been implemented.

(f) Key assumptions shall be specified and included in the draft documents and supporting materials used for the interagency and public consultation required by § 93.105.

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D.03 - Public Notices & Newspaper Articles



Public Notices

PUBLIC NOTICE: Notice of Public Comment Period & Public Hearing for the Transportation Conformity Determination Report for the Central Indiana Airshed and 2050 inMotion, an update to the Anderson MPO Metropolitan Transportation Plan

The Anderson Metropolitan Planning Organization (MPO), also known as the Madison County Council of Governments (MCCOG), will be conducting a public comment period and virtual public hearing to update the agency Metropolitan Transportation Plan, *2050 inMotion,* and the Transportation Conformity Determination Report for the Central Indiana Airshed, which includes the Metropolitan Planning Area (MPA) of the Anderson MPO.

The public comment period will begin Wednesday, July 23, 2026, and will end on Thursday, August 6, 2026, at 10:00am. The public hearing will be held on Thursday, August 6, 2026, at 10:00am in the MCCOG Conference Room (739 Main Street, Anderson, IN 46016). A pre-hearing will be held on Wednesday, August 5, 2026 from 5:00pm to 6:00pm at the Anderson Public Library (111 E 12th St, Anderson, IN 46016) in the Carnegie Room (3rd floor) with virtual access available via Microsoft Teams. The meeting ID is **255-997-431-548-610** and passcode is **6AC3vi93**, or this direct link can be used: https://teams.microsoft.com/meet/255997431548610?p=qvHlLrZagkcN5SmrY6.

Questions and public input regarding these documents will be duly noted, addressed where possible, and included in the Appendix of the final documents. If any member of the public wishes to attend the pre-hearing on August 5 electronically, the meeting will be available using the information above. If any member of the public wishes to attend the hearing on August 6 electronically, please contact Ryan Phelps via email at ryan@heartlandmpo.org, by phone at (765) 641-9482, or mail to 739 Main Street, Anderson, Indiana 46016 through Wednesday, August 5, 2026, until 6:00pm.

The *2050 inMotion* MTP draft is available for public review on the project website at https://publicinput.com/2050inmotion and the Transportation Conformity Determination Report is available for public review online at https://www.heartlandmpo.org/air-quality-and-transportation-conformity. Hard copies of these documents may also be requested formally in writing to Ryan Phelps via mail, 739 Main Street, Anderson, Indiana 46016 or email, ryan@heartlandmpo.org prior to Tuesday, July 21, 2026. Oral or written comments and suggestions regarding this document may be submitted through the project website at https://publicinput.com/2050inmotion or sent to Ryan Phelps at the contact information provided above through Thursday, August 6, 2026, until 10:00am.

Persons with disabilities or non-English speaking persons who may need assistance should contact Ryan Phelps no later than 4:00pm Monday, August 4, 2026, at ryan@heartlandmpo.org or (765) 641-9482 between 8:00am and 4:00pm, Monday through Friday. Every effort will be made to make reasonable accommodations for these persons.

It is the intent of the Anderson MPO to formally approve the *2050 inMotion MTP* and the Transportation Conformity Determination Report at its regular Policy Committee meeting on August 6, 2026, with the caveat that comments requiring significant changes or amendments be addressed before it is finalized.

By: Ryan Phelps, Principal Transportation Planner, MCCOG

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Public Workshop Advertisement - MPO CAC Email

Subject: External: MCCOG CAC Q3 -- Update

Email is from an EXTERNAL source: Do not click on any links or attachments unless you are certain they are safe, required for business, and from a trusted source. If you believe this is a suspicious email, select the 'Report Message, Phishing' option from the menu.

Good evening all!

Please see the attached newsletter with some of the latest highlights from our team. We have a LOT of projects moving right now, but want to focus on inviting you all to attend the **2050 inMotion Public Open House we are hosting on Tuesday, June 30 at the Anderson Public Library**. A calendar invite is attached with the details, but note that it is an open house, so you do not need to attend for the full 3 hours.

Like our Uniting Scatterfield workshop, we would really appreciate it if you help us share the event and project website. You can send this email on with the attachments or share the Facebook event -- https://www.facebook.com/share/14eaJHotbRy/. If you are unable to attend and/or someone you know wants to attend but can't make it, please check out the project website (https://www.publicinput.com/2050inmotion) where we have a relatively short survey available.

As always, thank you for your continued support, and we really hope to see you on Tuesday, June 30!

The MCCOG Team

Ryan Phelps, AICP, PTP, RSP[1]
Principal Transportation Planner
Systems planning, analysis, and forecasting lead
ryan@heartlandmpo.org

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Newspaper Clippings - Herald Bulletin



IRAN WAR | **B4**

Pentagon mum on U.S. strike that killed over 100 children

SPECIAL OLYMPICS: FLAG FOOTBALL | **B1**

Madison County Mustangs bask in gold medal victory



The Herald Bulletin

TheHeraldBulletin.com | THURSDAY, JULY 2, 2026 | $3.00

MADISON COUNTY COUNCIL OF GOVERNMENTS

Input sought on long-term transportation plan



Mark Thacker
Visitors bureau leader

LILY JONES
THE HERALD BULLETIN

ANDERSON — Planners with the Madison County Council of Governments held an open house at the Anderson Public Library to solicit public input on a long-term regional transportation plan.

The open house sought responses to help inform MCCOG's 2050 inMotion plan, an effort to determine regional transportation investments, forecast funding and propose infrastructure policies over the next 20 years.

"We've done a safety action plan that was our Protect 2030 plan," said Ryan Phelps, one of MCCOG's principal transportation planners. "We've done a new regional bicycle and pedestrian plan and we've done the I-69 corridor study. Part of this project is just rolling findings from those projects into our metropolitan transportation plan."

Phelps said the metropolitan transportation plan includes infrastructure projects to be funded, as well as programs and policies "that we want to be interacting with for the foreseeable future."

He said MCCOG strives to update the plan every four to five years.

During the event, held in a third-floor conference room, several boards were set up with different statements written on them. Community members were asked to place colored stickers next to their top three statements. The process, according to organizers, would help collectively rank the options in order of importance.

Another board was available for the

See **INPUT** on A2

Take an online MCCOG survey

For those unable to attend the open house, MCCOG's website has a similar survey allowing input on the region's metropolitan transportation plan. Visit publicinput.com/2050inmotion.

LOOKING FOR A NEW HOME



INDIANA DEPARTMENT OF WORKFORCE DEVELOPMENT

Letters confuse Hoosiers amid fraud 'cleanup'

NIKI KELLY
INDIANA CAPITAL CHRONICLE

INDIANAPOLIS — The Indiana Department of Workforce Development recently sent more than 1,000 letters seeking refunds for unemployment benefit overpayments made during the pandemic.

Several Hoosiers reached out to the Capital Chronicle with concerns about the letters because they have never filed for unemployment insurance.

"You must repay the overpaid amount when the Determination of Eligibility or Recomputation of Benefits decision becomes final," the letters say. "It is to your advantage to contact the Department of Workforce Development immediately after that to make arrangements for repayment of your overpayment debt. Failure to repay the full amount owed may result in the following collection methods."

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Public Outreach Flier - English



We want to hear from you!

The Madison County Council of Governments needs your help to decide how to spend Federal transportation funds.

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Lend your voice!

Scan this code with the camera on your phone, follow the link, and complete a brief survey; or follow the link below directly:

https://forms.office.com/r/bEjr5mwtyN

FOR MORE INFORMATION VISIT:
www.heartlandmpo.org
OR EMAIL RYAN @HEARTLANDMPO.ORG

Public Outreach Flier - Spanish



¡Queremos escuchar de ti!

El Consejo de Gobiernos del Condado de Madison (MCCOG por sus siglas en inglés) necesita tu ayuda para decidir cómo utilizar los fondos Federales de transporte

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¡Presta tu voz!

Escanee este código con la cámara de su teléfono, siga el enlace y complete una breve encuesta; o siga el enlace a continuación directamente:

https://forms.office.com/r/43X1JJgvp4

PARA MAS INFORMACION VISITE:
www.heartlandmpo.org
OR EMAIL RYAN @HEARTLANDMPO.ORG

Public Notices

PUBLIC NOTICE:

Notice of Public Hearing for the Transportation Conformity Determination Report for the Central Indiana Airshed and 2050 inMotion, an update to the Anderson MPO Metropolitan Transportation Plan The Anderson Metropolitan Planning Organization (MPO), also known as the Madison County Council of Governments (MCCOG), will be conducting a public comment period and virtual public hearing to update the agency Metropolitan Transportation Plan from 2045 inMotion to 2050 inMotion and the Transportation Conformity Determination Report for the Central Indiana Airshed, which includes the Metropolitan Planning Area (MPA) of the Anderson MPO. The public comment period will begin Wednesday, January 19, 2022, and will end on Wednesday, February 2, 2022, at 8:00pm. The public hearing will be held on Wednesday, February 2, 2022, from 7:00pm to 8:00pm via www.GoToMeeting.com. The meeting access code is 291-857-389. Attendees may also access the meeting via phone at (872) 240-3412. Questions and public input regarding these documents will be duly noted, addressed where possible, and included in the Appendix of the final documents. The hearing will be held by electronic means only and no persons will be physically present. If any member of the public wishes to attend the meeting electronically, the meeting will be available using the information above. The 2050 inMotion MTP draft is available for public review online at www.heartlandmpo.org/mtp-plan and the Transportation Conformity Determination Report is available for public review online at https://www.heartlandmpo.org/air-quality-and-transportation-conformity. Hard copies of these documents may also be requested formally in writing to Ryan Phelps via mail, 739 Main Street, Anderson, Indiana 46016 or email, ryan@heartlandmpo.org prior to Tuesday, February 1, 2022. Oral or written comments and suggestions regarding this document may be sent to Ryan Phelps at ryan@heartlandmpo.org, by phone at (765) 641-9427, or mailed to 739 Main Street, Anderson, Indiana 46016 through Wednesday, February 2, 2022, until 7:00pm. Persons with disabilities or non-English speaking persons who may need assistance should contact Ryan Phelps no later than 8:00pm Monday, January 21, 2022, at ryan@heartlandmpo.org or (765) 641-9427 between 8:00am and 4:00pm, Monday through Friday. Every effort will be made to make reasonable accommodations for these persons. It is the intent of the Anderson MPO to formally approve the 2050 inMotion MTP and the Transportation Conformity Determination Report at its regular Policy Committee meeting on February 3, 2022, with the caveat that no additional public comment is received by the February 2, 2022, deadline that would require significant changes or amendments to these documents. By: Ryan Phelps, Principal Transportation Planner, MCCOG

AVISO PUBLICO:

Aviso de Audiencia Pública para el Informe de Determinación de la Conformidad del Transporte para Centro de Indiana y 2050 inMotion, una actualización al Plan Metropolitano de Transporte MPO de Anderson La Organización Metropolitana de Planificación (MPO) de Anderson, también conocida como el Consejo de Gobiernos del Condado de Madison (MCCOG), llevará a cabo un período de consulta pública y una audiencia pública virtual para actualizar el Plan Metropolitano de Transporte de 2045 inMotion a 2050 inMotion y el Informe de Determinación de la Conformidad del Transporte para Centro de Indiana. El período de consulta pública comenzará el miércoles 19 de enero de 2022 y culminará el miércoles 2 de febrero de 2022 a las 8:00pm. La audiencia pública se llevará a cabo el miercoles 2 de febrero de 2022 de 7:00pm a 8:00pm vía www.GoToMeeting.com. El código de acceso a la reunión es 291-857-389. Los asistentes también podrán tener acceso a la reunión vía telefónica a través del (872) 240-3412. Las preguntas y aportes públicos relacionados con el documento serán debidamente anotados, respondidos en la medida de las posibilidades e incluidos en al Apéndice del documento final. La audiencia será llevada a cabo solo por medios electrónicos y no habrá presencia de personas. Si algún miembro del público desea asistir a la reunión de manera electrónica, la reunión estará disponible utilizando la información mencionada anteriormente. El Proyecto del MTP 2050 inMotion está disponible para su revisión pública en línea en www.heartlandmpo.org/mtp-plan y el Informe de Determinación de la Conformidad del Transporte para Centro de Indiana está disponible para su revisión pública en línea en https://www.heartlandmpo.org/air-quality-and-transportation-conformity. También se pueden solicitar de manera formal por escrito copias impresas de este documento a Ryan Phelps a través del correo a 739 Main Street, Anderson, Indiana 46016, o al correo electrónico, ryan@heartlandmpo.org antes del martes 1 de febrero de 2022. Los comentarios y sugerencias, orales o escritos, relacionados con este documento pueden ser enviados a Ryan Phelps a ryan@heartlandmpo.org, por teléfono al (765) 641-9427, o por correo a 739 Main Street, Anderson, Indiana 46016 hasta el miércoles 2 de febrero de 2022 hasta las 7:00pm. Las personas con discapacidades o que no hablen inglés y requieran asistencia deben contactar a Ryan Phelps antes de las 8:00pm del lunes 21 de enero de 2022 al correo electrónico ryan@heartlandmpo.org o al (765) 641-9427 entre las 8:00am y las 4:00pm, de lunes a viernes. Se realizarán los esfuerzos necesarios para realizar los ajustes razonables para ellos. La intención del MPO de Anderson es la de aprobar formalmente la MTP 2050 inMotion en su reunión del Consejo de Programación del 3 de febrero de 2022, con la salvedad de que no se hubiera recibido ningún comentario para la fecha límite del 2 de febrero de 2022 que requiera cambios o enmiendas significativas al documento. Por: Ryan Phelps, Planificador Principal de Transporte, MCCOG

HB-36 1/15 hspaxlp 1754016

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Public Notices

PUBLIC NOTICE:
Notice of Public Hearing for 2045 InMotion, the new 2045 MTP for the Anderson MPO

The Anderson Metropolitan Planning Organization (MPO), also known as the Madison County Council of Governments (MCCOG), will be conducting a virtual public hearing on the proposed adoption of the 2045 inMotion Metropolitan Transportation Plan (MTP).

The public comment period will begin Tuesday, September 1, 2020 and will end on Wednesday, September 30, 2020. The public hearing will be held on Wednesday, September 30, 2020 at 7:00 pm via www.GoToMeeting.com. The meeting access code is 701-647-181. Attendees may also access the meeting via phone at (571) 317-3122. Questions and public input regarding the document will be duly noted, addressed where possible, and included in the Appendix of the final document. The hearing will be held by electronic means only and no persons will be physically present. If any member of the public wishes to attend the meeting electronically, the meeting will be available using the information above.

The draft MTP will be available online at www.heartlandmpo.org and www.2045inmotion.com beginning Wednesday, September 30, 2020. Hard copies of these documents may also be requested formally in writing to Ryan Phelps via mail, 739 Main Street Anderson, Indiana 46016 or email ryan@heartlandmpo.org prior to Tuesday, September 29, 2020. Oral or written comments and suggestions regarding these documents may be sent to Ryan Phelps, Principal Transportation Planner at ryan@heartlandmpo.org mailed to 739 Main Street Anderson, Indiana 46016, or provided via https://2045inmotion.com/regional-exhibition/ through Wednesday September 30, 2020 until 7:00pm.

Persons with disabilities or non English speaking persons who may need assistance should contact Ryan Phelps at least 48 hours prior to the end of the Public Hearing period at ryan@heartlandmpo.org or (765) 641-9427 between 8:00 AM and 4:00 PM, Monday through Friday. Every effort will be made to make reasonable accommodation for these persons.

By: Ryan Phelps,
Principal Transportation Planner, MCCOG
HB-525 9/16 hspaxlp 1665482

Legal Advertisement
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By: Ryan Phelps, Principal Transportation Planner, MCCOG
60060622 hspaxlp
DR 9/15/20

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Newspaper Clippings - Greenfield Reporter

Region to plan $113 million in transportation projects

By Staff Reports - 3/18/19 5:43 PM

ANDERSON — An organization representing a region that includes Fortville is getting ready to plan $113 million worth of transportation projects and is looking for stakeholders to be part of the endeavor.

The Madison County Council of Governments is the designated metropolitan planning organization for the Anderson Metropolitan Planning Area. Along with Madison County, that area also includes Fortville. The council is the planning agency for federal transportation dollars and coordinates planning efforts among local governments. An adjacent area, the Indianapolis Metropolitan Planning Area, includes the rest of Hancock County.

As part of that federally mandated work, the Madison council is required to adopt a Metropolitan Transportation Plan allocating about $113 million in transportation funds for projects through 2045. The council calls the plan 2045 inMotion. The process will also explore parts of the region's transportation networks like pedestrian facilities, bicycle facilities, road safety, transportation routes and congestion mitigation.

The council is looking for members to join its 2045 inMotion Stakeholder Committee, which will be tasked with bringing insight and perspective to the plan's development.

Robert Wertman, principal transportation planner for the Madison County Council of Governments, said the plan must be adopted by June 30, 2020.

The public will also have opportunities to participate in the process at workshops and on the project's website, 2045inmotion.com.

Wertman said the council is seeking 25 to 30 members for the stakeholder committee.

This approach to soliciting stakeholder feedback is a first for the council, Wertman said, adding the council usually reaches out to known stakeholders.

"That's ultimately what's going to drive these plans and make sure the plan is successful," Wertman said.

Adam Zaklikowski, Fortville planning administrator, agreed.

"The more people that are at the table, the better," he said.

It not only results in better coordination for the plan at hand, Zaklikowski said, but also minimizes the chance of conflicts with plans participating agencies already have in the works.

Zaklikowski said he's confident the Madison County Council of Governments can make 2045 inMotion a success.

"MCCOG has a very analytical approach, a very thoughtful approach based on data, based on traffic demand, and we are encouraged that they are pairing that with smart growth opportunities and good land-use principles," he said.

Want to help?

Fortville-area residents are invited to apply for spots on the 2045 inMotion Stakeholder Committee.

Applicants can apply at 2045inmotion.com/join-the-stakeholder-committee or by contacting Robert Wertman at 765-641-9695 or robert@heartlandmpo.org.

DRAFT

Newspaper Clippings - Greenfield Reporter

Feedback sought on Fortville street pl

By Mitchell Kirk - 9/17/20 8:42 AM

FORTVILLE — A regional transportation plan that includes several projects for Fortville is nearing completion, and organizers want the public's feedback on it.

The Madison County Council of Governments is spearheading the 2045 inMotion plan for the Anderson Metropolitan Planning Area, which encompasses all of Madison County along with the towns of Fortville in Hancock County and Daleville in Delaware County.

Four projects in Fortville are among those slated in the draft plan. One calls for reducing the number of lanes on Broadway between Garden and Madison streets to allow for the installation of bicycle infrastructure, access control and dedicated left-turn lanes.

Adam Zaklikowski, Fortville planning director, said the project will take Broadway from two lanes in each direction to one in each direction with a center two-way left-turn lane. Both sides of the street will also get new sidewalks, lighting and curbs. The realignment, called a road diet, is similar to changes made on West Main Street and West New Road in Greenfield.

Zaklikowski said the idea for the project dates to about 2016.

"There was a committee of folks that were thinking of ways to increase walk-ability in Fortville, to increase more of a small-town, main-street atmosphere on Broadway," he said.

He added he likes how the project would not need to encroach onto private property.

"We're able to work within the existing right of way that's there and have all the improvements because of the loss of travel lanes, so it won't have a negative impact on property owners," he said.

Another Fortville 2045 inMotion project will reconstruct Main Street between Church Street and Broadway and enhance pedestrian amenities. The plan also addresses a multiphase trail from the Mt. Vernon Community School Corporation to Garden Street along Maple Street, Fortville Pike and County Road 200W. Additionally, a signalized pedestrian crosswalk with high-visibility markings will go in at 200W and Fortville Pike, according to details for another project.

Zaklikowski said the trail, crosswalk and Broadway road diet projects would occur in 2023 while Main Street is slated for next year.

He said Fortville is responsible for funding 20% of the trail, crosswalk and Main Street projects while the Indiana Department of Transportation is picking up the rest. No Fortville funds will be needed for Broadway, he continued, adding that project is part of the town's designation with the state's Stellar Communities Program.

The Madison County Council of Governments is seeking public comment on the draft long-range transportation plan. Input can be provided at 2045inmotion.com, where visitors can also learn more about all of the projects as well as non-infrastructure programs, policies and plans associated with the endeavor. Feedback will be reviewed and incorporated into the final plan. The web page and comment period will remain open to the public through Sept. 27.

Efforts for the plan have been underway since March 2019 and will act as a guide for the future of roads, bridges, sidewalks, trails, bike lanes, transit and freight facilities throughout the Anderson Metropolitan Planning Area.

Before the COVID-19 pandemic started, a community summit on the region's future called Destination 2045 was held to test the initial direction as well as discuss local and regional transportation issues. Participants answered survey questions on land use, growth, development and transportation. The questions stemmed from earlier engagement rounds held in communities throughout the planning area. Plans to continue seeking public input slowed due to the pandemic, but the Madison County Council of Governments is continuing the process online.

"This is an important final step in gathering ideas and perspectives from community members, key stakeholders and elected officials on how we can improve our communities," said Ryan Phelps, principal transportation planner for the Madison County Council of Governments, in a news release. "We want as many people as possible to be heard and to participate in the long-term blueprint and investment strategy for our region."

DRAFT

Newspaper Clippings - Greenfield Reporter

Transportation initiative hosting public meeting

By **Staff Reports** - 2/26/20 8:22 PM

Transportation initiative hosting public meeting

ANDERSON — A regional transportation initiative impacting part of Hancock County has a public input session coming up.

The 2045 inMotion meeting is 6:30 to 8:30 p.m. Wednesday, March 4, in the Reardon Auditorium lobby at Anderson University, 1100 E. Fifth St., Anderson.

Gabe Klein, a national innovation and mobility expert, co-founder of CityFi and author of "Start-up City," will also speak at the meeting.

2045 inMotion started in April 2019 when the Madison County Council of Governments embarked on a process to overhaul the long-range transportation plan for the Anderson Metropolitan Planning Area. The process guides the expenditure of about $113 million in federal transportation funding for the area encompassing all of Madison County, Fortville and Daleville. The process has focused on a regional public engagement strategy that includes in-person and online opportunities.

DRAFT

Newspaper Clippings - Herald Bulletin

Planning on transportation changes throu

Council of Governments seeking input on projected spending

By Ken de la Bastide | The Herald Bulletin Mar 11, 2019



ANDERSON – Local residents are being asked to become active participants in transportation planning for the region over the next 25 years.

The Madison County Council of Governments is the designated metropolitan planning agency for all of Madison County and the communities of Daleville and Fortville in starting the "inMotion" project.

Jerry Bridges, executive director, said Friday that every four years COG is required by law to formulate a transportation plan for the region.

Bridges said the intention is to have the plan completed and submitted to the Indiana Department of Transportation and the Federal Highway Administration by June 2020.

Robert Wertman, principal transportation planner, said inMotion will look at choices for local residents on transportation options through 2045.

He said the plan allocated $113 million in federal funds for projects over the next 25 years in the region. Based on the standard division of costs at 80 percent federal and 20 percent local, the total funding will be more than $1.25 million.

"The funds will cover the cost of planning design and actual projects," Wertman said. "What we're doing is updating the transportation plan for the region for the next 25 years."

Wertman said currently COG is forming a stakeholder committee that will lead the effort over the next 10 months.

"We want members of the public that are willing to serve on the leadership committee," he said. "People have until March 25 to apply."

Wertman said the leadership committee will consist of up to 30 people with 10 to 15 members from the general public.

"We want a geographical and age balance on the leadership committee," he said. "We want full representation from all segments of the community."

The process is looking at three steps including community conversation, a regional vision and regional planning and programming.

"The stakeholder committee will consider how to spend the available funding," Bridges said. "It will be the sounding board for the different plans and policies that will be considered."

Wertman said the committee will consider such topics as reconstruction of existing roads as opposed to new construction, more trails and sidewalks and improvements to mass transit.

"This will establish the priorities as we move forward," he said.

Bridges said the inMotion project will rely on data received through the "Heartland in Motion" study that looked at individual travel patterns.

Wertman said the No. 1 goal is that residents of the region take an interest in the development of the long-term plan and goals.

"This is a chance for the average person to have a voice in how the money will be used," he said.

Follow Ken de la Bastide on Twitter @KendelaBastide, or call 765-640-4663.

Get involved

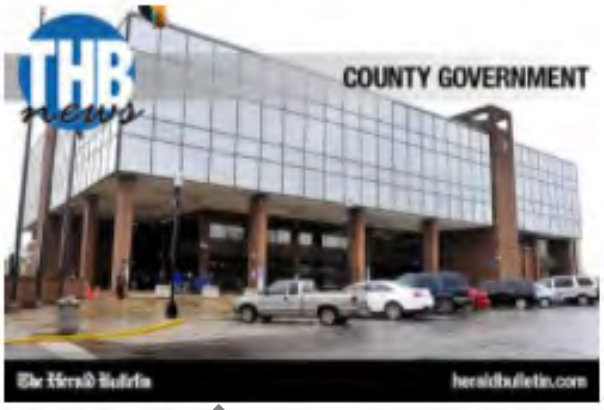
What: Serving on inMotion leadership committee

When: Deadline to apply is March 25

How to apply: www.2045inmotion.com/join-the-stakeholder-committee or robert@heartlandmpo.org

Workshops set on future transit options

By Ken de la Bastide | The Herald Bulletin Jul 6, 2019



ANDERSON — What the transportation system might look like in Madison County in the year 2045 is the focus of several workshops over the next month.

The Madison County Council of Governments, the designated metropolitan planning agency for all of Madison County and the communities of Daleville and Fortville, started the "2045 inMotion" project earlier this year.

Over the course of the next three weeks, local residents, business owners and employees will be asked to provide input to a planning team to determine preliminary opportunities and challenges for mobility in the region.

The federally mandated plan seeks to improve the overall movement of people and goods throughout the region by guiding the growth of transportation facilities.

The 2045 inMotion plan will look at all components of the region's transportation system, including bicycle and pedestrian facilities, road and intersection safety, freight and transit routes and mitigation of congestion.

Through the Council of Governments, there is approximately $113 million allocated to identify projects through 2045.

The Council of Governments is working in conjunction with a consulting team led by Planning NEXT of Ohio and Cabello Associates of Indianapolis.

A 30-member stakeholder committee from throughout the region is guiding the process for the development of the long-range plan.

"Community input is an essential component of the plan and public insights are crucial," the COG said in a press release.

After the area workshops are completed, the planning team will collect the data and set a course for implementation.

Executive Director Jerry Bridges previously said that every four years, COG is required by law to formulate a transportation plan for the region.

Bridges said the intention is to have the plan completed and submitted to the Indiana Department of Transportation and the Federal Highway Administration by June 2020.

The process is composed of three steps, which are community conversation, a regional vision and regional planning and programming.

"The stakeholder committee will consider how to spend the available funding," Bridges said. "It will be the sounding board for the different plans and policies that will be considered."

Follow Ken de la Bastide on Twitter @KendelaBastide, or call 640-4663.

Planned 2045 inMotion workshops

- July 10, 6 p.m., Fortville Community Center, 400 W. Church St.
- July 11, 5 p.m., Anderson Public Library, 111 E. 12th St.
- July 22, 6 p.m., Bob Rogers Building, 202 S. Harrison St., Alexandria
- July 23, 6 p.m., Mill Creek Civic Center, 103 W. Main St., Chesterfield
- July 25, 6 p.m., Anderson Impact Center, 838 Nichol Ave.
- July 29, 6 p.m. Pendleton Community Library, 595 E. Water St.

DRAFT

Newspaper Clippings - Herald Bulletin

Reader Viewpoint: Shape the future of tr (and the quality of life) in our region

By Sherry Peak-Davis and Lisa Floyd
2045 inMotion Mar 3, 2020

1 of 2



Sherry Peak-Davis

This is an exciting time for our community — a time when we can collectively look toward the future and start building the community we want to live in. We have had the opportunity to be part of a cooperative process, working with a planning team who has been collecting comments, ideas, and priorities from around the region. We are ready to share our findings and get even more input from you.

If you aren't familiar with 2045 inMotion, let us explain. Starting in April 2019, the Madison County Council of Governments (MCCOG) embarked on an ambitious process to overhaul the long-range transportation plan for the Anderson Metropolitan Planning Area — the process to guide the expenditure of approximately $113 million in federal transportation funding for the area encompassing all of Madison County, Fortville and Daleville. The process has focused on a robust regional public engagement strategy that includes in-person and online opportunities. It is essential that this plan is built on the values, needs, and aspirations of the community.

The next step in this process is Destination 2045: a community summit on our region's future. This free public input session will be held March 4, from 6:30 to 8:30 p.m. in Anderson University's charming Reardon Auditorium Lobby. To help us with our creative and strategic process, we are bringing in a national innovation and mobility expert, Gabe Klein, co-founder of CityFi and author of Start-up City. Gabe is a thought-leader on transportation, urban design, economic development, and how technology can improve mobility for all people. His expertise is a tremendous opportunity for us to stop focusing on the past and look to the future.

Why should it matter to you? Transportation — be it roads, bridges, sidewalks, bike lanes, trails, or public transit — touches all aspects of our communities, including economic development, quality of life, social equity, public health, ecological sustainability, and more. It is important to have a long-term plan, so that the future of our region is not left to chance. You have unique insights that can shape the goals and objectives for our future investments and determine the direction of our community.

Join us March 4, from 6:30 to 8:30 p.m. at Anderson University, for Destination 2045 — an event that will allow us to continue the discussion and make decisions about the future of our region. As the central event to 2045 inMotion, this is an opportunity to learn and be heard that you won't want to miss; we want you to be a part of the conversation! Your opinion matters, and your participation will play an important role in shaping our regional investments. Trust us when we say this plan needs you!

County's transportation plan nearing com

Ken de la Bastide
The Herald Bulletin Mar 7, 2020



A view of traffic on Interstate 69 through Madison County.
John F. Cleary, file photo | The Herald Bulletin

ANDERSON — What the transportation network for the Madison County region will resemble by 2045 should be outlined by June.

The Madison County Council of Governments, often referred to as COG, is currently finalizing the 2045 InMotion Transportation Plan for all of Madison County and the communities of Daleville and Fortville.

The region is expected to receive an estimated $100 million in federal funding for transportation projects.

Kyle May of Ohio-based Planning Next said residents will have input in the planning for the transportation system.

"It's a plan on how people and goods will move through the area," he said. "This is an important moment for the community and is being done at the right time."

May said the plan will include future investment, land use and quality of life and quality of place issues.

"The goal is to set priorities," he said. "We can't solve all the congestion problems. People should be at the center of the decisions being made."

Ryan Phelps, senior transportation planner for COG, said the planning area covers 471 square miles and the urban planning area is 138 square miles along Indiana 9 and Indiana 26.

Phelps said Madison County is divided into three subareas, all with different issues when it comes to transportation planning.

The northern part of the county is rural, the middle section including Anderson is urban and the southwest area, including the communities of Pendleton, Lapel and Ingalls, is suburban, he said.

"They are three unique subregions," Phelps said. "Population is shifting. Between 2010 and 2015 the north and middle sections of the county lost 2.2% in population while the southwest saw an increase of 17%.

"The infrastructure is outdated," he added. "There is an overdependence on Interstate 69, U.S. 36 and Indiana 13. The work being done on the interstate is a short-term solution."

Phelps said there has been a decrease in vehicle crashes in the area but an increase in crashes involving non-motorized vehicles and pedestrians.

He said there are factors that will be disruptive in the planning area including an aging population, ride sharing and driverless cars in the future.

"The overall decision has to include a link between transportation, land use and economics," Phelps said. "There is an uncertain future. We have to set a vision with established measurable objectives."

DRAFT

COG: Transportation summit will set goals for next 25 years

Public input sought on federal funds

KEN DE LA BASTIDE
THE HERALD BULLETIN

ANDERSON — With the continued growth of the Indianapolis metropolitan area rapidly approaching Madison County, a study on future transportation needs is being formulated.

The growth is approaching along Interstate 69 as several new housing developments at the first Madison County exit are planned and along Indiana 37 north of Noblesville.

The Madison County Council of Governments is working on the 2045 inMotion plan to be a community-based design for long-range transportation planning.

The Council of Governments, or COG, is hosting a public workshop on Wednesday featuring Gabe Klein, an expert on urban design, transportation and how technology impacts the movement of people and goods.

The event will be from 6:30 to 8:30 p.m. Wednesday in the Reardon Auditorium lobby on the Anderson University campus.

COG is the designated Anderson Metropolitan Planning agency that includes all of Madison County, Daleville and Fortville.

The agency will have more than $100 million in federal funding available over the next several years and community guidance is needed to complete the vision for transportation needs.

"Transportation is critical to all aspects of our community," Ryan Phelps, principal transportation planner for COG, said, "economic development, quality of life, social equity, public health and ecological sustainability.

"This summit will not only be the largest event for the long-range transportation plan, it is an opportunity for the public to help shape our future," he said.

Input collected during the summit will contribute to the plan's goals, inspire specific action and set the course for implementation, Phelps said.

Follow **Ken de la Bastide** on Twitter @KendelaBastide, or call 765-640-4863.

If You Go

What: Destination 2045: summit on transportation planning

Who: Madison County Council of Governments

When: 6:30 p.m. Wednesday

Where: Reardon Auditorium, 1100 E. 5th St.

Newspaper Clippings - Herald Bulletin

Planning on transportation changes throu

Council of Governments seeking input on projected spending

By Ken de la Bastide | The Herald Bulletin Mar 11, 2019



ANDERSON – Local residents are being asked to become active participants in transportation planning for the region over the next 25 years.

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Bridges said the intention is to have the plan completed and submitted to the Indiana Department of Transportation and the Federal Highway Administration by June 2020.

Robert Wertman, principal transportation planner, said InMotion will look at choices for local residents on transportation options through 2045.

He said the plan allocated $113 million in federal funds for projects over the next 25 years in the region. Based on the standard division of costs at 80 percent federal and 20 percent local, the total funding will be more than $1.25 million.

"The funds will cover the cost of planning design and actual projects," Wertman said. "What we're doing is updating the transportation plan for the region for the next 25 years."

Wertman said currently COG is forming a stakeholder committee that will help the effort over the next 18 months.

"We want members of the public that are willing to serve on the leadership committee," he said. "People have until March 25 to apply."

Wertman said the leadership committee will consist of up to 30 people with the 20-15 members from the general public.

"We want a geographical and age balance on the leadership committee," he said. "We want full representation from all segments of the community."

The process is looking at three steps including community conversation, a regional vision and regional planning and programming.

"The stakeholder committee will consider how to spend the available funding," Bridges said. "It will be the sounding board for the different plans and policies that will be considered."

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Get involved

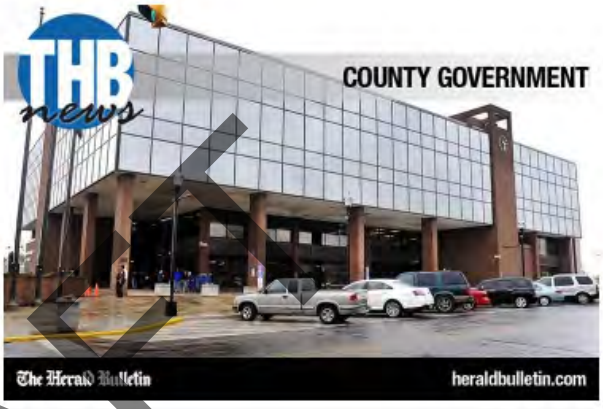
What: Serving on InMotion leadership committee

When: Deadline to apply is March 25

How to apply: www.2045inmotion.com/join-the-stakeholder-committee or rcberg@heartlandmpo.org

Residents will have voice in transportation

Ken de la Bastide
The Herald Bulletin Sep 4, 2020



ANDERSON — Residents are being asked to offer their recommendations for a long-term transportation plan for the Madison County area.

The Madison County Council of Governments is seeking public comment on the transportation plan that includes all of Madison County, Daleville and Fortville.

The intention is to adopt a final transportation plan in October that will develop a long-term strategy through 2045.

Community members are invited to join the online Regional Exhibition to provide input virtually through the process website at 2045inMotion.com.

On the webpage, residents can review the action list, including infrastructure projects and non-infrastructure programs, policies and plans.

The webpage and comment section will remain open to the public through Sept. 27.

The process, 2045 inMotion, has included robust regional public engagement since March 2019 to create the final plan.

COG officials said the plan will act as a guide for the future of roadways, bridges, sidewalks, trails, bike lanes, transit and freight facilities across the region and how they function as an integrated transportation system.

Prior to COVID-19, "Destination 2045: a community summit on the region's future" was held to test the initial direction and discuss local and regional transportation issues.

Although planners continue seeking input from the community those efforts were slowed during the pandemic.

"This is an important final step in gathering ideas and perspectives from community members, key stakeholders, and elected officials on how we can improve our communities," principal transportation planner Ryan Phelps said in a press release. "We want as many people as possible to be heard and to participate in the long-term blueprint and investment strategy for our region."

DRAFT

D.04 - 2020 Q3 Transportation Conformity Report



DRAFT

Anderson

Transportation Conformity Determination Report

Central Indiana

Boone, Hamilton, Hancock, Hendricks,
Johnson, Madison, Marion, Morgan, and Shelby Counties

– Indianapolis Metropolitan Planning Organization –
– Madison County Council of Governments –
– Columbus Area Metropolitan Planning Organization –
– Indiana Department of Transportation –

DRAFT

2020-Q3 | August 21, 2020

Prepared by:
Indianapolis Metropolitan Planning Organization
200 East Washington Street, Suite 2322
Indianapolis, Indiana 46204
317-327-5136 | www.IndyMPO.org

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1. Overview

As part of its transportation planning process, the Indianapolis Metropolitan Planning Organization (IMPO) completed the transportation conformity process for the Long Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs) for the 9-county Central Indiana 1997 NAAQS region. This report documents that the following LRTPs and TIPs meet the federal transportation conformity requirements in 40 CFR Part 93.

- Indianapolis Metropolitan Planning Organization (indympo.org)
  - 2045 LRTP (Specifically Amendment #5's current list of projects)
  - 2020-2023 TIP (MITIP)
- Madison County Council of Governments (mccog.net)
  - 2045 LRTP
  - 2020-2023 TIP
- Columbus Area Metropolitan Planning Organization
  - Regarding this particular region, in 2014 the Indianapolis MPO (IMPO), Madison County Council of Governments (MCCOG), and the Columbus Area MPO (CAMPO) signed a Memorandum of agreement to establish policies for overlapping or adjacent areas. Per that agreement, "In 2010, the IMPO's Metropolitan Planning Area (MPA) was expanded to include the two townships that [were] part of the Columbus UZA… **This expansion removed the CAMPO from the central Indiana air quality conformity process.**" "For the two townships in Johnson/Shelby counties, IMPO will continue to perform applicable air quality conformity determinations."

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2. Background

MPOs work closely with their local public agencies (cities, towns, and counties), as well as the Indiana Department of Transportation (INDOT), local transit operators, fellow MPOs, and other relevant agencies in creating their LRTPs. As projects are selected for federal funding they advance to implementation, at which point they are programmed into MPOs' 5-year TIPs for study, design, and construction, provided they attain environmental permits and other necessary clearances.

3. Current Air Quality Status

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with ("conform to") the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. 42 U.S.C. 7506(c)(1). The United States Environmental Protection Agency's (EPA's) transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP. 40 CFR Parts 51.390 and 93.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in South Coast Air Quality Mgmt. District v. EPA ("South Coast II," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. The 9-county Central Indiana conformity area[1] was nonattainment at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012 and as attainment for the 2015 ozone NAAQS. Therefore, per the South Coast II decision, this conformity determination is being made for the 1997 ozone NAAQS on the 9-County Central Indiana conformity area LRTPs and TIPs.

This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the South Coast II decision, according to EPA's Transportation Conformity Guidance for the South Coast II Court Decision issued on November 29, 2018.

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4. Transportation Conformity Requirements

On November 29, 2018, EPA issued **Transportation Conformity Guidance for the South Coast II Court Decision**[2] (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for LRTPs and TIPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119).
For the 1997 ozone NAAQS areas, transportation conformity for LRTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the South Coast II court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 9-County Central Indiana conformity area can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

[1] The 9-County Central Indiana conformity area includes Boone, Hamilton, Madison, Hendricks, Marion, Hancock, Morgan, Johnson, and Shelby counties.

[2] Available from https://www.epa.gov/sites/production/files/2018-11/documents/420b18050.pdf

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

5. Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP.

The Indiana SIP does not include any TCMs, see also Section 7.

6. Consultation

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted consistent with the Indiana Conformity SIP and including the following agencies: FHWA, FTA, IDEM, EPA, INDOT, IndyGo, CIRTA, City of Anderson Transit System (CATS), Indianapolis DPW, Indianapolis MPO (IMPO), Madison County Council of Governments (MCCOG), and Columbus Area MPO (CAMPO).

On January 16, 2019, as part of a previous LRTP amendment, an email was sent to ICG members stating that there are no TCMs in the Indiana SIP for the 9-county Central Indiana ozone area.

The interagency consultation group (ICG) received an email on June 29, 2020 which included a list of projects under consideration for amendment into the IMPO's and MCCOG's LRTPs and a projected timeline for the amendment processes. The ICG were asked to provide questions, comments, or their concurrence by July 13, 2020. A follow up email was sent on July 7, 2020 with one additional project, which was determined to be an exempt project. The draft consultation document was made available for ICG review and comment between July 20, 2020, and August 20, 2020.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. This conformity determination report, as well as the IMPO 2045 LRTP Amendment #5 and MCCOG 2045 LRTP Amendment, were made available for public review and comment from July 20, 2020 through August 3, 2020, and during a public hearing on August 19, 2020 at the Indianapolis MPO Transportation Policy Committee Meeting and a during a public hearing on August 3, 2020 in Anderson, IN. A summary of comments can be found in Appendix A.

DRAFT

7. Transportation Control Measures

The Indiana SIP has no Transportation Control Measures (TCMs) for the 9-county Central Indiana ozone area.

8. Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. This amendment meets reasonable fiscal constraint requirements.

This conformity update includes the following projects, some of which will be amended into the IMPO 2045 LRTP and the MCCOG 2045 LRTP. The CAMPO LRTP has no amendments as part of this conformity update. Note that exempt projects are reviewed for conformity via a separate TIP process.

Regionally Significant, Non-Exempt amendments for IMPO

(to be added to the Indianapolis MPO's 2045 LRTP List of Projects and included in fiscal constraint):

- **I-70 ATL** (Hancock County – INDOT) – LRTP# 3002 – DES# 1702919 – Add to Time Period 1, Open to traffic 2023 – ATL from 1.0 mi west of Mt Comfort Rd to 1.2 mi east of SR 9 (10 miles) – from 4 lanes to 6 lanes – $84,152,000
- **SR 32 ATL** (Hamilton County – INDOT) – LRTP# 2021 – DES# 2000158 – Add to Time Period 2, Open to traffic 2026 – ATL from Hazel Dell Road to Mensa Road (2.2 miles) – from 2 lanes to 4 lanes – $18,077,471
- **Purple Line BRT** (Marion County – IndyGo) – LRTP# 9007 – DES# 1801414 – Modify within Time Period 1, Open for operation 2023 – Dedicated BRT lanes from Downtown Indianapolis to the City of Lawrence (15.2 miles) – $155,000,000

Regionally Significant, Non-Exempt amendments for MCCOG

- **SR 13 ATL** (Madison County) – DES # 1400064 – LRTP Period 2020-2025, Open to traffic 2022 – Added Travel Lanes and new signals on SR 13 from .08 miles south of, to .23 miles north of, I-69 Exist 214 interchange (0.31 miles) – from intermittent 2 lanes with center turn lane to intermittent 4 lanes with center turn lane plus new auxiliary lane alignment for I-69 ramps (< 1/4 mile in length each) – $4,805,357.
- **SR 9 / US 36 / SR 67 / SR 38 ATL** (Madison County) – DES # 1702936 / DES # 1802854 – LRTP Period 2025-2035, Open to traffic 2026 (est.) – Added Travel Lanes on SR 9 in Pendleton from Madison Avenue to Huntsville Road (1 mile) [overlapping road names omitted] – from 2 lanes with center turn lane to 4 lanes with center turn lane and/or median – $3,700,000.
- **73rd/67th Street Extension Project** (Madison County) – DES # 1592299 – LRTP Period 2025-2035 – New Road Construction, 4-lane, limited access, with multi-use paths, parallel to I-69 (north side) between Exit 222 and Exit 219 (4 miles) – funding from 2 separate Federal Earmarks – $39,876,746.

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- **SR 9 @ CR 600 N/Linwood Road** (Madison County) – DES # 1900152 – LRTP Period 2025-2035, Open to traffic 2026 (est.) – Intersection Improvement on SR 9 north of Anderson with Added Travel Lanes (~ 1,100 ft), removed traffic signals, and construction of restricted crossing U-turn (RCUT) intersection – $1,162,000.
- **SR 13 @ CR 800 N** (Madison County) – DES # 1900171 – LRTP Period 2025-2035, Open to traffic 2025 (est.) – Intersection Improvement on SR 13 in Ingalls with Added Travel Lanes (~ 2,500 ft), changing from stop-controlled east-west intersection to a signalized intersection – $954,000.

Non-Exempt amendments within Central Indiana 9-county ozone area to be add to the regional Transportation Demand Model:

- None

Projects determined to be exempt during the ICG Consultation Process:

- **Stinemyer Rd** (Hancock County) – Extending Stinemyer Rd. from 500 W to 550 W – New Road (1/2 mile), 2 lanes – $1,237,000 (Project received INDOT Category 4 funding)
    - Based on exempt status, project will be remove from IMPO LRTP

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The following table summarizes planned expenditures by plan period from the tables for MPOs in the 9-County Central Indiana conformity area. In each period the projected revenue is above the planned costs, therefore the plan is fiscally constrained.

IMPO LRTP				
Time Period	**2016-2025**	**2026-2035**	**2036-2045**	**TOTAL**
State Revenues	$3.7 B	$5.2 B	$6.6 B	**$15.5 B**
State Spending	$2.3 B	$0	$0	**$2.3 B**
Fiscally Constrained	✓	✓	✓	✓
Total Local Revenues	$2.8 B	$3.4 B	$4.1 B	**$10.3 B**
Local Spending	$0.8 B	$0.8 B	$1.0 B	**$2.7 B**
Fiscally Constrained	✓	✓	✓	✓
IndyGo Revenues	$1.8 B	$1.9 B	$2.1 B	**$5.8 B**
IndyGo Spending	$0.53 B	$0	$0	**$.53 B**
Fiscally Constrained	✓	✓	✓	✓

Spending totals updated as part of LRTP Amendment #5.
Source: Indianapolis MPO. All figures are rounded and in billions.

MCCOG LRTP				
Analysis Period	**2017-2025**	**2026-2035**	**2036-2045**	**Total**
State Revenues	$78.84 M	$72.12 M	-	$150.96 M
State Spent	$78.84 M	$72.12 M	-	$150.96 M
Constrained	**YES**	**YES**	**YES**	**YES**
Total Local Revenues	$178.92 M	$239.47 M	$291.28 M	$709.67 M
Local O&M	$139.58 M	$187.25 M	$228.26 M	$555.10 M
Local Available	$39.33 M	$52.22 M	$63.02 M	$154.58 M
MPO Available	$34.41 M	$28.84 M	$28.84 M	$92.10 M
Special Available	$20.92 M	$15.00 M	-	$35.92 M
Total Federal Available	$55.33 M	$43.84 M	$28.84 M	$128.02 M
2045 MTP Plan Cost	$68.76 M	$54.00 M	$34.35 M	$157.11 M
Total Federal Spent	$55.01 M	$43.20 M	$27.48 M	$125.69 M
Local Spent (Fed Aid)	$13.75 M	$10.80 M	$6.87 M	$31.42 M
Constrained	**YES**	**YES**	**YES**	**YES**
Transit Revenues	$1.84 M	$16.33 M	$19.91 M	$38.08 M
Transit Federal/State	$16.32 M	$18.18 M	$18.18 M	$52.67 M
CATS/TRAM Spent	$18.15 M	$34.51 M	$38.09 M	$90.75 M
Constrained	**YES**	**YES**	**YES**	**YES**

Spending totals updated as part of the 2045 Metropolitan Transportation Plan.
Source: MCCOG. All figures are rounded and in millions.

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7. Conclusion

This conformity determination process demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

The 9-County Central Indiana conformity area LRTPs and TIPs demonstrate fiscal constraint per the requirements in 40 CFR 93.108.

Appendix A: Conformity Documentation Public Comments

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. This conformity determination report, as well as the IMPO 2045 LRTP Amendment #5 and MCCOG 2045 LRTP Amendment, were made available for public review and comment from July 20, 2020 through August 3, 2020. The IMPO held a public hearing on August 19, 2020 during the Indianapolis MPO Transportation Policy Committee Meeting. MCCOG held a public hearing on August 3, 2020.

The Indianapolis MPO:

- issued an official public notice to the Indianapolis Star and Indianapolis Recorder
- sent press release to newspapers including Indianapolis Star, Indianapolis Recorder, IBJ, Daily Journal (Johnson County), Hamilton County Reporter, Current (multiple), Greenfield Reporter, The Republican (Hendricks County), and The Times (Hamilton County)
- advertised the public comment opportunity via social media accounts (facebook and twitter)
- included the public comment opportunity in the weekly teMPO e-newsletter

Comments / questions received during the public comment period

- **Connie Szabo Schmucker (regarding the IMPO amendment):**
  I don't see any bicycle/pedestrian projects in this 2045 LRTP - are they somewhere else and this is just amendments to the LRTP 2045 or are there really no Bike/Ped projects in the LRTP 2045?

  Also - concerned about 2036-2045 plans for the following:
  - 56th St from Raceway to Dandy Trail 2 lanes - 4 lanes - isn't this across the eagle creek dam where the bike lanes just got put in?
  - Southport Road Bluff to US 31 going from 2 to 4 lanes - this had been a designated bicycle corridor (and the only place to cross the river by bike in the entire SW quadrant of Marion County) - going from 2 to 4 lanes - any opportunity to include separated bike lanes in this project?
  - Fall creek Road from Hague to Shadeland - expanding from 2 to 4 lanes - any opportunity to add bicycle infrastructure along here to access Fort Harrison State Park and extend Fall Creek Trail to 79th St. as originally envisioned.

  And in keeping with Complete Streets - all the listed projects should have bicycle and pedestrian accommodations. And if not, why not?
  with investment in BRT, there should be less need for expansion of roadways
  with the aftermath of the pandemic, there is potentially 30% DROP in commuting as more people who are able to work from home will choose to do that.

  It looks like a majority of the projects are ATL.
  The LRTP needs to be rethought in terms of climate change impact, changes in commuting behaviors and changes in general transportation moving into our new normal.

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The Federal INVEST Act has guidelines for MORE investment in active transportation and need for climate impact evaluation. I wonder how the LRTP 2045 will stand up to the guidelines in the upcoming and future federal transportation bills.

- **Response:**
  The Long Range Transportation Plan only includes project information for "capacity expansion" projects, or basically added lanes, new roads, etc. It's essentially the projects that can be reflected in our travel demand model (TDM), which wasn't built to work for bikeway projects. That's why we have supplemental pedestrian, bike, and transit plans. However, the Transportation Improvement Program (https://MiTIP.IndyMPO.org) which is our short-term program of funded projects, DOES show bike and other projects, if you're wondering where to find them.

  Regarding the specific Indianapolis projects you mentioned, please make sure you talk to DMD and DPW directly about those. Because the LRTP is a 30-year plan, most of the projects, especially in the 2nd and 3rd time period, do not have sufficient planning or design details to indicate if there are bikeways or not. So make sure they know you want them for those projects. We will be doing a new call for LRTP projects at the end of this year, and our communities may choose to add new projects, remove old projects, or projects already in there may end up changing time periods. Indianapolis has done significant work in re-thinking its thoroughfares in the in the Indy Moves Plan, and those changes will be made in the new LRTP update. After the call and before we score anything, we will put the projects out for public comment and pass those comments along to the communities.

  Regarding the Complete Streets Policy, that applies to our TIP. If a project applies to receive certain federal funding for a project, they have to adhere to the Complete Streets Policy.

  Regarding your last comments: Noted. We're preparing to update the LRTP in 2021. While the LRTP will continue to only address capacity expansion projects, as part of the update
  - we are creating a preferred land use scenario plan, which will have an effect on our population and other projects for the future. Keep an eye out for a survey on the scenario options (which include some of the future drivers you mentioned, like how people shop and commute, etc.) around September/October.
  - we have done an data-driven analysis of regional land uses to identify regional activity centers. The final report on that effort will be released soon. It essentially identifies activity centers for things like freight hubs, walkable areas, major regional destinations, etc. and will likely factor into the LRTP scoring criteria, as well as be something we can use outside of LRTP work.

Comments / questions received during public hearings

- No comments received during the MCCOG public hearing on August 3, 2020.
- No comments received during the IMPO public hearing on August 19, 2020.

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U.S. Department
of Transportation

Federal Transit Administration
Region V
200 West Adams St., Suite 320
Chicago, IL 60606-5253

Federal Highway Administration
Indiana Division
575 N. Pennsylvania St., Rm 254
Indianapolis, IN 46204-1576

September 28, 2020

Roy Nunnally, Director
Asset Management Division
Indiana Department of Transportation
100 N Senate Ave. N925
Indianapolis, IN 46204

Dear Mr. Nunnally:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the documents necessary to make an air quality conformity finding for the Indianapolis 9-county air quality conformity area. The need for this new conformity finding stems from the Indianapolis Metropolitan Planning Organization's (IMPO) Transportation Plan (TP) Amendment #5, as well as Madison County Council of Government's (MCCOG, Anderson MPO) TP Amendment 15-2020 and Transportation Improvement Plan (TIP) Amendment 14-2020.

Appropriate consultation and public involvement on the amendments were completed. The Indiana Department of Environmental Management, the Indiana Department of Transportation, and the US Environmental Protection Agency have completed reviewing the air quality conformity documents and have determined that air quality conformity requirements have been met. Therefore, FHWA and FTA find these documents conform to air quality conformity requirements.

Previous conformity findings have been made for the other planning documents in the 9-county area. Therefore, FHWA and FTA find the following planning documents from the 9-county area conform to air quality conformity rule requirements:

- Indianapolis MPO 2045 Transportation Plan (including Amendment #5)
- Indianapolis MPO 2020-2023 TIP (including 2nd Quarter 2020 Amendment)
- Anderson MPO 2045 Transportation Plan (including Amendment 15-2020)
- Anderson MPO 2020-2023 TIP (including Amendment 14-2020)

If you have any questions, please feel free to contact Robert Dirks, FHWA, at 317-226-7492 / robert.dirks@dot.gov or Cecilia Crenshaw-Godfrey, FTA, at 312-705-1268 / Cecilia.Crenshaw@dot.gov.

Sincerely,

KELLEY BROOKINS
Digitally signed by KELLEY BROOKINS
Date: 2020.09.25 08:58:57 -05'00'

Kelley Brookins
Regional Administrator
FTA Region V

Sincerely,

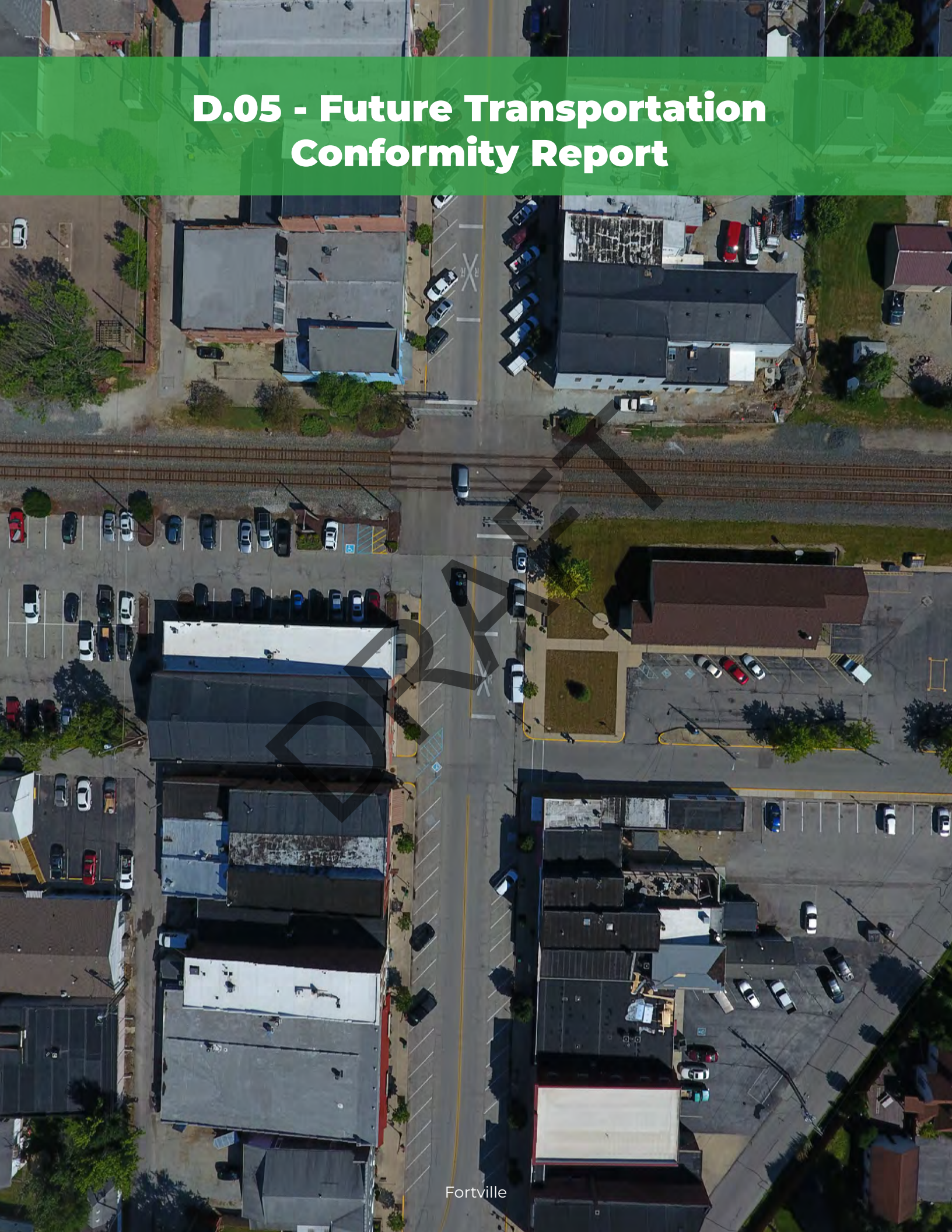
Mayela Sosa
Division Administrator
FHWA Indiana Division

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cc: (transmitted by e-mail)
Anna Gremling, IMPO
Jerry Bridges, MCCOG
Brandon Burgoa, INDOT
Jay Mitchell, INDOT
Cecilia Crenshaw-Godfrey, FTA
Jason Ciavarella, FTA
Tony Maietta, EPA
Shawn Seals, IDEM

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D.05 - Future Transportation Conformity Report



Fortville

To be added at a later date

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E.01 - System Performance Report



Lapel

Anderson Metropolitan Planning Area System Performance Report

DRAFT

2026 – Q3

Prepared by:
Madison County Council of Governments
739 Main Street
Anderson, IN 46016
https://www.heartlandmpo.org

MCCOG
a metropolitan planning organization

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Introduction

The Infrastructure Investment and Jobs Act (IIJA) continued reforms under previous federal transportation reauthorization acts (MAP-21 and the FAST Act) addressing the transition to a performance-based program and establishing national performance goals for federal-aid highway programs. The IIJA stresses incorporating performance goals, measures, and targets into the process of identifying needed improvements and project selection. The U.S. Department of Transportation (USDOT) instituted this performance management requirement by establishing performance measures for five categories:

1. Highway Safety (PM1)
2. Pavement and Bridge Condition (PM2)
3. System Performance (PM3)
4. Transit Asset Management (TAM)
5. Transit Safety

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the *Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule* (The Planning Rule – modified 23 CFR Part 450 & 49 CFR Part 613). This rule details how state Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) must implement new federal transportation planning requirements, including the transportation performance management provisions. Performance targets for each measure are initially set at the state level through the relevant DOT. Each MPO within the state must then adopt their own target, with the state DOT target being the minimum. In many cases, MPOs adopt the state targets directly.

As the designated MPO for the Anderson Metropolitan Planning Area (MPA), the Madison County Council of Governments (MCCOG) is responsible for adopting performance targets and maintaining a *System Performance Report*, as well as integrating performance metrics into the current Metropolitan Transportation Plan (MTP). The MCCOG MTP can be viewed online at https://www.heartlandmpo.org/mtp-plan.

Per the Planning Rule, the *System Performance Report* is included for each of the federal performance management categories. This first report reviews state and MPO baselines and targets, as well as progress made toward achieving the targets. All baseline targets have been established and are presented in the following sections. Baseline performance reports required by the regulations were submitted by INDOT and are required to submit midpoint and conclusion of each performance period to FHWA. This report ends with an overview of the linkage between the system performance measures and infrastructure investment decisions within the Anderson MPA.

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Highway Safety (PM1)

The safety performances measures (23 CFR Part 490, Subpart B) require state DOTs and MPOs to establish safety targets as five-year rolling averages on all public roads for:

1. The number of fatalities
2. The rate of fatalities per 100 million vehicle miles traveled (VMT)
3. The number of serious injuries
4. The rate of serious injuries per 100 million VMT
5. The number of non-motorized fatalities and non-motorized serious injuries

MCCOG expressly supports the statewide targets developed by INDOT. INDOT's and MCCOG's actual recorded data and future safety targets based on five-year rolling averages are:

Measure	Statewide 5-Year Average (Actual)					
	2014 – 18	2015 – 19	2016 – 20	2017 – 21	2018 – 22	2019 - 23
Number of fatalities	833.4	846.4	862.4	883	895	894.2
Rate of fatalities (per 100 million VMT)	1.03	1.038	1.064	1.101	1.068	1.088
Number of serious injuries	3,375.3	3,319.8	3,293.4	3,295.4	3,306.4	3,348.1
Rate of serious injuries (per 100 million VMT)	4.173	4.07	4.06	4.112	3.889	3.732
Number of non-motorized fatalities and serious injuries	383.8	376.8	380.2	395	400.2	401.2

Measure	Statewide 5-Year Average Targets		Statewide Future 5-Year Average Targets		
	2015 – 19	2017 – 21	2020 – 24	2021 – 25	2022 – 26
Number of fatalities	889.6	817.3	876.3	812.4	794.7
Rate of fatalities (per 100 million VMT)	1.087	1.006	1.072	1.009	0.992
Number of serious injuries	3,501.9	3,311.4	3,281.1	3,031.9	2,965.5
Rate of serious injuries (per 100 million VMT)	4.234	4.088	3.987	3.402	3.702
Number of non-motorized fatalities and serious injuries	393.6	393.6	399.6	363.4	462.96

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Measure	Anderson MPA 5-Year Average (Actual)					
	2015 – 19	2016 – 20	2017 – 21	2018 – 22	2019 – 23	2020 - 24
Number of fatalities	15	15.8	20.6	22.8	22	21.4
Rate of fatalities (per 100 million VMT)	1.04	1.12	1.44	1.59	1.51	1.45
Number of serious injuries	388	407.2	410	393.8	324	248
Rate of incapacitating injuries (per 100 million VMT)*	26.98	28.77	28.69	27.51	22.22	16.77
Number of non-motorized fatalities and serious injuries	--	--	--	26.2	24.4	21.6

Note: The MPO crash database does not currently include suspected serious injury values and is not directly comparable to the statewide target. MCCOG intends to work with INDOT to match the statewide definition and update the measure when available.

Moving Towards the Targets

In support of statewide safety targets, MCCOG has created tools and programs to support a safer transportation system. Below is an overview of major work items MCCOG carried out to move the MPA toward the MTP goals and PM1 safety targets.

Though safety has always been a focus area for MCCOG, in 2023, MCCOG adopted the region's first Comprehensive Safety Action Plan, Protect 2030. This plan was developed over a 12-month process with guidance by a multidisciplinary Task Force and included safety analyses identifying high-crash locations, as well as summary-level crash severity factors. New public engagement tools were developed and launched as part of the project, including the Hazard Reporting Tool. The final plan defines fourteen key contributing factors leading to four emphasis areas to target investments and reduce severe crashes.

The completion of Protect 2030 allowed MCCOG and local public agency (LPA) partners to apply for Safe Streets and Roads for All (SS4A) grant funds. MCCOG was awarded a Planning & Demonstration grant in FY23, in addition to supporting an Implementation grant application by Madison County. While Madison County was not awarded for Implementation, MCCOG also supported their FY25 application for Planning & Demonstration funding, which was awarded. The MCCOG grant includes five primary activities: analysis automation, road safety audit (RSA) coordination, project selection process safety integration, crash data hub improvement, and a temporary mini roundabout pilot project.

Protect 2030 was possible after years of investment in the development of a crash database and roadway inventory. For nearly ten years, MCCOG has reviewed police reported crash locations from the Indiana Automated Reporting Information Exchange System (ARIES) to ensure accuracy and maintained this crash data in a GIS database. As of this report, crashes from 2018 through September 2025 have been fully audited. Crashes from 2008 through 2017 are also maintained, though they have not undergone the same auditing process and are typically utilized only for aggregate statistics. Crashes from 2025 and the first quarter of 2026 are currently under review. Additionally, MCCOG maintains roadway junction, segment, and interchange data built from the FHWA Model Inventory of Roadway Elements (MIRE) framework. The combination of roadway and crash data allows the comprehensive analyses conducted through Protect 2030 to be possible.

Crash data is integrated into other planning processes, including both MPO and LPA partner support. For example, the *2024 Anderson Metropolitan Planning Area Bicycle & Pedestrian Plan* incorporated corridor safety analysis for bicycle- and pedestrian-involved crashes to identify the top corridors for bicycle and pedestrian safety improvements. At least sixteen LPA projects have been supported through crash data provision, review, or analysis. A more comprehensive list of activities is included below, though it does not represent the entirety of safety activities completed by MCCOG. Visit MCCOG's Safety Hub, https://protect-2030-mccog.hub.arcgis.com/, & agency website, https://www.heartlandmpo.org/, for additional information.

1. MTP Implementation
    a. Protect 2030 Safety Action Plan development
    b. Bicycle & Pedestrian Plan
    c. MTP safety data update
2. Data Management & Monitoring Program
    a. 2019, 2020, 2021, 2022, 2023, 2024, 2025 MPA crash clean-up completed
    b. 2018, 2019, & 2020 clean-up statistics reviewed
    c. Internal crash clean-up dashboard updated
    d. Designated access for Strava Metro data established
    e. Crash trends by community for contributing factors python script developed

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f. Various speed studies & speed limit analyses conducted
g. MCCOG MIRE segment, junction, and interchange database developed & refined
h. Prometheus TDM post-processing safety analysis initiated

3. Crash Data Reporting Program
    a. Internal 2018 & 2019 crash dashboard developed & refined
    b. Internal 2018-2020 crash exploration dashboard developed
    c. Crash data requests & recommendation assistance (~15 locations)
    d. Public 2018-2023 Crash Dashboard developed and released
4. Grant Writing, Implementation & Management
    a. SS4A MCCOG Planning & Demonstration application development & update
    b. SS4A Madison County Implementation application support
    c. SS4A Analysis Automation development initiated
    d. SS4A Mini Roundabout Pilot project in progress
    e. SS4A Madison County Planning & Demonstration application support (awarded)
    f. INDOT HSIP call for projects support provided (Anderson & Fortville applications)
    g. Reconnecting Communities & Neighborhoods (RCN) MCCOG Uniting Scatterfield Corridor Plan awarded & initiated (Scatterfield is a high-crash corridor)
5. Technical Assistance
    a. Elwood SR 28 Asset Management Technical Memo
    b. Pendleton US 36 ATL coordination + safety & operations technical memo (Des #1702936)
    c. Elwood Thoroughfare Plan development & adoption
    d. Lapel Thoroughfare Plan review technical memo
    e. Madison County Sheriff's Department 2020-2022 crash heat map & statistics poster developed
    f. Anderson – Madison Avenue midblock crossing review & recommendation development
    g. Anderson – 2024 & 2026 paving schedule Protect 2030 alignment & safety recommendations developed
    h. Anderson – Main & 23rd Street Road Safety Audit report completed
    i. Ingalls – QuikTrip Traffic Impact Study review
    j. Fortville – CR 1000 N & 50 W intersection reviewed
    k. Madison County – SR 9 & CR 600 N RCUT crash review
    l. Pendleton – Business Park Trail award scope development (Des #2001811)
    m. Ingalls – CR 800 S coordination, including crash and speed data provided (Des #2100092)
    n. Anderson – SR 9 Pedestrian improvement project support (Des #2200073)
    o. Fortville – Mt. Vernon Trail extension coordination (Des #1592448)
        i. US 36 & SR 13 Intersection Traffic Impact Study crash & volume data prepared
        ii. US 36 & SR 13 Intersection Traffic Impact Study review completed
6. External Participation
    a. INDOT Greenfield District Network Screening reviewed & attended
    b. INDOT 2022 Highway-Rail Grade Crossing Safety Action Plan MPO Feedback Meeting
    c. Local Road Safety Planning Peer Exchange
    d. Madison County Thoroughfare Plan data support & steering committee participation
    e. INDOT 2024 Vulnerable Road User Committee meeting attended
    f. INDOT Greenfield District safety project coordination
7. CAC/TAC Meetings
    a. Crash Data Clean-up & Visualization Review
    b. Transportation Safety Plan overview
    c. Protect 2030 Public engagement & visioning

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d. Protect 2030 high-crash location review
e. Protect 2030 action list review
f. RSA training overview
g. SS4A applications overview
h. SS4A-Protect 2030 story map overview
i. SS4A update & discussion
j. Transportation Improvement Program update
k. INDOT HSIP Call for Projects

8. Professional Development
    a. Improving Safety on Rural Local and Tribal Roads – Safety Toolkit webinar
    b. Nation Safety Council – Road to Zero Annual Meeting
    c. SS4A Grant Program Webinars
    d. LTAP Road Safety Audit course coordinated & attended
    e. McTrans Highway Safety Analysis Virtual Course
    f. Python visualization & data manipulation techniques
    g. 2023 MPO Conference
        i. Presented: Planning for Zero, Crash Data, & a Safety Plan Case Study
        ii. Protect 2030 Outstanding Transportation Project award
    h. 2024, 2026 Purdue Road School
    i. 2024, 2026 AMPO Planning Tools & Training Symposium
    j. ITE Road Safety Professional 1 certification (two staff members)
    k. FHWA Safe Speeds & Context Based Design
    l. AASHTO Safety Summit

MCCOG's MTP supports improved transportation safety through the Protect action category. There are 22 actions in this category, accounting for approximately 28% of all recommendations within the MTP. Of the 22 actions, 7 are infrastructure projects and 15 are non-infrastructure policies, plans, or programs.

MCCOG's Transportation Improvement Program (TIP) supports transportation safety by programming projects that improve safety across the region. The TIP programs a certain number of projects within the Highway Safety Improvement Program (HSIP) which can be used only for projects and plans that improve the safety of the network, like roundabouts, signage projects, and safety studies. The TIP also programs projects through the Transportation Alternatives Program (TAP), which includes projects like trails or streetscape improvements for pedestrian and cyclist safety. Projects programmed through the Surface Transportation Block Grant (STBG) program are required to follow a Complete Streets Policy to support the needs of all road users. The TIP supports fiscal constraint through select safety projects leading to improved safety performance levels.

MCCOG's policies also help shape project scopes of work to incorporate complete streets and safety elements. MCCOG's complete streets policy also addresses vehicle, pedestrian, and cyclist safety.

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Pavement and Bridge Condition (PM2)

The infrastructure condition performance measures require state DOTs and MPOs to establish targets for:

1. Percentage of pavements of the Interstate System in Good condition
2. Percentage of pavements of the Interstate System in Poor condition
3. Percentage of pavement of the non-Interstate National Highway System (NHS) in Good condition
4. Percentage of pavement of the non-Interstate NHS in Poor condition
5. Percentage of NHS bridges classified as in Good condition
6. Percentage of NHS bridges classified as in Poor condition

MCCOG expressly supports the statewide targets developed by INDOT. **The following data is for the entire state**. Anderson MPA reported measures for comparison are under development and will be included in subsequent reports. INDOT's actual recorded data and future statewide pavement and bridge targets are:

Measure	Statewide Actual Reported Numbers (%)							
	2017	2018	2019	2020	2021	2022	2023	2024
% of Interstate Pavements in Good Condition	73.6	67.3	56.5	70.1	73.2	73.2	69.1	65.4
% of Interstate Pavements in Poor Condition	0.4	0.2	0.5	0.3	0.4	0.5	0.4	0.6
% of non-Interstate NHS Pavements in Good Condition	44.3	43.9	44.8	54.2	61.0	57.6	50.9	48.4
% of non-Interstate NHS Pavements in Poor Condition	2.3	1.9	0.9	0.7	0.4	0.6	0.8	0.9
% of NHS bridges classified as in Good Condition	50.0	49.7	48.0	49.9	50.5	53.6	54.5	N/A
% of NHS bridges classified as in Poor Condition	2.3	2.0	2.6	1.9	2.3	1.9	1.6	N/A

Measure	Statewide 2018-22 Targets (%)		Statewide 2022-26 Targets (%)	
	2 yr Target	4 yr Target	2 yr Target	4 yr Target
% of Interstate Pavements in Good Condition	N/A	50.0	60.0	62.0
% of Interstate Pavements in Poor Condition	N/A	0.8	1.0	1.0
% of non-Interstate NHS Pavements in Good Condition	78.7	40.0	50.0	48.0
% of non-Interstate NHS Pavements in Poor Condition	3.1	3.1	1.5	1.5
% of NHS bridges classified as in Good Condition	48.3	47.2	49.0	47.5
% of NHS bridges classified as in Poor Condition	2.6	3.1	3.0	3.0

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Moving Towards the Targets

In support of the statewide pavement and bridge condition targets, MCCOG has created tools and programs to support preserving the transportation system. Below is an overview of major work items MCCOG carried out to move the MCCOG MPA toward the MTP goals and PM2 condition targets.

A main component of MTP development includes updates to financial forecasting tools and standardized operations and maintenance costs. These improvements allow MCCOG to better estimate long-term funding needs, prioritize investments, and ensure that pavement and bridge preservation is adequately funded.

MIRE enhancements, technical assistance requests, and special studies provide accurate information to improve infrastructure condition. MCCOG works closely with LPA partners who collect and manage infrastructure condition ratings. Staff worked directly with the City of Anderson Engineering Department to coordinate their pavement schedule and highlight priority corridors by collecting additional traffic count data. Further, MCCOG and Anderson have reviewed pavement projects to identify potential safety improvements, supporting both asset condition and transportation system safety goals. Finally, Madison County is developing an asset management approach that incorporates scenario-based tools to predict performance and optimize treatment solutions. Support for local planning will help communities move preservation and rehabilitation projects forward.

Additional planning efforts were supported by analyses such as bridge condition reviews and road right-sizing evaluations to help identify locations where infrastructure condition can be most improved. A more comprehensive list of activities is included below, though it does not represent the entirety of infrastructure condition activities completed by MCCOG. Visit https://www.heartlandmpo.org/ for additional information.

1. MTP Implementation
    a. MTP Operations & maintenance costs updated
    b. Bicycle-Pedestrian Plan updated road right-sizing tool integrated
    c. Thrive 2050 Bridge condition analysis completed
2. Data Management & Monitoring Program
    a. MPA rail-crossing inventory completed
    b. MIRE enhancements
    c. Anderson – special studies completed
3. Grant Writing, Implementation & Management
    a. Uniting Scatterfield Plan
        i. Corridor traffic volume data collection completed
        ii. Existing conditions report initiated & completed
4. Technical Assistance
    a. ADA-Title VI on-going coordination & support
    b. Anderson Paving Schedule data support
    c. Unfunded project list for 2024 request compiled
    d. Pendleton – US 36 Relocation coordination
5. External Participation
    a. INDOT Central Office Annual Planning Meeting attended
    b. INDOT Regional Roadway Roundtable attended
6. CAC/TAC Meetings
    a. MTP Action List Prioritization
    b. Southwest subregion growth & planning
7. Professional Development
    a. 2023 MPO Conference
        i. Presented: Supporting Regional Goals through Multi-Level Implementation

MCCOG's MTP supports improved pavement and bridge conditions through goals, objective, and action items, including:

- Action – ADA-Title VI Coordinator Facilitation Program
- Action – Asset Management Assistance Program

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- Action – Comprehensive Transportation Planning Program
- Action – Street Design Standards Development Program
- Action – Geographic Information System Management
- Action – Impact Fee Development & Coordination Program
- Action – MIRE Database Development & Management
- Action – US 36 Corridor Relocation/Water Street Extension Project (Pendleton)
- Action – Functional Classification & NHS Evaluation Program

MCCOG's Transportation Improvement Program (TIP) supports improved pavement and bridge conditions through corridor redesign and reconstruction projects, as well as intersection improvement projects. Through its selection criteria, the TIP project eligibility review process prioritizes, among other factors, road pavements and bridges that have the highest need. Although MCCOG does not fund bridges directly, the agency may provide funds if the project requires additional resources. MCCOG could program future bridge projects on federal system if needed. MCCOG supports projects by INDOT for our communities and INDOT's four-year statewide bridge inspection programs that they give to each county. Please note, SR 67 in Daleville is only non-interstate NHS in our MPA.

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System Performance (PM3)

The system performance measures require state DOTs and MPOs to establish targets for:

1. National Highway Performance Program (NHPP)
    a. Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR)
    b. Percent of person-miles on non-Interstate highways that are reliable (LOTTR)
2. National Highway Freight Program (NHFP)
    a. Truck Travel Time Reliability (TTTR) on Interstates
3. Congestion Mitigation and Air Quality (CMAQ) Improvement Program
    a. Annual hours of peak hour excessive delay (PHED) per capita
    b. Percent of non-single occupant vehicle (Non-SOV) travel
    c. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (PM2.5, PM10, NOx, CO, and VOC) for CMAQ funded projects

MCCOG is currently in attainment and no longer needs to set Anderson specific targets for the three CMAQ performance measures, therefore PHED and Non-SOV measures are not shown in the tables below.

MCCOG is supporting the INDOT targets for all the PM3 targets. **The following data is for the entire state.** Anderson MPA reported reliability measures for comparison are under development and will be included in subsequent reports. The statewide PM3 actual and target data are:

Measure	2021	2022	2023	2024	2-Year Target (2024)	4-Year Target (2026)
Interstate % of Person-Miles Reliable (LOTTR)	94.3%	93.7%	94.2%	98.1%	93.0%	93.5%
Non-Interstate Highway % of Person-Miles Reliable (LOTTR)	96.7%	96.7%	97.6%	99.1%	93.0%	93.5%
Interstate Truck Travel Time Reliability Index (TTTR)	1.26	1.24	1.21	1.28	1.27	1.30

Measure	2021 Baseline (4-year Cumulative)	2022 (kg/day reduction)	2023 (kg/day reduction)	2024 (kg/day reduction)	2-Year Target (2024) (kg/day reduction)	4-Year Target (2026) (kg/day reduction)
Total Emission Reductions: PM2.5	168.33 Kg	0.02	1.79	4.02	3.00	4.00
Total Emission Reductions: PM10	192.48 Kg	0.01	0.21	0.04	0.02	0.02
Total Emission	3,484.76 Kg	4.87	54.41	971.57	690.00	725.00

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Reductions: NOx						
Total Emission Reductions: CO	3,562.76 Kg	11.43	457.68	548.48	330.00	520.00
Total Emission Reductions: VOC	1,010.32 Kg	1.00	34.62	607.94	590.00	600.00

Moving Towards the Targets

The NHPP and NHFP performance measures apply only to Interstate and Non-Interstate National Highway System (NHS) transportation facilities. The CMAQ performance measures apply only to non-attainment areas. MCCOG supports improved system performance, freight, congestion mitigation & air quality. Below is an overview of major work items MCCOG carried out to move the MCCOG MPA toward the MTP goals and PM3 system targets.

MCCOG analyzed the operations and safety of the I-69 Exit 214 area of SR 13 and coordinated development plans to determine future system impacts. This work was further expanded to inform the Integrate I-69 Corridor Plan and establish multi-jurisdictional minimum development standards. Of the five jurisdictions in the I-69 study area, three have adopted the minimum standards and MCCOG is coordinating with the remaining two. The agency's latest corridor plan focuses on SR 9 / 109 in Anderson. The Uniting Scatterfield Corridor Plan is partially funded by a USDOT Reconnecting Communities & Neighborhoods (RCN) grant. As the most heavily traveled corridor outside of I-69 in the Anderson MPA, it is a vital link for regional performance. These studies help ensure that roadway designs and investments improve traffic flow, reduce delays, and improve air quality.

On-going turning movement studies, traffic volume data collection, travel time studies, and technical memos provide performance data needed to identify current and future congestion and prioritize system improvements. Coordination on projects impacting facilities like US 36, SR 13, and SR 9 help MCCOG and INDOT maintain alignment with traffic analysis, freight movement, emissions modeling, and system management. A more comprehensive list of activities is included below, though it does not represent the entirety of system performance activities completed by MCCOG. Visit https://www.heartlandmpo.org/ for additional information.

1. MTP Implementation
    a. I-69 Exit 214 Area Operations Analysis
    b. Integrate I-69 Corridor Plan & minimum standards developed
    c. SR 13 Corridor Study scoped & initiated
    d. Thrive 2050 Plan for Environment, Energy, & Resilience initiated
    e. Clean Air Aware air quality outreach campaign
2. Data Management & Monitoring Program
    a. Fortville – US 36 camera studies completed
    b. Regional imminent development data collection completed
    c. Hoosier Travel Counts household travel survey initiated
    d. Prometheus TDM post-processing reliability analysis initiated
    e. Prometheus TDM air quality analysis inputs updated
3. Grant Writing, Implementation & Management

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    a. Reconnecting Communities & Neighborhoods (RCN) MCCOG Uniting Scatterfield Corridor Plan awarded & initiated
        i. Corridor traffic volume data collection completed
        ii. Existing conditions report completed
        iii. Visioning public engagement initiated
4. Technical Assistance
    a. Pendleton – US 36 ATL technical memo & project communications (Des #1702936)
    b. Ingalls – CR 800 S coordination (Des #2100092)
        i. System demand technical memo
        ii. Cross-section & analysis technical memo
        iii. Traffic Impact Study development consultant coordination
    c. Pendleton – US 36 Relocation Study Advisory Committee
    d. Fortville – Mt. Vernon Trail extension coordination (Des #1592448)
5. External Participation
    a. INDOT Carbon Reduction Program attended
    b. FHWA Freight Planning Workshop attended
    c. Indiana Freight Workshop Peer Exchange attended
6. CAC/TAC Meetings
    a. I-69 corridor discussions
    b. Uniting Scatterfield overview & discussion
    c. Carbon Reduction Strategy overview
7. Professional Development
    a. TRB Innovations in Travel Analysis & Planning
    b. McTrans Traffic Engineering Fundamentals Virtual Course
    c. Association for Commuter Transportation Climate Summit
    d. FHWA MOVES4 Workshop

MCCOG's MTP supports improved system performance, freight, and congestion mitigation & air quality through goals, objective, and action items, including:

- Action – Clean Air Aware
- Action – Environmental Awareness & Education Program
- Action – US 36 Corridor Relocation/Water Street Extension Project
- Action – Congestion Management System Program

MCCOG's Transportation Improvement Program (TIP) supports improved system performance, freight, and congestion mitigation & air quality through the Congestion Mitigation and Air Quality (CMAQ) program. Resources can only be used on projects that improve air quality often by reducing congestion. Projects might include roundabouts or bike/ped projects that ease congestion. Almost every eligible project that MCCOG programs receives some CMAQ funds especially during CN phases. MCCOG's policies also help shape project scopes of work to incorporate complete streets and system performance.

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Transit Asset Management (TAM)

Transit Asset Management (TAM) is applicable to providers who are recipients or sub-recipients of Federal financial assistance under 49 U.S.C. Chapter 53. TAM is an effort to keep assets and equipment in transit systems in a state of good repair, so the systems contribute to the safety of the system as a whole. This supports the idea that a vehicle in good repair will minimize risk and maximize safety. TAM measures performance for the following asset categories:

1. Equipment – Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
2. Rolling Stock – Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
3. Infrastructure – Percentage of track segments with performance restrictions
4. Facilities – Percentage of facilities within an asset class rated below condition 3 on the TERM scale

The TAM Final Rule requires recipients to set one or more performance targets per asset class based on State of Good Report measures. The Final Rule also requires transit providers to coordinate with MPOs. The coordination between transit providers and MPOs should influence transportation funding investment decisions and is intended to increase the likelihood that transit state of good repair needs are programmed, committed to, and funded as part of the planning process,

The City of Anderson Transit System (CATS) coordinates the TAM for Anderson as a Tier II agency. There is an additional Tier II agency subrecipient, Transit for Rural Areas of Madison County (TRAM) that qualifies and INDOT is the Group TAM sponsor for TRAM. MCCOG participates in the development of the TAM and supports the targets developed by CATS. INDOT creates the TAM for subrecipients outside of the MCCOG Urban Area, which includes Madison County.

MCCOG supports the CATS targets for the TAM. CATS shares performance targets with MCCOG annually as part of continued coordination of transit data. Performance targets used in the development of the FTA requirement of CATS to set annual state of good repair performance targets are as follows:

CATS Annual Asset Performance Targets; Equipment

Category	Class	Fleet	Age (yrs)	Default FTA ULB (yrs)	FY25 Perf. Metric (% Exceeding ULB)	SGR Target FY25	FTA (Default Perf. Metric)
SV	GMC, Dodge & Chevrolet	3	Avg 4.7 (2-2, 1=10)	4	33%	100%	100%
Truck	Chevrolet	4	Avg 7.5 (2=1, 2=14)	8	100%	100%	100%

CATS Annual Asset Performance Targets; Fixed route rolling stock

Category	Class	Fleet	Age (yrs)	Default FTA ULB (yrs)	FY25 Perf. Metric (% Exceeding ULB)	SGR Target FY25	FTA (Default Perf. Metric)
Rolling Stock: FR bus	Freightliners & Chevrolet	9	Avg 11.7 (5=10, 2=11,	7	100%	100%	100%

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			1=16, 1=18)				
Paratransit	Chevrolet	8	Avg 8.5 (2=10, 2=9, 2=8, 2=7)	7	100%	100%	100%

CATS Annual Asset Performance Targets; Facilities

Category	Class	#	Age (yrs)	Default FTA ULB (yrs)	FY25 Perf. Metric (% Exceeding ULB)	SGR Target FY25	FTA (Default Perf. Metric)
Facilities	Admin/Garage	1	50	40	100%	100%	100%
Facilities	Terminal	1	2	40	0%	100%	100%

MCCOG's MTP incorporates planned and forecast transit asset management costs, like replacing vehicles, and supports improved transit asset management through goals, objectives, and action items, including:

- Action – Transportation Center Construction Project
- Action – CATS Urban Transit Operations Study
- Action – Public Transportation Corporation Feasibility Study
- Action – TRAM Rural Transit Operations Study

MCCOG's Transportation Improvement Program (TIP) supports improved transit asset management. MCCOG includes projects for vehicle replacement in the TIP to reach TAM targets. Transit funds are coordinated with CATS and TRAM representatives.

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Transit Safety

The Federal Transit Administration (FTA) published a final Public Transportation Agency Safety Plan (PTASP) rule and related performance measures as authorized by Section 20021 of the Moving Ahead for Progress in the 21st Century Act (MAP– 21). The PTASP rule requires operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a PTASP based on a safety management systems approach. Development and implementation of PTASP s is anticipated to help ensure that public transportation systems are safe nationwide.

The rule applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The rule does not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations that are regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

The transit agency sets targets in the PTASP based on the safety performance measures established in the National Public Transportation Safety Plan (NPTSP). The required transit safety performance measures are:

1. Total number of reportable fatalities
2. Rate of reportable fatalities per total vehicle revenue miles by mode
3. Total number of reportable injuries
4. Rate of reportable injuries per total vehicle revenue miles by mode
5. Total number of reportable safety events
6. Rate of reportable events per total vehicle revenue miles by mode
7. System reliability - Mean distance between major mechanical failures by mode.

The City of Anderson Transit System (CATS) develops the PTASP. MCCOG participates in the development of the PTASP and supports the targets developed by CATS. This performance measure applies only to assets operated and maintained by CATS.

MCCOG supports the CATS targets for all the transit safety. CATS shares safety performance targets with MCCOG annually as part of continued coordination of transit data. Performance targets based on the safety performance measures established under the National Public Transportation Safety Plan are as follows:

Transit Safety Performance Targets

Mode of Transit Service	Fatalities (total)	Fatalities (per 100k VRM)	Injuries (total)	Injuries (per 100k VRM)	Safety events (total)	Safety Events (per 100k VRM)	System Reliability (VRM/failures)
Fixed Route Bus	0	0	0	0	N/A	N/A	N/A
ADA/Paratransit Demand Response	0	0	0	0	N/A	N/A	N/A

MCCOG's MTP supports improved transit safety through goals, objectives, and action items, including:

- Action – Transit Bicycle & Pedestrian Construction Program
- Action – Transit Bicycle & Pedestrian Connectivity Planning Program

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MCCOG's Transportation Improvement Program (TIP) supports improved transit asset management. Transit funds are coordinated with CATS and TRAM representatives. MCCOG also reviews FTA's clearinghouse for transit vehicle crashes.

Conclusion

The emphasis on setting and achieving performance targets represents a major change in the federal transportation program. The required adoption of MPO targets is a chance for the Anderson region to continue short-term performance monitoring toward long-term regional priorities. MCCOG will continue tracking and updating these measures as needed and further enhance analytical tools to ensure alignment with national goals.

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E.02 - Transit Feasibility Analysis



Alexandria

RSG
the science of insight

Madison County Council of Governments

TRANSIT FEASIBILITY ANALYSIS

FINAL REPORT | October 5, 2020

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PREPARED FOR:
MADISON COUNTY COUNCIL OF GOVERNMENTS

55 Railroad Row
White River Junction, VT 05001
802.295.4999
www.rsginc.com

SUBMITTED BY:
RSG

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1.0 INTRODUCTION

RSG coordinated with the Madison County Council of Governments (MCCOG) to conduct a feasibility analysis of a proposed commuter transit connection between downtown Anderson, IN and downtown Indianapolis, IN. This study offers a preliminary indication of potential ridership within the Anderson Metropolitan Planning Area (MPA), and forecasts potential ridership utilizing scenarios developed as part of the 2045 InMotion Metropolitan Transportation Plan (MTP).

While the results of this study are not adequate to support a Federal Transit Administration capital grant application, it does provide necessary insight to indicate whether further, more detailed study of expanded commuter service is warranted. This study leverages a stated-preference survey add-on from the 2014 Heartland in Motion Household Travel Survey, and expands on initial work conducted in 2014 to provide more detailed analysis of the components that impact potential riders of a new commuter service connection. Additionally, the analysis leverages big data origin-destination flows between the Anderson MPA developed for the regional travel demand model, as well as hypothetical highway and transit times.

Working within the constraints of the design of the 2014 stated-preference survey, RSG analyzed potential ridership for express bus service and commuter rail service.

Additionally, two 2045 development scenarios from the MTP were included in the analysis to gauge how ridership is anticipated to evolve over 30 years from the 2015 base year:

1. Status Quo

Maintains historical development patterns and trends within the MPA, and functions as the baseline forecast scenario.

2. Investing in Place

Focuses on the redevelopment of existing downtown areas in the MPA, and anticipates additional growth from the Indianapolis region into the MPA.

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2.0 METHODOLOGY

The methodology used to develop baseline ridership shares for express bus and commuter rail service estimated a multinomial logit model (MNL) leveraging the stated preference survey add-on from the 2014 Heartland in Motion Transportation Study. The model is applied using sample enumeration to a weighted survey dataset of one-way trips from 7 origin zones in the MPA to 2 destination zones in Marion County.

Multinomial logit model

A simple choice model was chosen over more complex specifications due to the limitations of the stated-preference design, and sampling constraints for observed trips versus hypothetical trips that respondents were asked to completed from the 2014 household travel survey.

FIGURE 1: MODE LIST

Mode Name	Description
Car	Person trip using vehicle
Express Bus	Person trip using proposed express bus service
Commuter Rail	Person trip using proposed commuter rail service

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$$P_{i,n} = \frac{e^{V_{i,n}}}{\sum_{j=1}^{J} e^{V_{j,n}}}$$

Where:

$P_{i,n}$: Probability of person n choosing alternative i (out of j = 1,…,J)

$V_{i,n}$: Systematic component of the utility for alternative i for person n

FIGURE 2: MODEL SPECIFICATION

Mode	Specification
Car	asc_car * 1 + b_tt * drivetime + b_cost * drivecost + b_pcost * parkingcost
Express Bus	b_tt * bustime + b_cost * buscost + b_headway * busfrequency
Commuter Rail	asc_rail * 1 + b_tt *railtime + b_cost * railcost + b_headway * railfrequency

FIGURE 3: MNL CHOICE MODEL ESTIMATION RESULTS

Name	Units	Variable	Value	T-test
Drive mode constant	(0,1)	asc_car	0.9781	10.14
Express bus mode constant	(0,1)	asc_bus	0.0000	
Commuter rail mode constant	(0,1)	asc_rail	0.8982	19.34
Sensitivity to travel time	Minutes	b_tt	-0.0192	-8.36
Sensitivity to headway	Minutes between transit	b_headway	-0.0181	-12.04
Sensitivity to cost	Dollars	b_cost	-0.1141	-8.11
Sensitivity to parking costs	Dollars	b_pcost	-0.2321	-10.74
Income- cost elasticity	NA	b_cost	-0.0757	-0.45

Figure 3 shows the MNL choice model estimation results. The variables have the expected sign and generally show strong statistical significance.

Value of time was calculated using the income cost elasticity variable in Figure 4 and was found to be generally reasonable for income categories.

FIGURE 4: VALUE OF TIME

Income category	Value of Time
Under $25,000	$9.07
$25,000 to $49,999	$9.86
$50,000 to $74,999	$10.24
$75,000 or more	$10.69
Median	$10.07

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The MNL model was compared to similar existing commuter systems that include both express bus and commuter rail in Minnesota and Tennessee in Figure 5 and Figure 6. The share and aggregate ridership of the proposed commuter service to similar regions was found to be reasonable.

FIGURE 5: AGGREGATE ONE-WAY TRAVELERS COMPARISON SYSTEMS

Name	Total Travelers	Transit	Express Bus	Rail
Shelborne County, MN to Minneapolis, MN	3265	565	60	505
Wilson County, MN to Nashville	22950	465	100	365

FIGURE 6: MODE SHARE OF ONE-WAY TRAVELERS COMPARISON SYSTEMS

Name	Transit	Express Bus	Rail
Shelborne County, MN to Minneapolis, MN	17.30%	1.84%	15.47%
Wilson County, MN to Nashville	2.03%	0.44%	1.59%
Average of both systems	9.57%	1.14%	8.53%

Weighted sample enumeration

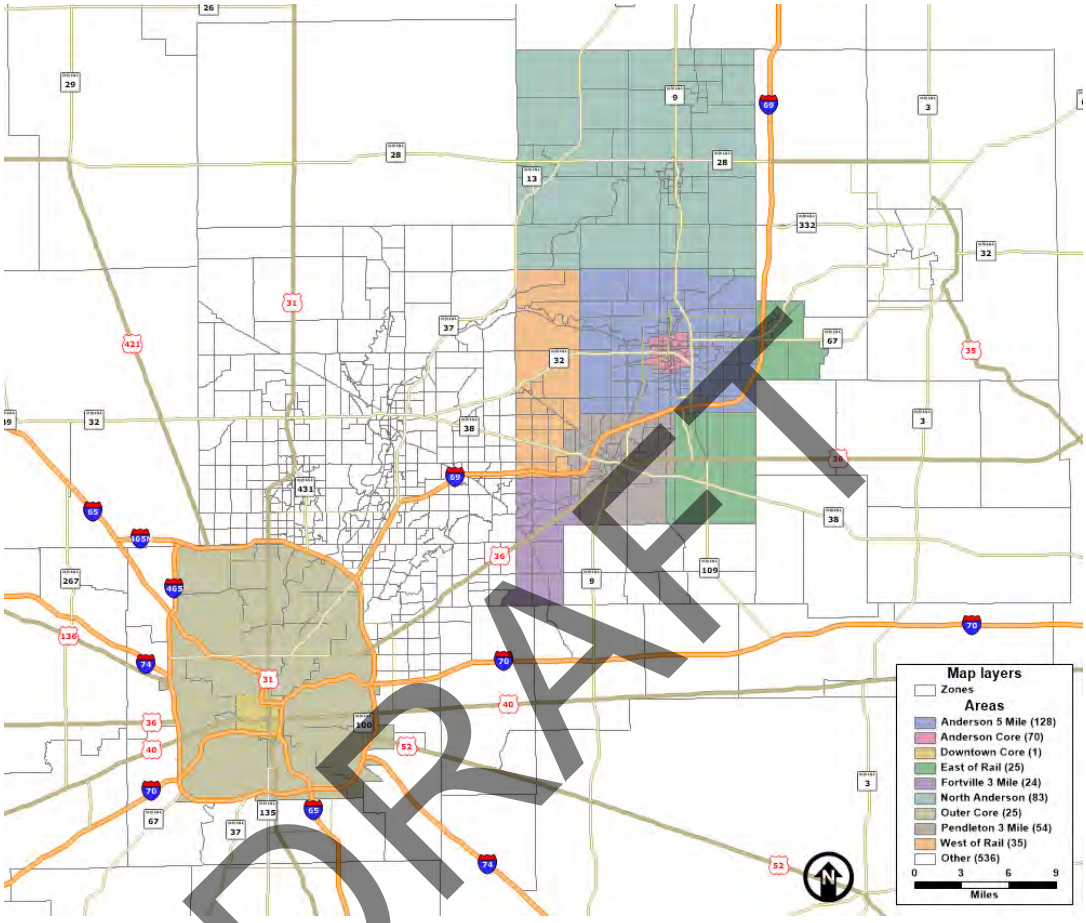
The MNL choice model was applied using sample-enumeration that is weighted to subarea population to expand the survey dataset to the population, and is calibrated to the total one-way travelers from the Anderson MPA to the Indianapolis catchment areas using expanded LBS data. The sample enumeration simulator utilizes the reported google drive time from the original stated-preference survey utilizing reported home location in the 2014 Heartland In Motion Transportation Study.

Access to express bus and commuter rail stations utilizes the drive time from the origin zone to the station zone. Egress times assume a minimum of 5 minute walk time from Union Station or the Carson Transit Center for travelers who do not leave the downtown Indianapolis catchment. For travelers who have a destination outside of the downtown Indianapolis core, a transfer time of 15 minutes plus the transit time to their destination is used. Where the total in-vehicle transit time, plus transfer time, plus egress time was unreasonable in comparison to the anticipated drive time, express bus and commuter rail was made unavailable as a choice selection to keep mode shares to the outer Indianapolis catchment area reasonable.

A map of the origin and destination subarea catchments used in the analysis is contained in Figure 7.

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FIGURE 7: SUBAREA CATCHMENTS



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3.0 ANALYSIS

RSG coordinated with MCCOG staff to identify routes for commuter rail and express bus service, and proposed stations within the limitations of the stated preference design. The proposed commuter rail line in Figure 8 would utilize the existing CSX corridor between Downtown Anderson and Union Station in Downtown Indianapolis, with 3 intermediate stops in Pendleton, Fortville, and Lawrence. The proposed express bus route in Figure 9 would utilize the existing roadway network connecting between Downtown Anderson and the Carson Transit Center in Downtown Indianapolis, with 1 intermediate stop in McCordsville.

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FIGURE 8: PROPOSED COMMUTER RAIL LINE

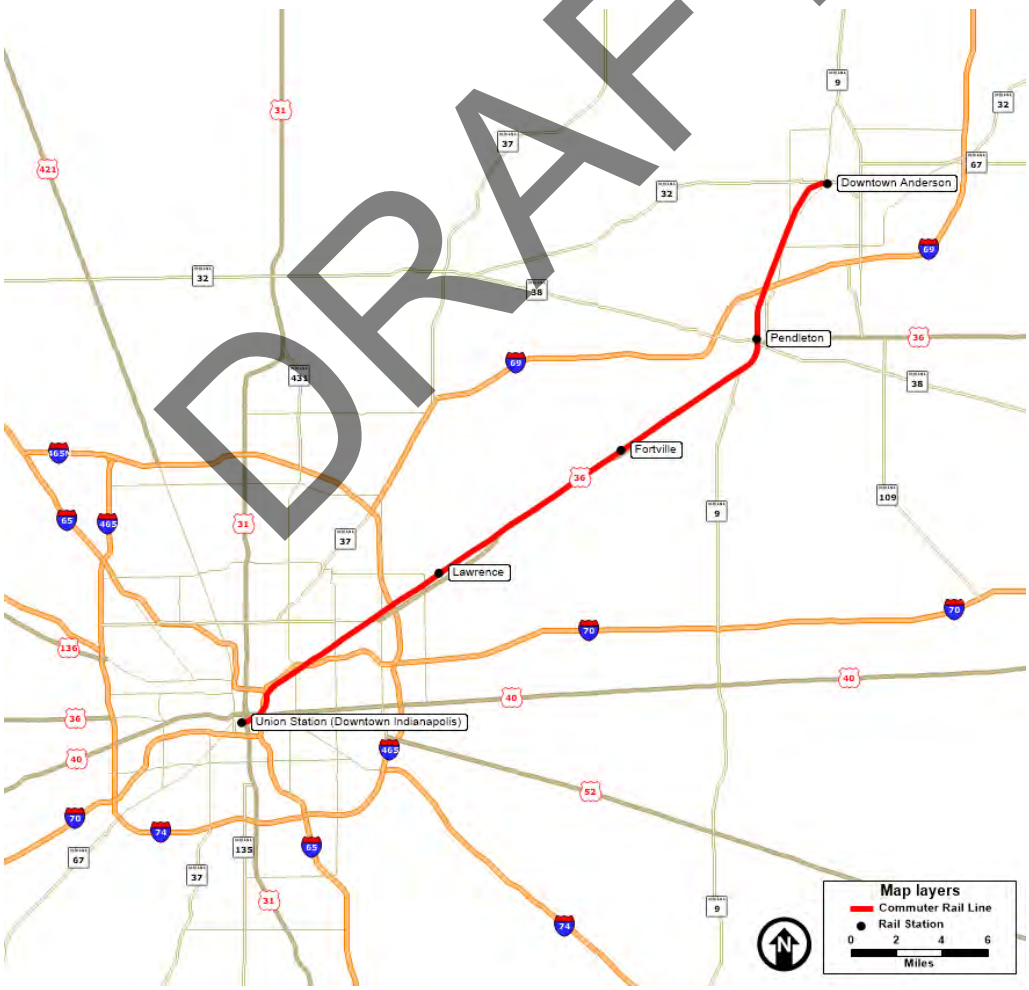
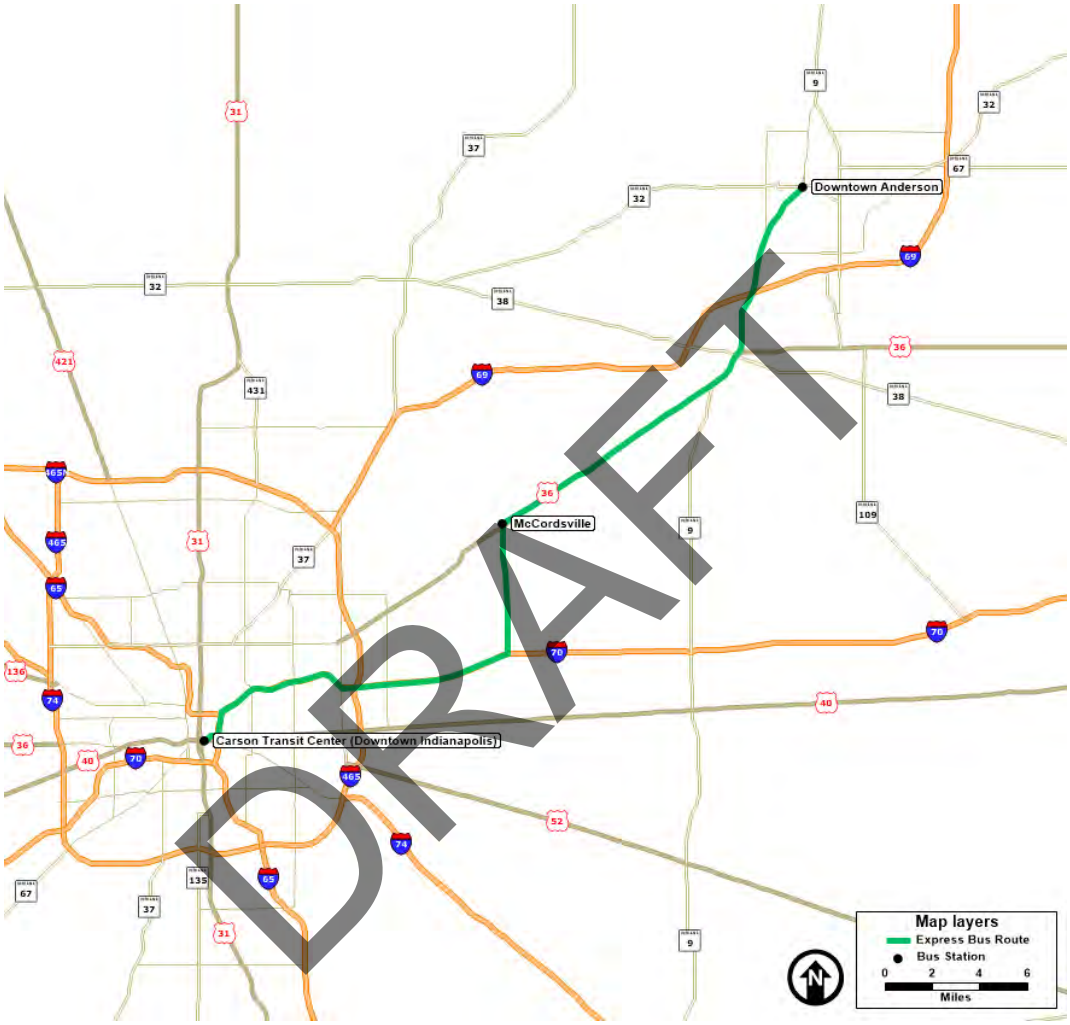


FIGURE 9: PROPOSED EXPRESS BUS ROUTE



Forecast model inputs

The forecast model requires inputs for fare, in-vehicle time, headway, drive cost, and parking cost contained in Figures 10 through 12. For the purposes of this analysis, future year scenarios assumed the same 2015 dollars used in the base to hold the relative transportation costs constant in future years. Additional comparative study would be necessary to determine any expected real cost to transportation beyond inflation in forecast years, and how this might impact ridership beyond 2015.

FIGURE 10: EXPRESS BUS INPUTS

Station	One-way fare	In-Vehicle Time (minutes)	Headway (minutes between buses)
Anderson	$6.00	70	60
McCordsville	$3.00	35	60

FIGURE 11: COMMUTER RAIL INPUTS

Station	One-way fare	In-Vehicle Time (minutes)	Headway (minutes between buses)
Anderson	$12.00	60	60
Pendleton	$10.00	45	60
Fortville	$8.00	30	60

FIGURE 12: DRIVE INPUTS

Drive cost (cost per trip)	Parking cost (cost per hour)
$3.00	$3.50

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Forecast growth rates were applied on the 7 origin zones based off projections developed for the MTP for the 2045 Status Quo scenario and the 2045 Investing in place scenario in Figure 13. Drive time increases between the MPA origin zones and Indianapolis destination zones were assigned based off expected increases in AM travel time in the inbound to Indianapolis direction derived from the travel demand model for both 2045 scenarios in Figure 14.

FIGURE 13: 2045 SCENARIO SUBAREA GROWTH RATES (TIMES BASE TRIPS)

Subarea	Status Quo Growth Rate	Investing in Place Growth Rate
Anderson core	1.05	1.25
Anderson 5 mile	1.07	1.07
Pendleton 3 mile	1.25	1.41
Fortville 3 mile	1.56	2.09
North of Anderson	1.00	1.03
West CSX corridor	1.44	2.24
East of CSX corridor	1.64	0.95

FIGURE 14: 2045 SCENARIO CONGESTION INCREASES

	Status Quo	Investing in Place
Congestion increase	1.20	1.27

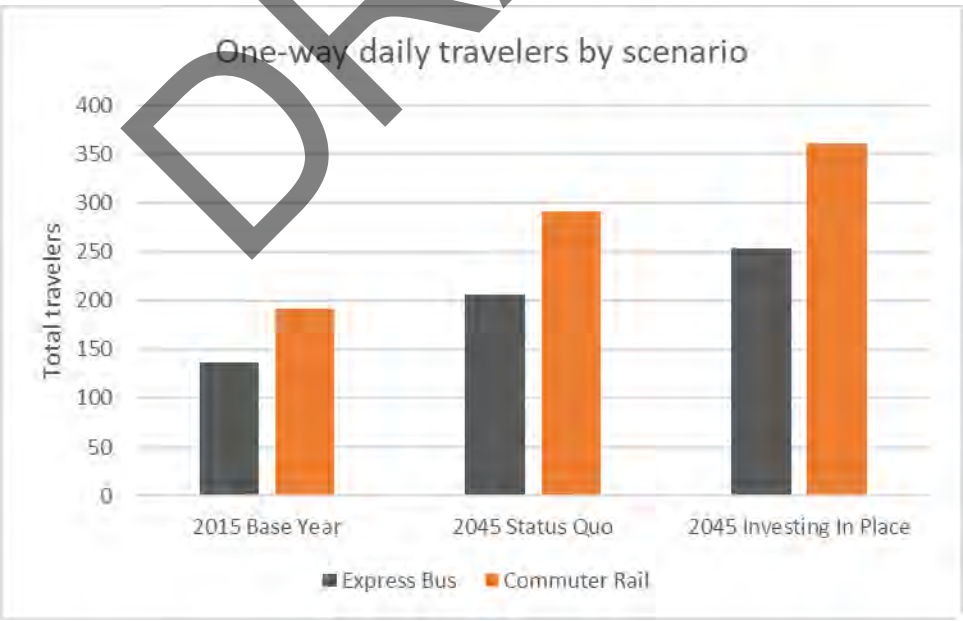
Scenario comparison

RSG analyzed 3 scenarios to forecast potential ridership for both commuter services in the base year of 2015, and two 2045 forecast scenarios. Figures 15 through 21 contain summary results from the sample-enumeration simulator for each scenario that was analyzed. For the base condition scenario, there are a total of 5,216 observed trips between the Anderson MPA and the Indianapolis catchment areas. The drive mode constitutes the largest aggregate share of one-way daily travelers at 4,887. Commuter rail and Express bus travelers are similar in their aggregate shares of one-way daily travelers at 197 and 137, respectively.

Figure 15 contains a comparison of one-way daily travelers by each scenario. The 2045 status quo scenario increases total travelers between the Anderson MPA and Indianapolis catchment to 6,601, while the 2045 investing in place scenario increases total travelers to 7,413. Both 2045 scenarios significantly increase forecasted ridership, primarily through aggregate population growth in the region. A comparison to the investing in place scenario to the status quo scenario indicates that the former results in over 1.5 times more potential one-way travelers than the status quo scenario.

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FIGURE 15: 2045 ONE WAY DAILY TRAVELERS BY SCENARIO



A comparison of one-way travelers by origin zone is contained in Figures 16 through 18. Most potential travelers prefer commuter rail across all origin zones in the MPA. However, there are important distinctions between Anderson core, and more rural areas north of Anderson, and outside of the Fortville and Pendleton subareas where the choice between express bus and commuter rail is not as apparent. Additionally, in both 2045 scenarios the travelers in the Anderson core prefer express bus over commuter rail.

Subarea origin zones closer to Indianapolis comprise the bulk of potential ridership for both modes and for all scenarios. The 5-mile Anderson subarea, Pendleton, and Fortville origin zones compromise nearly 76% of all 2015 one-way daily travelers for express bus, and 79% of all one-way travelers for commuter rail. In both 2045 scenarios, these 3 subareas consist of between 75% and 80% of all potential riders of either express bus or commuter rail. In all scenarios, the Fortville 3-mile subarea is the largest share of all potential travelers for either mode. While almost every subarea prefers commuter rail over express bus, the Fortville subarea consistently has the largest preference for commuter rail than other subareas within the MPA.

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FIGURE 16: ONE-WAY TRAVELERS BY ORIGIN ZONE (2015 BASE)

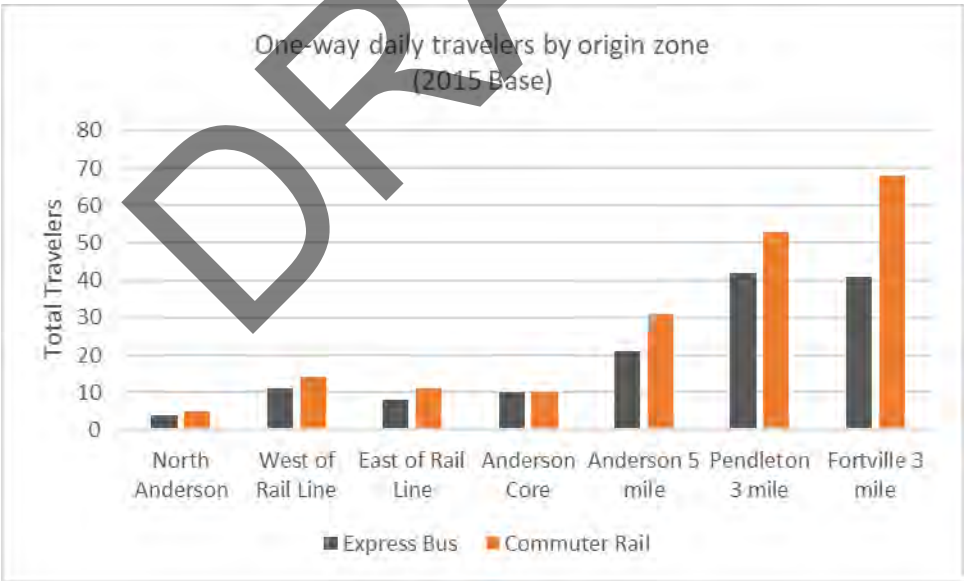
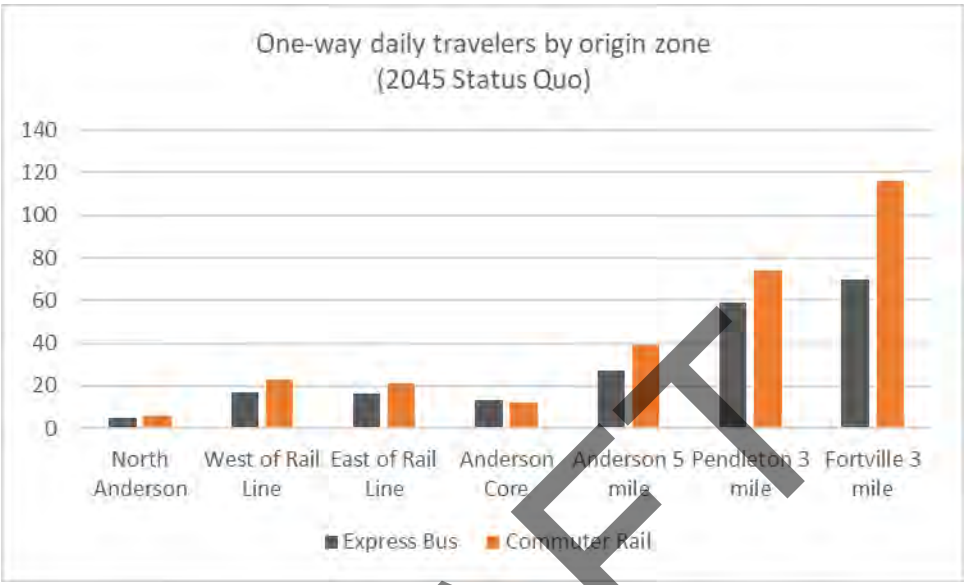


FIGURE 17: ONE-WAY TRAVELERS BY ORIGIN ZONE (2045 STATUS QUO)



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FIGURE 18: ONE-WAY TRAVELERS BY ORIGIN ZONE (2045 INVESTING IN PLACE)

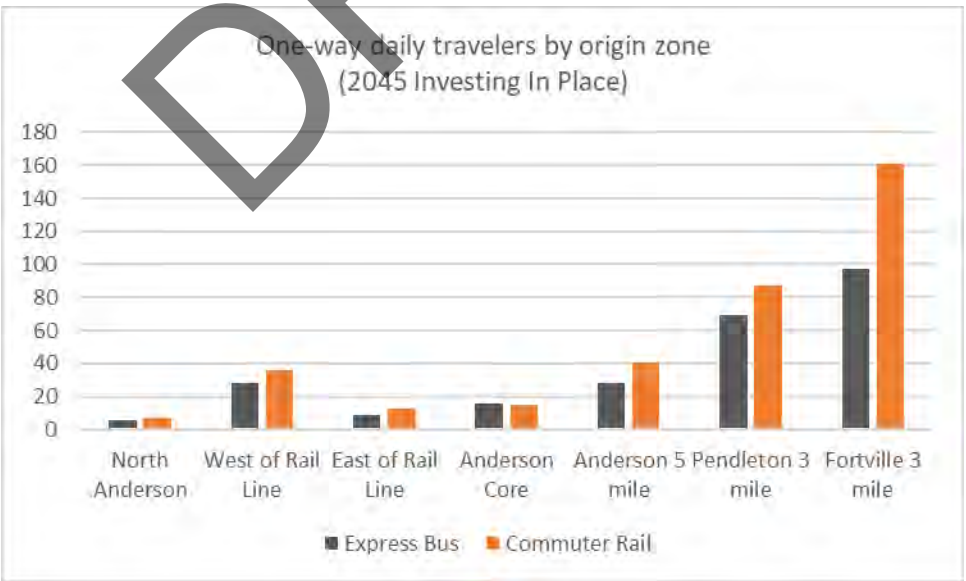


FIGURE 19: 2015 BASE YEAR SCENARIO (EXISTING CONDITIONS)

Mode	Daily Travelers - One Way		Annual Weekday Travelers - Both Directions	
Car	4,887	93.7%	2,540,991	93.7%
Express Bus	137	2.6%	71,434	2.6%
Commuter Rail	192	3.7%	99,740	3.7%

Destination Zone	Car	Express Bus	Commuter Rail	Total trips
Central Indianapolis	748	102	145	994
Outer Indianapolis	4,139	36	47	4,221
Total	*4,887*	*137*	*192*	*5,216*
Central Indianapolis	75.2%	10.2%	14.6%	
Outer Indianapolis	98.0%	0.8%	1.1%	
Total	*93.7%*	*2.6%*	*3.7%*	

Origin Zone	Car	Express Bus	Commuter Rail	Total trips
North of Anderson	295	4	5	305
West of the Rail Line	277	11	14	302
East of the Rail Line	381	8	11	401
Anderson Core	501	10	10	521
Anderson 5 mile	1,510	21	31	1,562
Pendleton 3 mile	968	42	53	1,062
Fortville 3 mile	954	41	68	1,063
Total	*4,887*	*137*	*192*	*5,216*
North of Anderson	96.8%	1.4%	1.8%	
West of the Rail Line	91.8%	3.6%	4.6%	
East of the Rail Line	95.1%	2.1%	2.8%	
Anderson Core	96.1%	2.0%	1.9%	
Anderson 5 mile	96.7%	1.4%	2.0%	
Pendleton 3 mile	91.1%	3.9%	5.0%	
Fortville 3 mile	89.8%	3.8%	6.4%	
Total	*93.7%*	*2.6%*	*3.7%*	

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FIGURE 20: 2045 STATUS QUO SCENARIO

Mode	Daily Travelers - One Way		Annual Weekday Travelers - Both Directions	
Car	6,103	92.5%	3,173,449	92.5%
Express Bus	206	3.1%	107,342	3.1%
Commuter Rail	292	4.4%	151,740	4.4%

Destination Zone	Car	Express Bus	Commuter Rail	Total trips
Central Indianapolis	923	152	219	1,294
Outer Indianapolis	5,179	54	73	5,307
Total	6,103	206	292	6,601
Central Indianapolis	71.4%	11.8%	16.9%	
Outer Indianapolis	97.6%	1.0%	1.4%	
Total	92.5%	3.1%	4.4%	

Origin Zone	Car	Express Bus	Commuter Rail	Total trips
North of Anderson	293	5	6	305
West of the Rail Line	395	17	23	434
East of the Rail Line	620	16	21	657
Anderson Core	522	13	12	547
Anderson 5 mile	1,606	27	39	1,672
Pendleton 3 mile	1,195	59	74	1,328
Fortville 3 mile	1,472	70	116	1,658
Total	6,103	206	292	6,601
North of Anderson	96.2%	1.7%	2.1%	
West of the Rail Line	90.8%	4.0%	5.2%	
East of the Rail Line	94.4%	2.4%	3.3%	
Anderson Core	95.4%	2.3%	2.2%	
Anderson 5 mile	96.1%	1.6%	2.3%	
Pendleton 3 mile	90.0%	4.4%	5.6%	
Fortville 3 mile	88.8%	4.2%	7.0%	
Total	92.5%	3.1%	4.4%	

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FIGURE 21: 2045 INVESTING IN PLACE SCENARIO

Mode	Daily Travelers - One Way		Annual Weekday Travelers - Both Directions	
Car	6,798	91.7%	3,535,001	91.7%
Express Bus	254	3.4%	131,869	3.4%
Commuter Rail	361	4.9%	187,674	4.9%

Destination Zone	Car	Express Bus	Commuter Rail	Total trips
Central Indianapolis	1,027	183	264	1,475
Outer Indianapolis	5,771	71	96	5,938
Total	6,798	254	361	7,413
Central Indianapolis	69.7%	12.4%	17.9%	
Outer Indianapolis	97.2%	1.2%	1.6%	
Total	91.7%	3.4%	4.9%	

Origin Zone	Car	Express Bus	Commuter Rail	Total trips
North of Anderson	301	6	7	314
West of the Rail Line	611	28	36	676
East of the Rail Line	358	9	13	381
Anderson Core	620	16	15	652
Anderson 5 mile	1,603	28	41	1,672
Pendleton 3 mile	1,341	69	87	1,498
Fortville 3 mile	1,963	97	161	2,221
Total	6,798	254	361	7,413
North of Anderson	96.0%	1.8%	2.2%	
West of the Rail Line	90.5%	4.1%	5.4%	
East of the Rail Line	94.1%	2.5%	3.4%	
Anderson Core	95.2%	2.5%	2.3%	
Anderson 5 mile	95.9%	1.7%	2.4%	
Pendleton 3 mile	89.6%	4.6%	5.8%	
Fortville 3 mile	88.4%	4.4%	7.2%	
Total	91.7%	3.4%	4.9%	

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4.0 CONCLUSIONS AND RECOMMENDED STEPS

The 2015 base year forecast of potential commuter service riders indicates relatively low potential ridership in the Anderson MPA for commuter rail and express bus, respectively. As expected, 2045 scenarios significantly increase potential ridership of both commuter rail and express bus. The investing in place scenario results in the largest increase in potential commuter service travelers within the MPA. This increase in potential ridership is primarily attributed to uniform expected increases in population in both scenarios, where the Investing in Place scenario expects larger increases in population. The average increase in population for the Status Quo scenario is nearly 29%, whereas the expected increase in the Investing in Place scenario is nearly 43%. Additionally, some increase is attributed to higher population projections between core areas in the Anderson core, Anderson 5 Mile, Pendleton 3 mile, and Fortville 3 mile areas which represent higher concentrations of eligible choice riders, and riders who are in closer proximity of anticipated stations or stops. On average, these higher density core locations increase by nearly 23% in the Status Quo scenario and by nearly 46% in the Investing in Place scenario. In general, it can be expected that the more people who reside closer to a station or stop will utilize a potential mass transit service than those who reside further from it, supporting the notion that more compact, dense areas around planned transit service result in communities that are “transit ready”. However, some caution should be exercised in this notion, communities that are dense and compact must also have populations with trip making behavior that have logical origins and destinations that can be realistically served by a proposed transit service, and while at the same time provide a competitive alternative to automobiles for eligible travelers.

Calibration of the mode-choice model was conducted by comparing the share, and aggregate daily one-way ridership using CTPP and Census Journey to Work data in Minnesota and Tennessee. In these instances, while it's encouraging to note that the forecasted potential ridership in the Anderson MPA is similar to other areas, caution should be used when comparing actual ridership to projected ridership because of “new mode” bias in the stated preference design where respondents have a tendency to favor new transportation choices over ones that exist in surveys.

A key limitation of the stated-preference design from the 2014 Heartland in Motion Transportation Study is that the survey did not include sampling of potential riders outside of the Anderson MPA in Lawrence, McCordsville, and Fishers who would in all likelihood also use this service. As a result of this design limitation, the application of the choice model does not include potential travelers from any of these communities. Additionally, the 2014 Heartland in Motion Study did not sample enough actual daily commuters between the MPA and the Downtown Indianapolis core. As a result, respondents who reported any trip within a 30-day period were included in the survey and necessary to achieve a statistically valid model estimation- this as an additional source of optimism bias that is “hard baked” into this analysis.

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If MCCOG continues to study new commuter service in the region, a new stated-preference survey will be necessary that samples from observed travelers with Downtown Indianapolis destinations along the entire proposed route of the commuter service outside of the Anderson MPA. Additionally, MCCOG should refine additional details of how either express bus or commuter rail would operate, this should include, at a minimum:

- Refinement of in-vehicle travel times on rail or road network
- Refinement of operational hours and headways
- Refinement of commuter service access/egress options
- Inclusion of additional amenities that may attract choice riders

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55 Railroad Row
White River Junction, VT 05001
802.295.4999
www.rsginc.com

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E.03 - Health Impact Assessment



Elwood







Connectivity and Equity

A health impact assessment

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Policy Board:

Todd Naselroad, President, Mayor, City of Alexandria
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Brad Newman, Planning Director, Madison County
Michael Phipps, Commissioner, Madison County
Tom Shepherd, County Surveyor, Madison County
Tim Stires, Deputy Director, Anderson Municipal Development
William Walters, Daleville Town Council
John K Wright, Elwood City Council
Robert Dirks, FHWA Representative, Non-Voting

MCCOG Staff:

Jerrold L Bridges, Executive Director
David Benefiel, Principal Transportation Planner
Bruce Burnett, Transportation Planning Technician
Annabeth Butler, Planner & Editor
Susan Drinkut, Administrative Assistant
Ralph Holmes, Senior Planner
Brandon Kendera, Senior Transportation Planner
John Lavine, Principal Planner
Rene Lawson, Senior GIS Analyst
Bret Lott, Principal Planner
Paul McBride, GIS Manager
Sean Morse, Transportation Planning Technician
Varu Musunuri, Transportation Planner
Ryan Phelps, Principal Transportation Planner
Cory Ramsey, Transportation Planning Technician
Neil Stevenson, Principal Planner
Laura Sylvester, Office Manager
Joel Aguilera, Graduate Assistant
Jack Treber, Transportation Planning Intern

Technical Advisory Committee:

Kim Bowdell, LPA Program Director, INDOT Greenfield District
Lindsay Brown, Madison County Urban League
Jason Casteel, Transit Planner, INDOT Multimodal Planning & Policy - Transit Office
Joe Copeland, County Engineer, Madison County
Robert Dirks, FHWA
Merle Jones, General Manager, City of Anderson Transit System
Brad Newman, Planning Director, Madison County
Chuck Leser, City Engineer, City of Anderson
Joe Renner, Town Manager, Town of Fortville
Scott Reske, Town Manager, Town of Pendleton
Kyle Schrink, Executive Director, East Central Indiana Solid Waste District
Tom Shepherd, County Surveyor, Madison County
Rob Sparks, Executive Director, Anderson Corporation for Economic Development
Tim Stires, Deputy Director, Anderson Municipal Development
Greg Winkler, Director, City Department of Economic Development

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Our Mission

This health impact assessment report reviews public health trends regionally and locally to identify policy changes that could positively improve community health. By analyzing, coordinating, and implementing effective projects, plans, and policies, MCCOG and its municipal partners can enhance positive health outcomes.

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MCCOG
A Metropolitan Planning Organization

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Executive Summary



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Executive Summary

Planning & Health

The role of the built environment and how it affects health outcomes has recently garnered increased attention from both public health and planning professionals. By using Health Impact Assessments (HIA) to better understand health trends, planners can concentrate their efforts to address increasing health disparities by identifying projects that will positively impact those trends.

The Center for Disease Control and Prevention (CDC) describes a Health Impact Assessment as "a process that helps evaluate the potential health effects of a plan, project, or policy before it is built or implemented." HIAs consider potential positive and negative public health impacts as part the of decision-making processes that fall outside of traditional public health arenas, such as transportation and land use planning.

By conducting an HIA, MCCOG aims to ensure that people of all groups, abilities, and income levels can benefit from the health improvement opportunities provided through transportation-related investments that incorporate design elements that support healthy lifestyles.

Figure 1.1 Health trends of MPA

Physical Inactivity			
County	**2014**	**2015**	**2016**
Hancock	26%	24%	24%
Delaware	28%	24%	27%
Madison	27%	28%	31%
Obesity			
Delware	32%	29%	31%
Hancock	34%	32%	36%
Madison	36%	37%	39%
Diabetes			
Delware	10%	10%	10%
Hancock	12%	13%	12%
Madison	11%	11%	16%

Scoping Health Trends & Indicators

Research shows three (3) dominant health trends in the Anderson MPA that can be impacted by changes in the built environment and associated policies. These trends included: Physical inactivity, obesity, and diabetes.

The trends establish a base line for understanding the current condition of public health in the Anderson MPA, but additional factors must be considered to understand how MCCOG can influence them. Health indicators were chosen after extensive research to provide a deeper understanding between the built environment and its effect on various aspects of health. Some of the indicators analyzed included: exercise opportunities, poverty level, age, minority status, SNAP recipients, and health insurance.

Scoping Connectivity & Vulnerability

To gain further insight on where improvement efforts should be concentrated, MCCOG conducted a 3-step analysis. The first step was to build and use a Walk Access Tool, to measure how accessible certain destination types were by walking. The second step was to use a Health Vulnerability Index (HVI) by combining socioeconomic characteristics from American Community Survey (ACS), that were associated with greater health risks to identify areas with populations with high vulnerability. The third step was to then overlay the Health Vulnerability Index with the Walk Access Tool results.

Step 1: Walk Access

The MCCOG Walk-Access Tool uses a network-based buffer to estimate the population, households, and employees within a set Walk Time (5-minutes, 10-minutes, 20-minutes) of six (6) Destination Types.

The analysis revealed low levels of accessibility for five (5) out of the six (6) Destination Types in relation to the estimated population.

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Executive Summary

Scoping Connectivity & Vulnerability

Figure 1.2 Destination type walk access comparison

Destination (s)	% Population 20-minute walk	% Employees 20-minute walk
Parks	30%	36%
Government services	24%	33%
Grocery & food stores	23%	30%
Schools	21%	28%
Bus stops	20%	27%
Primary care	15%	23%

Step 2: Health Vulnerability

From the Health Vulnerability Index (HVI), results indicated a significant percentage of the minority population residing on the west side of Anderson, as well as vulnerable populations to the north and south, which may be due to the high percentage of those who are uninsured or under the poverty line. Because there is a higher risk to develop certain health trends in these areas, it can be assumed that these areas may be experiencing higher levels of physical inactivity, obesity, or diabetes.

Step 3: Vulnerability & Access Comparison

After overlaying the HVI with the Walk Access Tool, results revealed the areas around the city of Anderson, as well as the parts of northern Madison County near the cities of Elwood and Alexandria, had distinct concentrations of both specific socioeconomic characteristics and low accessibility. One example where the low levels of accessibility could be visualized was the lack of access and number of grocery & food store locations on the west side of Anderson. Analysis showed that there was a distinct lack of sidewalks and trails available, and from the HVI, a high concentration of minorities, population below the poverty line, and receiving SNAP benefits.

Furthermore, MCCOG found that of the populations most significantly impacted from the low levels of walk accessibility were those who are: below the poverty line, minority, live in a household with no vehicle available, and age 60 years and older.

Recommendations

Following the findings and conclusions made from the walk access analysis, MCCOG prepared recommendations and next steps post-HIA that the MPO could follow. Four (4) goals were proposed and were split into eight (8) objectives and 29 action steps which would build a stronger, healthier, and more equitable region by improving the built environment, as well as the planning and decision-making process of municipalities and the MPO.

Goal 1: Enhance multi-model connectivity within the transportation system.

Goal 2: Encourage development that improves community connectivity and accessibility.

Goal 3: Expand efforts to better utilize health-related data.

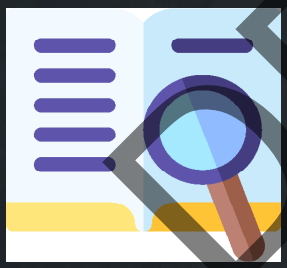
Goal 4: Improve policies on health-related issues that affect transportation planning process.

It is the intent of MCCOG to integrate the results of this HIA into every decision moving forward such as the project selection process. To further monitor health trends and ensure an accurate understanding of current community health, MCCOG will update this HIA at least every five (5) years. The ongoing review of these trends will be important to ensure future proposed projects or plans focus on areas where concentrated effort is necessary to make progressive impacts.

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Introduction



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Chapter 1

Introduction

The role of health in planning

Research has shown that where you live, work, and play, influences your overall health. The role of the built environment and how it affects health outcomes has recently garnered increased attention from both public health and planning professionals. From this emerging discussion, planners with their knowledge on the built environments are in the right position to help positively influence public health. Because of increasing disparities within communities, planners can ensure the projects that are being proposed are positively impacting affected populations. Measuring the impacts of a proposed project, plan, or policy is a common responsibility for planners, but for measuring impacts on health, it requires a different tool. One of the tools planners can utilize to measure health trends and their impacts is a Health Impact Assessment (HIA).

What is a health impact assessment?

The Center for Disease Control and Prevention (CDC) describes a Health Impact Assessment (HIA) as "a process that helps evaluate the potential health effects of a plan, project, or policy before it is built or implemented…". More specifically, an HIA is a public health assessment tool that considers potential positive and negative public health impacts as part of decision-making processes for plans, projects, and policies that fall outside traditional public health arenas, such as transportation and land use planning. HIA's rely on scientific data, health expertise, and community input to build an assessment of health effects within certain regions or population groups. They also provide practical, evidence-based recommendations that will increase positive health effects, yet also minimize those that are negative.

However, an HIA is not the only public health assessment tool. Others include Community Health Assessments, Human Health Risk Assessments, and Public Health Assessments. A Community Health Assessment (CHA) is an examination of the health status indicators of a given population that can be used to identify problems and assets in a community. Unlike an HIA, a CHA only reviews the potential effects of a policy, program, or plan, on health indicators. CHA's are usually researched and compiled by public health professionals with the goal of addressing and improving health trends. For both the Human Health Risk Assessments (HHRA) and Public Health Assessments (PHA), the HRRA and PHA are conducted for the purpose of examining and evaluating the implications of exposure to certain environmental conditions or chemical contaminations.

Why conduct a health impact assessment?

The Anderson MPO is involved in the planning and implementation of numerous projects, policies, and programs at both the local and regional level. These projects have lasting effects on the built environment in communities within the Anderson MPA, including public health. The built environment is important to consider as it is the environment that affects all aspects of our lives, from the buildings we work and live in, the distributions systems for amenities like water and sewer, recreational spaces, and the transportation systems that help us get from one destination to another.

Through various planning processes and organizational policies, the Anderson MPO regularly responds to issues and feedback from residents. This community-based input allows the Anderson MPO to invest its resources towards communities and their environments and in turn, generate new, resilient, and accessible transportation opportunities within the Anderson MPA.

While these investments may result in better streets, sidewalks, and options for transportation; it also means people have the chance to see their community grow in a healthy and equitable manner. By conducting an

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Chapter 1

Introduction

HIA, the Anderson MPO will ensure that people of all groups, abilities, and income levels will be able to enjoy the new opportunities and amenities of transportation-related investments. Furthermore, by coordinating and collaborating with community leaders and elected officials, the Anderson MPO can assist in the implementation of the HIA. Once implemented, the HIA can provide valuable information that can be used during local decision-making processes and present options to improve and expand existing or planned projects that results in a "Complete Street" to ensure the end-product will be functional for all residents and visitors.

What are "complete streets"

Complete streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit rides of all ages and abilities. Complete streets make it easy to cross the street, walk to shops, and bicycle to work.



Image from New Jersey Walk & Bike Coalition

Methodology

When using an HIA to measure health impacts, there are several types that can be utilized. According to the Health Impact Assessment Quick Guide, each type pertains to a certain format, timeframe, and its depth of research. The overall goal of improving health remains central to each format and allows planning or government organizations to conduct a study that meets the needs of their timeline, personnel, and resources. The three (3) different types of HIAs include:

- **Rapid** - A brief investigation of health impacts that involves the exchange of existing knowledge and data from previous literature and is produced with the use of minimal resources.
- **Intermediate** - An in-depth examination of health issues and impacts that requires analysis of other HIAs and Community or Environmental Assessments conducted by other health agencies.
- **Comprehensive** - An intensive investigative process of health impacts using previous literature, collecting, and analyzing new information, and collaborating with community members.

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Chapter 1

Methodology

Based on the timeframe and data available for the Anderson Metropolitan Planning Area (MPA), this HIA follows the Intermediate HIA Process. Because more information could not be collected from community residents due to time restraints, this HIA did not investigate other health issues like a Comprehensive HIA format specifies. Regardless of the format or topic, all HIAs follow five (5) steps to guide an organization through a careful and effective process:

1) **Screen** - identifying the plan, project, or policy decisions for which an HIA would be useful.
2) **Scope** - planning the HIA and identifying what health risks and benefits to consider.
3) **Recommend** - suggesting practical actions to promote positive health effects and minimize negative health effects.
4) **Report** - presenting results to decision makers, affected communities, and stakeholders.
5) **Monitor & Evaluate** - determining the HIA's impact on decisions and health status.

Screening

During the screening process, it was determined that this HIA would not to be used to assess a specific project, but instead show why an HIA was important in understanding health trends and how planning efforts could improve them. By reviewing health trends and certain health indicators within the Anderson MPA, future projects can be reexamined to lessen any potential consequences.

Scoping

Research shows three (3) dominant health trends in Indiana can be impacted by changes in the built environment and associated policies.

- Physical Inactivity
- Obesity
- Diabetes

Further research shows that within the state, certain factors were likely contributing to these health trends, such as income, housing, education, race/ethnicity, and age. To better understand why physical inactivity, obesity, and diabetes was prevalent within the state further review of specific health indicators was conducted.

Health indicators, as described by the CDC, are measurable characteristics that describe the health of a population, specific determinants of health, and their access to healthcare, as well as its cost and quality. Per the CDC's description, health behaviors, health risks factors, and both the physical and socioeconomic environment are considered determinants of health. For this HIA, determinants of health and other indicators were closely analyzed to reveal correlations with health trends and provide some explanation of their recent patterns.

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Chapter 1

Methodology

The indicators that were observed for this HIA include:

- Mode Choice
- Safety Level
- Trail Availability
- Bike-Share programs
- Exercise Opportunities
- Poverty Level
- Age
- Minority Status
- SNAP Recipients
- Food Insecurity
- Physician Availability
- Diabetic Support
- Health Insurance

To further analyze these health indicators and the socioeconomic conditions linked to these health indicators, the following websites were used: Stats Indiana, Indiana Indicators, United Health Foundations American Health Rankings, Indiana State Department of Health, Indiana Criminal Justice Institute Crash Statistics, Federal Highway Administration, Indiana Department of Transportation, Indiana Department of Natural Resources, Robert Wood Johnson Foundation County Health Rankings, Savi, American Planning Association, and Centers for Disease Prevention and Control. By analyzing the information from these sites, critical knowledge surrounding health was gathered to identify certain health trends affecting the Anderson MPA.

Because most public health data was available only at the national, state, or county level, local health assumptions had to be based on available socioeconomic data by census tract. Therefore, demographic and population data were retrieved from the American Community Survey (ACS) available from the US Census Bureau. In review of the socioeconomic data associated with health, six (6) characteristics were chosen from the ACS based upon supported research and their known link to developing higher risks for certain health conditions. Once gathered, all the data was reviewed, ranked on the weight of its risk on health, and compiled into a Health Vulnerability Index (HVI) to identify any concentration and used to form assumptions of the locations where certain public health concerns may be occurring within the Anderson MPA.

Once concentrations were revealed within the Anderson MPA, an assessment was done regarding the level of accessibility of specific destination points. Measuring the level of access through a Walk Access tool developed by MCCOG could aid in showing which areas may be experiencing limited access to important goods and services. The destinations chosen for this process was based on the amount of activity and use they generated. The destination types that were identified and analyzed included:

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Chapter 1

Methodology

- Parks
- Grocery & food stores
- Bus Stops
- Primary care facilities
- Schools
- Government Services

Each destination type was measured for its level of accessibility based on existing sidewalk networks. The approach used for analyzing these destination types, their locations, and the sidewalk networks was approached by using a network-based buffer. Because a network-based approach produces a more realistic measure than a standard aerial buffer would provide. The results produced show areas that are lacking in access or in sidewalk infrastructure, as well as reveal potential concentrations of local health trends. Once results from the Walk Access Analysis were thoroughly examined, a final analysis was conducted regarding health impacts and potential effects on local health trends in the Anderson MPA.

Recommendations

After compiling this data and identifying patterns from each analysis, evidence-based recommendations were proposed on how to improve certain areas, including the overall planning process. Effective ways to improve some of the issues that were identified are borrowed and supported by the American Planning Association (APA). These recommendations cover a range of objectives, such as improving access, transportation, equity, and over methodology for future studies and projects. Overall, the primary objective was to identify specific solutions that enable communities to improve their understanding of the vital connection between health and planning.

Monitoring & Evaluating

With more publications in public health and planning showing that planners can be effective in improving public health, MCCOG will continue to monitor and promote planning activities and proposals that benefit the long-term environmental, and physical health of the Anderson MPA. As an MPO, it is imperative to continuously update and improve the methods and tools to better the needs and impacts to the population. This HIA underlines by using and incorporating new tools and methodology in planning and decision-making processes, the general well-being of the Anderson MPA can be better understood, and steps can be identified to make necessary improvements.

While HIA's are used to assess specific projects and their potential impacts on public health, the primary objective of this HIA was to identify health trends, evaluate them, and then identify ways to monitor them in the future. The trends and associated recommendations will be incorporated into the MTP to ensure that they are incorporated into a future project list, as well as any planning policies or other actions to address these potential or existing health-related impacts.

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Health trends & indicators



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Chapter 2

Overview

Before an in-depth analysis can be made, data was gathered on certain health trends and indicators. By identifying the most commonly reoccurring health trends, specific health indicators were chosen and closely examined to then be used for analysis in the next chapter. Health indicators were chosen based on evidence, and their known relation to certain health trends and behaviors to provide a deeper understanding between the built environment and its effect on various aspects of health.

Health Trends

After thorough research at the state, regional, and local level, three (3) health trends were identified: Physical Inactivity, Obesity, and Diabetes. Data was gathered for a total of ten (10) counties for comparison. Nine of those counties were within the Greater Indianapolis Region, but because the Anderson Metropolitan Planning Area (MPA) encompasses portions of three (3) counties, Delaware County was also included in the analysis area comparison.

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Chapter 2

Health Trends

Physical Inactivity

Physical activity is an important element to a healthy lifestyle and a prolonged life span. Experts have noted that being physically active can positively affect bone health, cardiorespiratory and muscular fitness, and cognitive skills. Additionally, being physically active can help lower the risk of chronic diseases such as coronary heart disease, high blood pressure, and type 2 diabetes. Although, health officials agree that at least 30-minutes of moderate physical activity everyday can help minimize these health concerns, only 1 in 4 adults and 1 in 5 high school students meet or exceed this guideline.

While physical activity data is measured at the individual level, it is important for communities to understand this data to adequately respond to decision-making that impacts their local built environment. For instance, the Centers for Disease Prevention and Control (CDC) noted that less than half of the US population lives within one-half mile of a park. In Indiana, physical inactivity has been increasing steadily and is making decision-makers consider how they can encourage physical activity through changes in the built environment.

In 2018, the Americas Health Rankings (AHR) Report from the United Health Foundation (UHF), identified that 29.8% of Indiana's population was physically inactive, which is 3% higher than in 2017. Furthermore, 31.6% of women were more likely to be physically inactive compared to 27.8% for men. The Indiana Department of Health (ISDH) noted in 2015 that less than 50% of Indiana residents met the moderate physical activity recommendations. They also reported that people who lived in car-dependent environments walked less, weighed more, and suffered more from chronic diseases.

For the analysis area, physical inactivity was identified by the CDC as the dominant health trend for all ten (10) counties, which showed increases from 2014 to 2016. Overall, Madison County had the highest percentage (31%) of physical inactivity in 2016.

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Figure 2.1 Total percentage of physically inactive adults age 20 years and older, 2014 to 2016

Chapter 2

Health Trends

Obesity

Based off the National Health and Nutrition Examination Survey (NCHS) from the CDC, in 2017 and 2018 the prevalence of obesity in adults was 42.4%. Research shows that obesity has a drastic effect on overall physical and mental health. Obesity can increase the risk of other health conditions such as: high blood pressure, type 2 diabetes, coronary heart disease, and even some cancers (breast, colon, and liver).

These effects are not only limited to physical health but have also been linked to personal and financial health. In 2005, the Harvard School of Public Health reported that obesity accounts for as much as 21% ($190 billion) of all US medical expenses annually, which includes both direct and indirect costs. Direct costs include health services (tests, surgery, and therapy), while indirect costs account for resources lost because of a health condition, such as value of lost wages and employer subsidized insurance. While indirect costs are difficult to calculate, a company with an estimated 1,000 employees may lose an estimated $285,000 per year associated with obesity.

In 2018, the Americas Heath Rankings (AHR) Report stated that the State of Indiana ranked 39th in the nation for obesity (33.6% compared to the national average of 31.3%). These statistics showed that there is a high percentage of obesity across all population cohorts but is even higher among certain groups. For example, within Indiana, African Americans showed the highest percentage of obesity (43.5%), for Multiracial, 38.1% were obese, 33.3% were obese for Caucasians, 29.3% for Hispanics, 28.9% amongst American Indian/Alaskan Natives, and 13.9% were obese amongst Asians. The CDC noted that this drastic increase of obesity can be attributed to many different factors, but one that is most significant is the community environment. Barriers within communities can prevent opportunities for residents to encourage healthy habits that can reduce obesity.

Within the analysis area, the CDC indicated that at least 25% or more of the population of each county was identified as obese. Of those ten (10) counties, Madison County had the highest percentage of obesity (39%).

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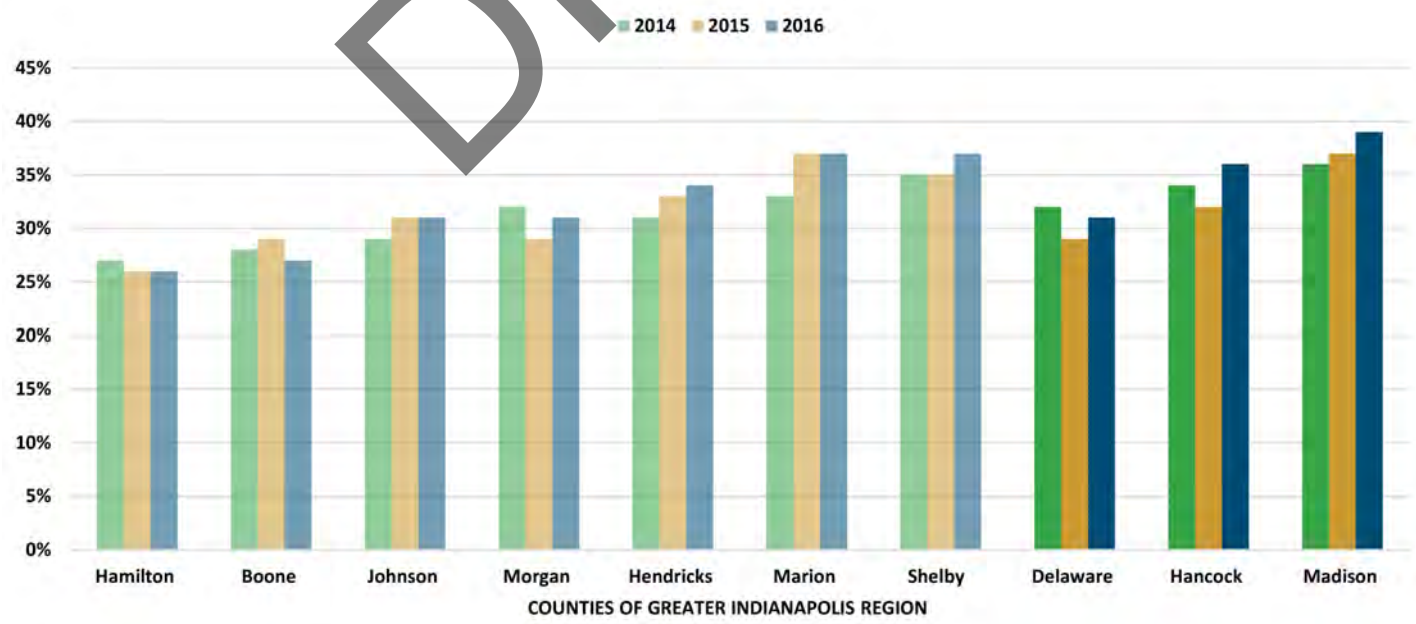


Figure 2.2 Total percentage of obese adults age 20 years and older, 2014 to 2016

Chapter 2

Health Trends

Diabetes

Diabetes has been widely discussed issue in the United States as it has been increasing at an alarming rate. According to the CDC, the 2020 National Diabetes Statistics Report, the number of cases of diabetes increased to 34.2 million, which is 10.5% of the American population. The two most common forms of diabetes are Type 1 and Type 2 diabetes with most people in the United States having type 2. Type 1 is commonly hereditary and is believed to cause by the immune system attack on cells that produce insulin. Unlike, Type 1, Type 2 diabetes occurs when a person begins resisting the effects of the body's insulin and stops its production because of high blood glucose levels. It is believed that it can be caused by medications, diet, and exercise. Obesity, smoking, and lack of exercise are some of the notable risk factors associated with Type 2 diabetes.

It is important to address diabetes because it can lead to further complications such as heart disease, stroke, kidney failure, and even blindness. In 2017, data from the Diabetes Research Institute noted that diabetes was the 7th leading cause of death with an estimated 83,564 deaths having listed as the underlying cause of death. Additionally, in 2017, the estimated cost for diagnosed diabetes in the United States was $327 billion. It was found that between 2012 and 2017, the medical costs per person with diabetes increased from $8,417 to $9,601.

In 2018, the Americas Heath Rankings (AHR) Report showed that 11.8% of Indiana's population had diabetes, which was a .3% increase from 2017. Additionally, males showed a slightly higher percentage of persons with diabetes (12.4%) than females (11.3%). The largest population cohort with diabetes were those 65 years and older (24.4%). Among racial and ethnic groups, Native Americans had the highest percentage of diabetes (20.2%), while Caucasians had the lowest (11.7%).

For the analysis area, the CDC reported that diabetes was more prevalent among select counties. Between 2014 and 2016, both Delaware and Hancock Counties saw decreases in diabetes rates. Overall, Madison County had the highest percentage of diabetes at 16%, a 5% increase between 2014 and 2016.

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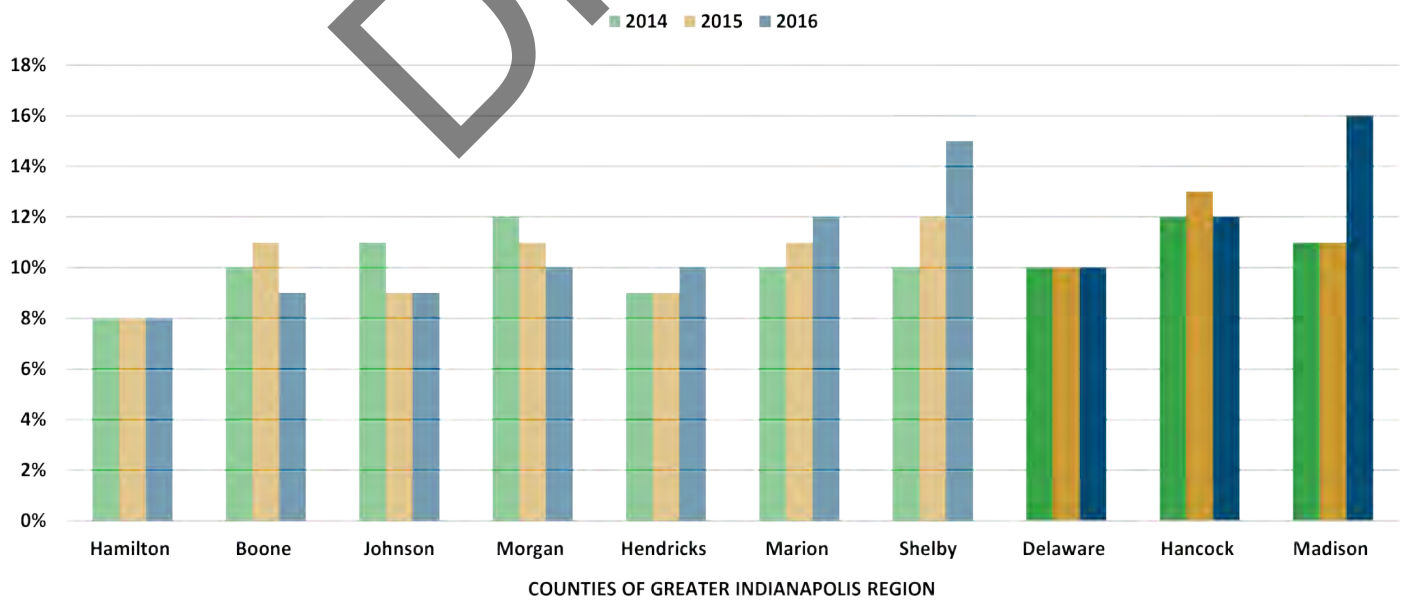


Figure 2.3 Total percentage of diabetic adults age 20 years and older, 2014 to 2016

Chapter 2

Health Indicators

Health indicators, as described by the CDC and the Pan American Health Organization (PAHO), are measurable characteristics that describe the health of a population, specific determinants of health, and their access to healthcare, as well as its cost and quality. According to CDC, and PAHO, health behaviors, health risk factors, the physical environment, and the socioeconomic environment are considered determinants of health.

The indicators that were observed for this HIA include:

- Mode Choice
- Safety Level
- Trail Availability
- Bike-Share Programs
- Exercise Opportunities
- Poverty Level
- Age
- Minority status
- SNAP Recipients
- Food Insecurity
- Physician Availability
- Diabetic Support
- Health Insurance

Mode choice

Decisions to walk or bike as a mode of transportation to work or any other destination indicate a healthier lifestyle. Thus, the activity levels of a given population may be representative of the number of trips walking or biking. Because this data is estimated through travel modeling, it is limited in scope as it is dependent on gathering input from cyclists and pedestrians where mileage cannot be precisely calculated like a vehicle travel model. While there are fitness and health-related mobile technology applications that record and measure walking and/or biking activities, as well as well the number of trips, cost and privacy concerns often prevent the use of that data. Currently, some data is available through the US Census Bureau and the Federal Highway Administration (FHWA).

Figure 2.4 Household travel survey comparison

Location	Bicycle	Walking
US	1%	10.5%
Anderson MPA	0.3%	3%

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Chapter 2

Health Indicators

Safety level

Safety is another important health indicator as it considers the physical environment of communities or more specifically, the level of safety of both motorists and non-motorists. The level of traffic safety can be measured by the number of motorist collisions recorded. Determining how many collisions, the type of collisions (such as vehicle and or person type), the location, and the injuries involved can suggest the level of safety of a community's transportation system.

However, one common limitation is the reliability of accident reports recorded by law enforcement. In some cases, the exact location of an accident may be incorrectly reported. The persons involved and their level of injury can also include errors or be incomplete in the accident report. Another limitation can be the use of specific pre-defined terminology like level of injury, person-types, and even the reporting of outcomes of injuries, such as deaths which might occur later at a hospital, which can skew data if documented incorrectly or incompletely. Because of this unpredictability with this data, a measure upon the level of safety is dependent their accuracy and its subsequent evaluation.

Crash Report Data is commonly organized and reviewed by state government agencies like Departments of Transportation or State Police Departments. However, in Indiana, the Criminal Justice Institute (CJI) coordinates with the Indiana Department of Transportation (INDOT) and the Indiana State Police for education, clarification, and definitions to continually improve data reported. Additionally, these agencies are often aided through partnerships with the National Highway Traffic Safety Administration (NHTSA) and Metropolitan Planning Organizations (MPOs), which in Indiana is done through coordination with the Indiana MPO Council. While some states review and normalize this data at the state level, Indiana relies on the end users to normalize this data, which is the case of the Anderson MPO.

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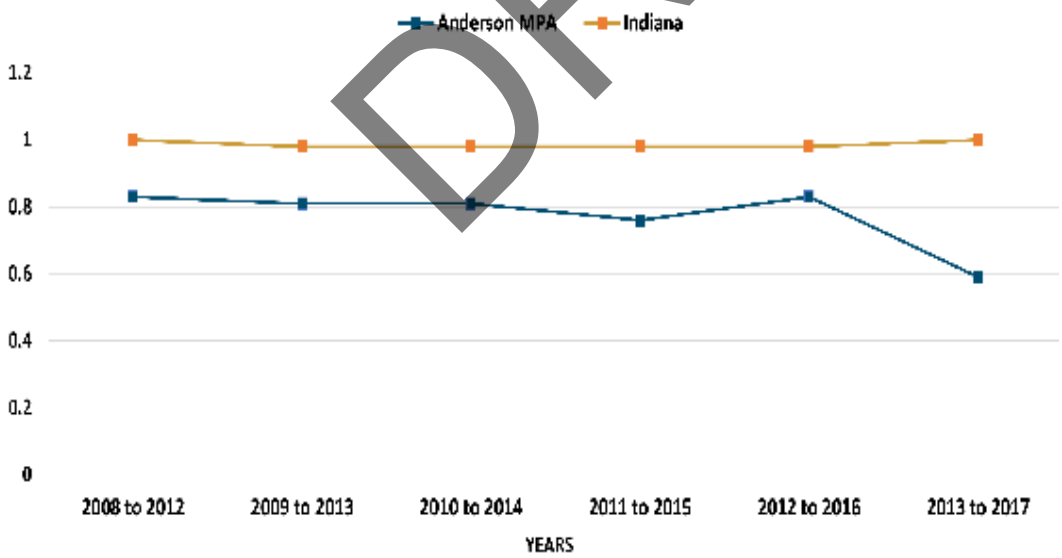


Figure 2.5 Rolling average crash rate fatalities comparison

Figure 2.6 MPA rolling average serious injury crashes

Years	Rate
2008 to 2012	3.55
2009 to 2013	3.64
2010 to 2014	3.55
2011 to 2015	6.79
2012 to 2016	10.8
2013 to 2017	11.27

Chapter 2

Health Indicators

Trail availability

Analyzing the availability of trails and their mileage can also be used as a health indicator. For this measurement, the number of available trails within an area and the total mileage available for residents was considered. However, there are limitations when measuring trails, such as different name designations of a trail (i.e., pedestrian line, footpath, multi-use path, side path, or sidewalk path). To avoid discrepancies, only those specifically designated as a "trail" were identified and measured for their mileage. This was completed by utilizing existing GIS Data from the Indiana Department of Natural Resources (IDNR) and public park and trail websites, which differentiate the facilities between trail, path, and or other recreational facility types.

Of the three (3) counties encompassing the Anderson MPA region, Delaware County had the highest number of trail miles per 10,000 people (5.59 miles).

Figure 2.7 Total trail mileage in Greater Indianapolis Region

County	Trail mileage per 10,000 people
Hendricks	5.28
Boone	4.44
Morgan	3.36
Marion	1.83
Shelby	1.36
Hamilton	1.17
Johnson	0.61
Delaware	**5.59**
Madison	**2.05**
Hancock	**1.68**

Bike-share programs

Bike sharing programs have recently gained attention in communities to encourage residents to be more active and provide alternative modes of transportation. The number of bike-share programs within a community or other geographic boundary can suggest how active a population may be and provide insight on their physical environment. However, identifying bike share programs can only measure the number of available programs, as most bike-share programs do not publish the number of available bikes for communities to use nor the number of daily trips used for that bike program, which would provide a better data measurement. Also, because the bike-share programs are usually located in cities that can afford to support them or that can attract the business that offer them, the data does not provide a complete comparison by county. Additionally, there is currently no database or website that identifies all locations or areas offering bike-share programs. To get a more effective analysis on bike-sharing programs, and their availability, measurement of populations and certain areas would have to be considered.

Figure 2.8 Available bike-share programs in Greater Indianapolis Region

County	Bike-share programs	Cities
Hamilton	Yes	3
Hendricks	Yes	1
Johnson	Yes	1
Marion	Yes	1
Shelby	No	
Morgan	No	
Boone	No	
Madison	**Yes**	**2**
Delaware	**Yes**	**1**
Hancock	**No**	

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Chapter 2

Health Indicators

Exercise Opportunities

County Health Rankings compiled and published by the Robert Wood Johnson Foundation measures the availability, accessibility, and location of exercise facilities within a certain community or area. The rankings consider the percentage of individuals that reside in a Census Block that is within a half (1/2) mile of a park, reside in an Urban Census Block that is within one (1) mile of a recreational facility, or reside in a Rural Census Block that is within three (3) miles of a recreational facility.

Measuring access to exercise opportunities is difficult because of limitations in defining access. For instance, while there may be a part within a Census Block, the park still may be in a difficult location to access because of busy streets, inadequate sidewalk networks, or poor infrastructure. Thus, a more localized analysis is often required, but the aggregate data is still useful to indicate a likely percentage of individuals with access.

Of the three (3) counties encompassing the Anderson MPA region, Delaware County had the highest percentage of population (78%) with access to exercise opportunities.

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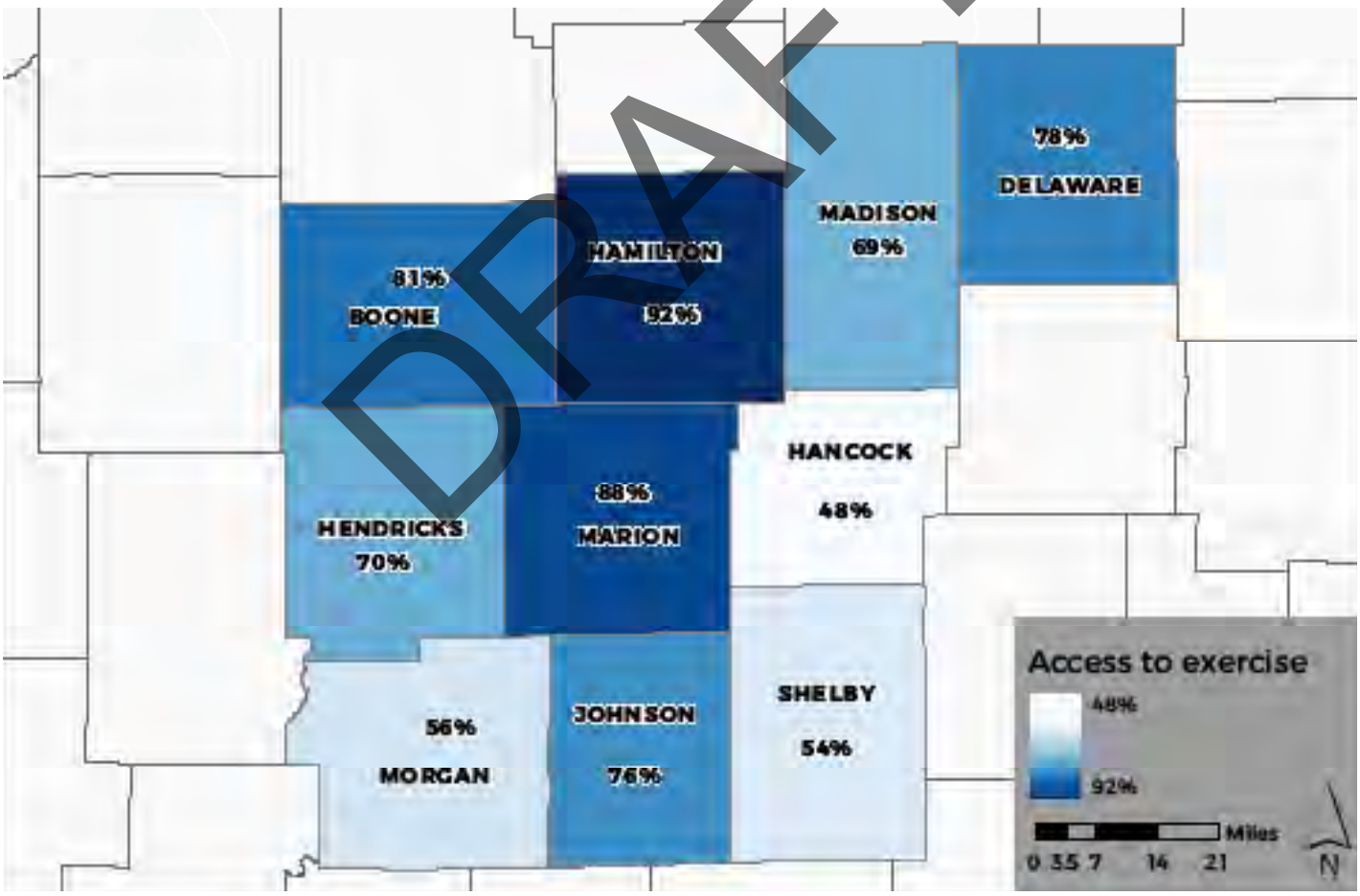


Figure 2.9 Total percentage of population access to exercise opportunities in Greater Indianapolis Region

Chapter 2

Health Indicators

Poverty

A health indicator concerning the socioeconomic environment is poverty level, which was chosen to identify potential concentrations of disadvantaged populations with certain health conditions. Evidence has shown that factors like the level of poverty on a person's physical health. The American Community Survey (ACS) from US Census reports poverty level by established census boundaries and certain characteristics. Due to health data being limited, health complications have been overlapped with socioeconomic characteristics like poverty to review health.

Though using poverty is only used an assumption for examining health trends, researchers generally agree that there is a clear relationship between poverty and the increase risk for disease and premature death. Since financial resources are limited, health services and groups may not be readily available to certain groups. Further examining other characteristic influenced by poverty level, such as food assistance programs and those uninsured, can be important to understanding the potential correlation between health trends and poverty. Because of limitations with data available at the local level, Boone County had no data from American Community Survey (ACS) on the percentage of the population by poverty level threshold and was left as empty.

Of the three (3) counties within the Anderson MPA region, Delaware County had the largest percentage of population less than 125% of the poverty level, as well as for the rest of the poverty thresholds.

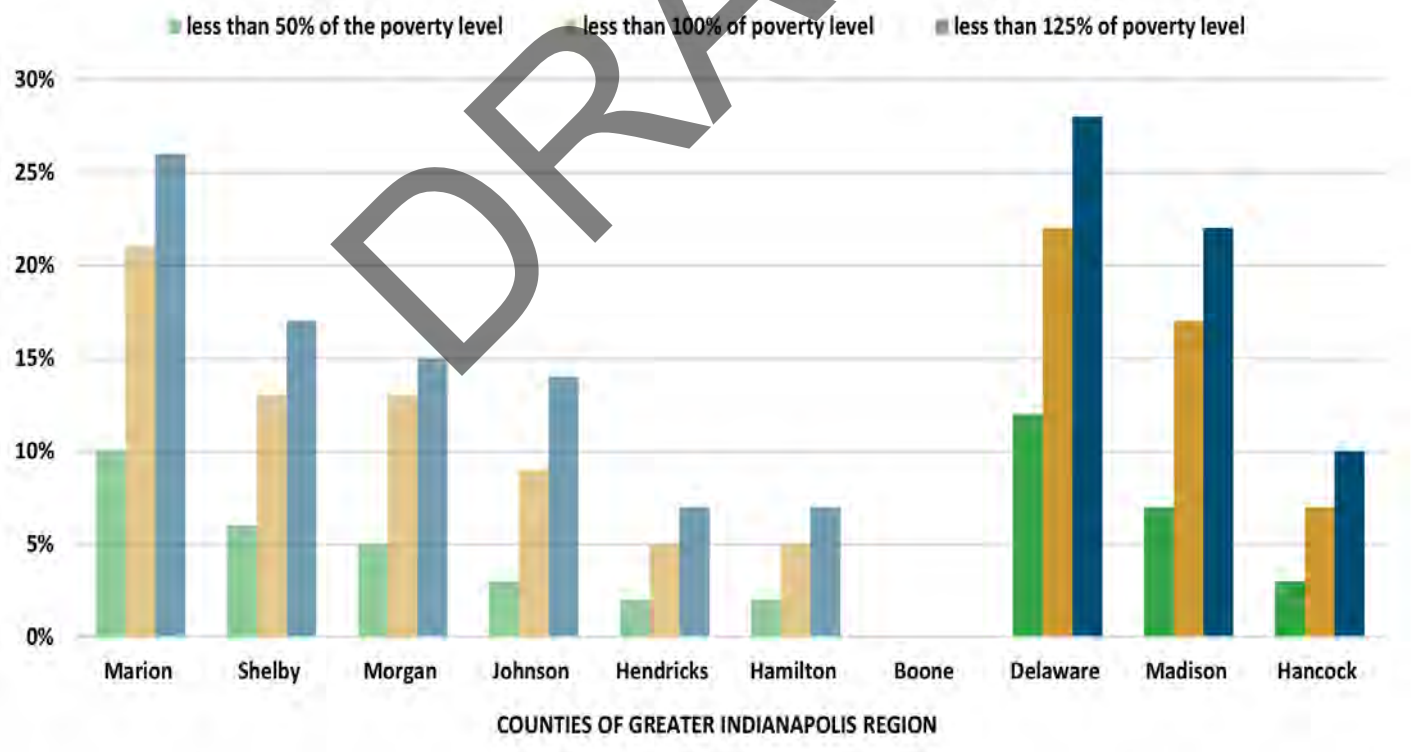


Figure 2.10 Total percentage of population by poverty threshold in Greater Indianapolis Region

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Chapter 2

Health Indicators

Age

Age is another important indicator of health for its consideration of those most at risk for certain health complications. Evidence has found that older adults, especially those who are 65 years and older, are more susceptible in developing chronic diseases. In 2012, HealthyPeople.gov reported that 60% of older adults in the US managed two (2) or more chronic conditions such as heart disease, bronchitis, cancer, and diabetes. To measure age, specifically older population cohorts, data from the American Community Survey (ACS) can identify geographic areas which may have a higher concentration of older adults.

Like poverty, using age to locate areas with higher concentrations of older adults can be used to build assumptions for identifying health trends. With limitations in the availability of health data, and to privacy concerns, age cannot fully provide an explanation for certain health trends. While age is a critical determinant of health, age must be overlapped with other socioeconomic characteristics to build stronger assumptions of health within localized settings.

Based off data from American Community Survey (ACS), Madison County had the largest percentage of adults 65 years and older.

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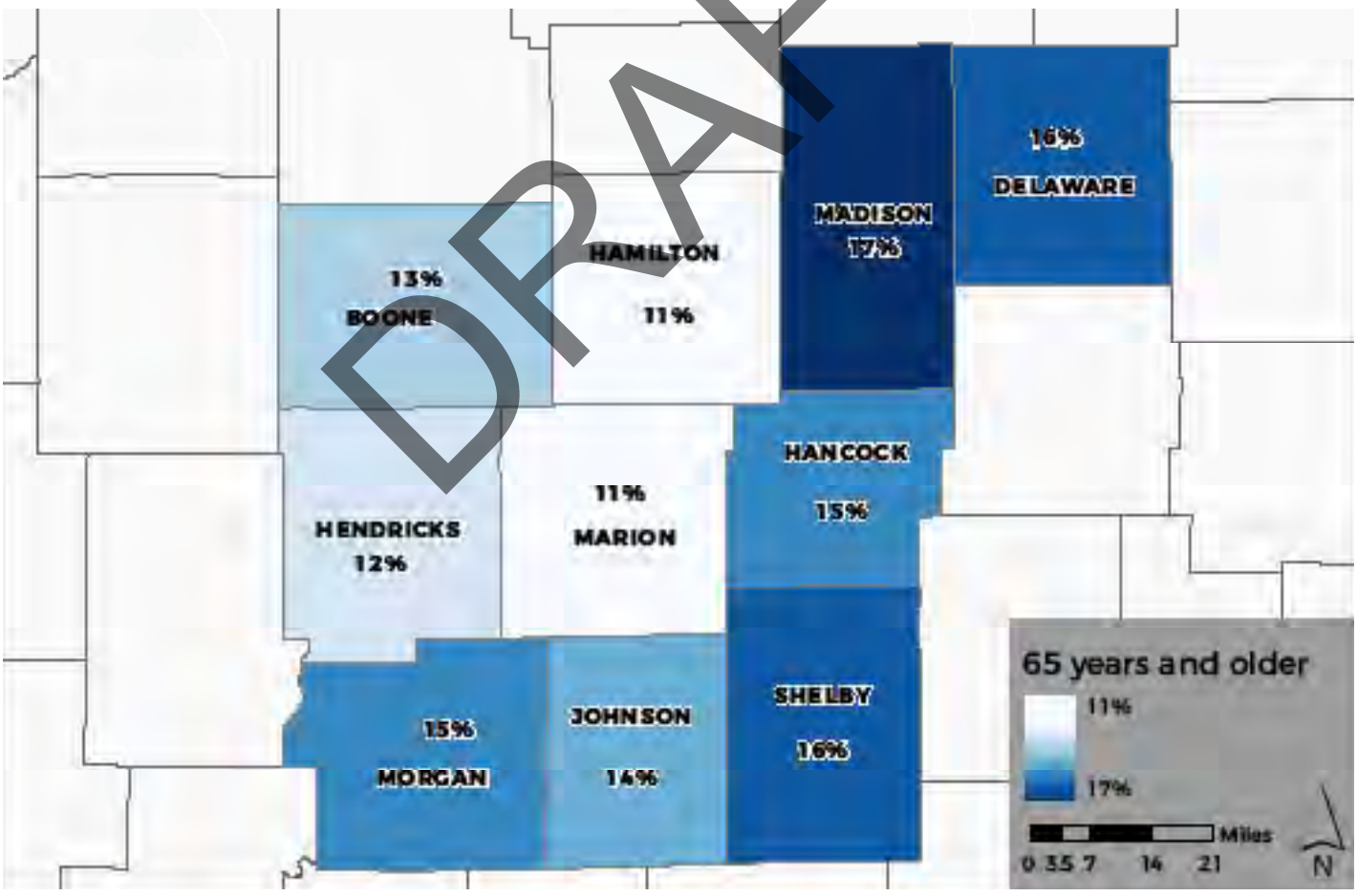


Figure 2.11 Total percentage of population 65 years and older in Greater Indianapolis Region

Chapter 2

Health Indicators

Minority status

Minority status is an additional indicator used for its identification of groups most at risk for certain health complications. Measuring minority status is important as evidence has found that there are disparities between health and race/ethnicity. Results have found that various factors such as environment, culture, and biology, may provide an explanation into the increasing health disparities but still require more research. Still measuring minority status, like poverty and age, can be used to help examine local conditions.

Through databases like the US Census American Community Survey (ACS), concentrations of minority population cohorts can be identified and then overlapped with other socioeconomic characteristics. While limitations exist with health data availability and explaining the connections between health and race/ethnicity, minority status can still aid in building assumptions of local health trends.

Between the three (3) counties encompassing the Anderson MPA region, Madison county had the largest percentage of minorities.

Figure 2.12 Total percentage of minority population in Greater Indianapolis Region

County	Minority population
Marion	43%
Hamilton	15%
Hendricks	14%
Johnson	9%
Boone	8%
Shelby	7%
Morgan	4%
Madison	**14%**
Delware	**13%**
Hancock	**7%**

SNAP Recipients

The Supplemental Nutritional Assistance Program (SNAP) is a federal program that aids low-income populations under a certain poverty level by providing temporary benefits to families that may not have the means to buy or access nutritional foods. Data is available through the American Community Survey (ACS) which identifies SNAP households, and other characteristics of households such as race, family type, income level, and more.

Between the three (3) counties encompassing the Anderson MPA region, Madison county had the largest percentage of SNAP recipients.

Figure 2.13 Total percentage of households receiving SNAP in Greater Indianapolis Region

County	SNAP recipient households
Marion	17%
Shelby	13%
Morgan	12%
Johnson	8%
Boone	7%
Hendricks	5%
Hamilton	4%
Madison	**16%**
Delaware	**15%**
Hancock	**7%**

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Chapter 2

Health Indicators

Food insecurity

This health indicator was chosen for its consideration of how communities with low access to healthy food environments may develop serious health conditions. Food insecurity considers poverty, unemployment, homeownership, and food and meal cost at the county, state, and national levels. These characteristics are compiled through government and non-for-profit organizations like Feeding America who specialize in food-related disparities within the US.

However, like accessibility, measuring food insecurity is limited by what it can measure outside of socioeconomic characteristics. Measuring food access cannot fully examine sidewalk networks, streets, and trips taken by households. Instead, to get an adequate measure of access, census blocks are measured by the number of food stores and overlaid with specific socioeconomic characteristics.

Of the three (3) counties encompassing the Anderson MPA region, Delaware County had the highest rate of food insecurity (17%).

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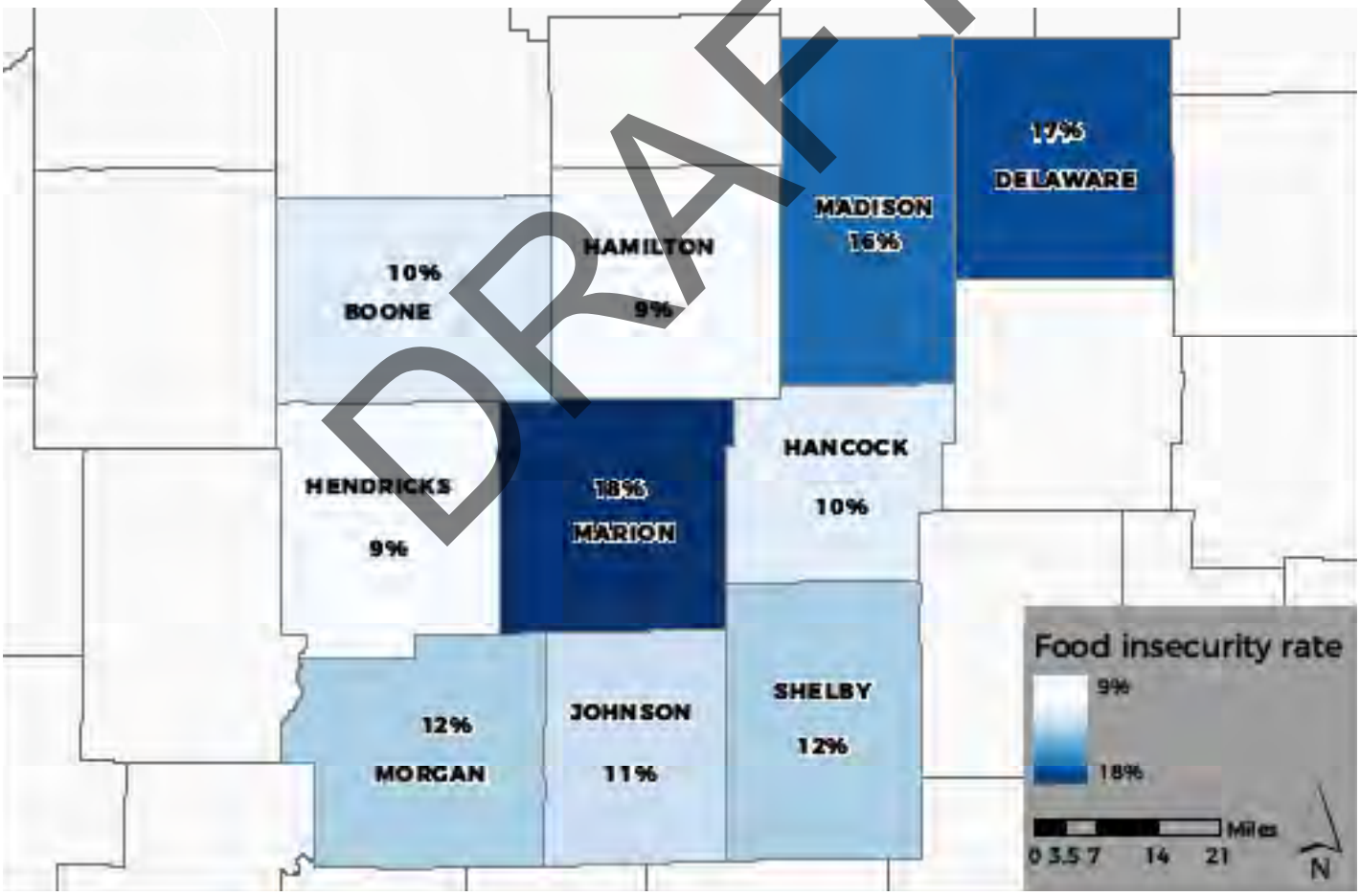


Figure 2.14 Total percentage of population 65 years and older in Greater Indianapolis Region

Chapter 2

Health Indicators

Physician Availability

The availability of primary care physicians is another significant health indicator as it helps determines the efficiency and accessibility of health care systems within a population. This is an important consideration of the environment and health as consequently, a lacking health system with few physicians, cannot properly address individual health concerns. To get an adequate measure on the availability of physicians within a population, data was compiled from the County Health Rankings (CHR) Report from the Robert Woods Johnson Foundation regarding the ratio of primary care physicians to the population of each county within the analysis area.

An issue when measuring the number of physicians within a population is that there is a possibility that while a physician's office may be in one county, they may practice in multiple counties. Also, this measure is limited to primary care physicians even though there are other primary care providers such as nurse practitioners. To understand accessibility to both primary care facilities and primary care physicians, additional data would need to be gathered.

Estimations from the County Health Rankings (CHR) Report reveal that of the three (3) counties within the Anderson MPA region, Madison County has the lowest ratio of population to primary care physicians.

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Figure 2.15 Ratio of population to primary care physicians in Greater Indianapolis Region

County	Ratio of population to primary care physicians
Boone	480 to 1
Hamilton	710 to 1
Marion	1,220 to 1
Johnson	1,230 to 1
Hendricks	1,870 to 1
Morgan	2,050 to 1
Shelby	3,410 to 1
Delaware	**1,000 to 1**
Hancock	**1,190 to 1**
Madison	**2,050 to 1**

Chapter 2

Health Indicators

Diabetic Support

Due to the extensive health complications associated with diabetes, diabetic services and support groups are an important health indicator that considers the quality of healthcare and the environment. Because certain groups lack the necessary education and resources to mitigate diabetes, supportive services and groups help to provide additional resources and information. Thus, identifying the number of available support services and groups for diabetic populations is important if the condition is to be properly diagnosed.

However, because of multiple issues, whether it be internal issues with the health care system or external issues with the population, services and groups could have been discontinued. Additionally, the data available only includes groups identified by the state through the Diabetes Group Directory provided by the Indiana State Department of Health (ISDH), which does not include community-based health groups. To get a more accurate number of available support services and groups, more research and additional data would need to be gathered.

Figure 2.16 Ratio of population to diabetic services/ groups in Greater Indianapolis Region

County	Available diabetic services/groups
Marion	454 to 1
Hamilton	1,428 to 1
Johnson	3,333 to 1
Morgan	3,333 to 1
Hendricks	5,000 to 1
Shelby	44,229 to 1
Boone	64,192 to 1
Madison	**3,333 to 1**
Delaware	**5,000 to 1**
Hancock	**5,000 to 1**

Health Insurance

The estimated number of uninsured persons within a population is another important health indicator because those who are uninsured may not properly receive medical diagnosis or services. Measuring the number of uninsured is important in determining population groups who may be at higher risk for developing long-term health complications. Additionally, for those uninsured populations other characteristics like race, ethnicity, education, and income should also be considered.

However, because there are multiple types and sources of insurance, such as private vs. public, and those provided through unions, employment, and even government agencies, it is difficult to determine a proper estimate. Data provided through the American Community Survey (ACS) from the Census Bureau, and other medical insurance databases like the Small Area Health Insurance Measure, have improved the estimated number of insured and uninsured persons.

Based off data from American Community Survey (ACS), Madison County had a slightly larger percentage of uninsured (12%) than Delaware County.

Figure 2.17 Total percentage of population uninsured in Greater Indianapolis Region

County	Uninsured population
Marion	14%
Shelby	12%
Morgan	10%
Johnson	9%
Hendricks	8%
Boone	7%
Hamilton	6%
Madison	**12%**
Delaware	**11%**
Hancock	**9%**

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Walk access analysis



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Chapter 3

Analysis

To gain further insight into where to concentrate improvement efforts for localized health trends regarding physical inactivity, obesity, and diabetes, a 3-step analysis was conducted. The first step was to measure the level of accessibility for an individual to walk to a given destination. The second step was to compile socioeconomic characteristics from American Community Survey (ACS) that are known to effect health, to then be used to develop a Health Vulnerability Index (HVI). Then the third step was to overlay the level of accessibility from the Walk Access measures of step one, with socioeconomic concentrations of the health vulnerability index of step two, to analyze which areas are more likely to suffer from certain health trends.

Methodology

Step One

To conduct the first step of the analysis, MCCOG developed a Walk-Access Tool, which uses a network-based buffer to estimate the population, households, and employees within a set Walk Time of each Destination Type identified for analysis using the existing sidewalk network. This network-based approach accounts for walk speed and the availability of pedestrian facilities to produce a more realistic access area than a standard aerial buffer. Furthermore, unlike the standard aerial buffer, the network-based approach relies on existing sidewalk networks to produce more accurate measurements. It should be noted that the sidewalk network data used in this analysis is from 2015 and there may have been new sidewalks constructed in some areas between then and the present. Regardless, of these new sidewalk additions the measurements and results found from the Walk Access would still be similar.

To apply the Walk-Access Tool for this analysis, several baseline variables were established, which included Destination Types, Walk Times, Link Types, and Walk Speeds. A total of five (5) Destination Types, listed below, were chosen because of the level of activity that they generate.

- Parks - Locations in this Destination Type included public parks only within the Anderson MPA. Trails, botanical gardens, and other types of recreational facilities were not included.
- Grocery & Food Stores - Locations in this Destination Type included grocery and food stores only. Convenience stores and farmers markets were not included.
- Bus Stops - Locations in this Destination Type included the bus stop locations for the City of Anderson Transit System (CATS) only.
- Primary Care Facilities - Locations in this Destination Type included hospitals, federally qualified health centers and community health centers, and other health facilities that have emergency room and/or vaccination services.
- Schools - Locations in this Destination Type included primary and secondary public schools, as well as private schools, colleges, and adult learning centers.
- Government Services – Locations in this Destination Type included city and town halls, the county courthouse, utility offices for services like water, sewer, and streets, public libraries, as well as police, fire, and EMS department offices and stations. Utility stations, or ancillary locations like power stations were not included, as well as campus libraries were not included. Additionally, jails, and juvenile program centers were also not included.

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Chapter 3

Methodology

The level of accessibility was determined for a 5, 10, and 20-minute Walk Time using an estimated average Walk Speed for three Link Types: sidewalks, crosswalks, and trails. Each of the Link Types have distinct elements of their design that impact their functionality and thus, have varying Walk Speeds. Walk speeds were estimated by conducting of a pedestrian speed study at sample locations for each link type. To help differentiate the various elements involved in the process, points were included. Points were used in this analysis to identify and locate places associated with the Destination Type.

This portion of the analysis produced a series of Travel Bands that represent areas that could be reached within each of the three (3) Walk Times. Travel Bands were produced from the network-based analysis to create a travel time boundary which then provided data on the number of populations, households, and employees present in that specific band.

These Travel Bands were overlaid onto the Travel Analysis Zones (TAZs) developed for the MCCOG Travel Demand Model (TDM). By doing this, population and household estimates were determined by adding together the demographics of each TAZ or portion of TAZ represented within each Travel Band. Where the Travel Band did not include an entire TAZ, the demographics were estimated by the percentage of the zone within the Travel Band. For example, if a TAZ has a population of 1,000 and the Travel Band only includes 50% of the TAZ, the population of that TAZ included would be 500. While an assumption of equal distribution of zonal characteristics is a major limitation to this method, the results provide the best method to estimate Walk Access.

By measuring the level of accessibility or Walk Access for each Destination Type, concentrations of potential health trends were identified. This aids in determining funding allocations for specific project types and specific areas that may need a more concerted effort. For instance, in a neighborhood or community is found to be deficient in their accessibility for walking, funds can be targeted to areas where sidewalk or trail improvements may be critical.

Step Two

In step two, specific socioeconomic characteristics provided at the Census Tract Level from the American Community Survey (ACS) were used to identify areas of concentration for the health trends of physical inactivity, obesity, or diabetes. A total of six (6) characteristics were used to build a Health Vulnerability Index (HVI), which is a tool used by public health agencies and government organizations to identify specific areas of higher health risk from certain conditions or settings. These settings may be described as environments that are lacking certain services, or amenities, such as public transportation, healthcare, sidewalks, that have a significant impact on a person's health. Usually, communities such as those living under the poverty line, unemployment, and other indicators that indicate social and economic stress are examined through an HVI.

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Chapter 3

Methodology

Of the six (6) characteristics used, the characteristics included households receiving SNAP, households with no vehicles available, and populations who were uninsured, below poverty, 60 years and older, and identify themselves as minorities. Each characteristic or population cohort was chosen because they were more likely to have the health concerns of physical inactivity, obesity, and diabetes. All six (6) characteristics were then weighted based on their vulnerabilities to health for a more effective measurement and identification. The HVI weighted the characteristics on a ranking scale from 0 to 1. Zero being the least vulnerable, one being the most vulnerable. The ranking of the six (6) characteristics included:

- Percent of cohort 60 years and older
- Percent of cohort that belongs to a minority status
- Percent of cohort that are under the poverty line
- Percent of cohort that is uninsured
- Percent of cohort that receives SNAP
- Percent of cohort that is of a household with no vehicles available

The reason for weighing the characteristics differently, particularly for 60 years and older, minority status, and poverty, is that research has shown that cohorts that fall under these characteristics are at a greater risk for certain health conditions. Additionally, adding specific weight to each characteristic ensures a better recognition of areas that may be disproportionately affected by health trends that are directly impacted from outside socioeconomic consequences. For instance, characteristics such as poverty, uninsured, SNAP, no vehicles available, can be dramatically influenced by poor environments and may be improved upon by organizational resources and efforts. While characteristics such as age, cannot be changed with certain resources.

While this Health Impacts Assessment (HIA) was limited to these six (6) characteristics, to gain a better understanding of specific cohorts that may be more vulnerable to certain health trends, it may be valuable to include more characteristics in future studies. Once ranked, socioeconomic data was compiled and used in GIS (Geographic Information System) software to develop a series of maps to identify where certain health trends were concentrated

Step Three

Once concentrations were identified, travel band measures from the Walk Access Analysis in step one were overlaid with the identified socioeconomic concentrations from the Health Vulnerability Index in step two to show locations where high concentrations of both lower or limited accessibility and health concerns of physical inactivity, obesity, and diabetes. By identifying these areas of concentrated socioeconomic characteristics and low accessibility, a thorough analysis could be conducted.

To get an overall perspective of accessibility, the entire Anderson MPA was first examined. All six (6) destination types, their travel band measures, and destination points were shown in a GIS format to identify cities or towns that

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Methodology

showed a significant lack of accessibility. Once complete, cities or towns that distinctly showed low accessibility from the analysis in Step 1 and were also located in areas where there were concentrations of the socioeconomic characteristics used in Step 2, were then studied further to identify areas that may be lacking specific services or sidewalks that might have positive impacts upon health.

To aid in this analysis, sidewalk connections, used in the TransCAD calculations for the Walk Access measures, were reformatted to be used in HIS to reveal areas that may be lacking in sidewalk infrastructure. Additionally, this shows which destination points were accessible and which could not be easily accessed by the public. From the data generated through these GIS maps, the areas around Anderson, as well as the parts of Northern Madison County near Elwood and Alexandria, had distinct concentrations of both these specific socioeconomic characteristics and low accessibility. Once areas were identified, and carefully examined, assumptions were then made on the potential impacts upon the 13 health indicators discussed from the previous chapter. By understanding these potential impacts, it shows how important access is to disadvantaged communities and where future efforts should be concentrated to improve the relationship of transportation and health.

Results

Step 1: Walk Access Analysis

To measure the level of accessibility in the Anderson MPA, six (6) destination types were analyzed based on the level of activity they generate, and their association with public health. These five destination types included: Parks, Grocery and Food Stores, Bus stops, Primary care facilities, Schools, and Government Services. Using these six (6) destination types, the estimated percentage of population and employees living within a certain walk distance from the destination were analyzed to determine accessibility. Because accessibility has no singular definition, and can be measured by multiple variables, whether a destination type had a low or high level of access, it was to be determined by the percentage of the estimated population within a certain walk time. A destination type that is said to have low levels of accessibility can be considered low when the percent of the population within a 20-minute walk time is 25% or less, while a high level of accessibility is 50% or more.

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Chapter 3

Results

Parks

Parks are an important community asset that provides significant opportunities to improve community health. Access to parks has been identified as an asset that encourages physical activity. A study from the American Journal of Preventive Medicine (AJPM) found that increasing public open space access increased the overall likelihood of residents using public open space. Additionally, those who use parks and open spaces are three (3) times more likely to achieve the levels of physical activity compared to others. Understanding the level of accessibility to parks and other recreational facilities is important to ensure health trends will be improved.

A total of 87 park locations were identified within the Anderson MPA. The analysis showed that of the 139,905 Anderson MPA residents, an estimated 30% of residents have access to a park or open space that is within a walking distance of 20 minutes or less. Additionally, only 6% of the estimated population are within a 5-minute walk to a park and 37% of employees live within a 20-minute walk to a park. In conclusion, although there are 87 park locations, many parks within the Anderson MPA are not quickly and easily accessible to the population

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Figure 3.1 Parks access measure

	Percent of total population by walk time			
Variable	5 minutes	10 minutes	20 minutes	Total population
Population	6.36%	16.44%	30.01%	139,509
Employees	12.68%	24.11%	36.92%	51,666

Chapter 3

Results

Grocery & Food Stores

Reports from the Centers for Disease Control and Prevention (CDC) have found that having healthy food that is available and affordable creates a Healthy Food Environment allowing people to make healthier food choices. Supporting the creation and expansion of healthy food environments prevents people from buying foods that have no nutritional value because of limited choice.

A total of 40 grocery and food stores were identified within the Anderson MPA. The analysis showed that 23% of the total population is within a 20-minute walking distance to a grocery or food store. Additionally, only 10% of the estimated population are within a walk time of 10-minutes or less and an estimated 30% of employees were within a 20-minute walk or less to a grocery or food store.

Because grocery and food store locations have limited accessibility, families within the Anderson MPA may have difficulty purchasing healthy foods. Since only 23% of the estimated population are within a 20-minute walk of a grocery or food store, many residents may be unable to purchase from other locations if their transportation is not reliable. With this disparity in accessibility of food store locations, households with limited transportation and sidewalk infrastructure must continuously purchase the same foods regardless if they have any nutritional value and continue unhealthy eating habits.

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Figure 3.2 Grocery & food stores access measure

	Percent of total population by walk time			
Variable	5 minutes	10 minutes	20 minutes	Total population
Population	3.35%	9.68%	23.02%	139,509
Employees	3.54%	15.28%	30.08%	51,666

Chapter 3

Results

Bus Stops

Evidence has shown that public transportation systems provide increase opportunities for physical in the form of walking, biking, in the beginning or end of the trip. The Center of Disease Control and Prevention found that those who used public transportation walked an additional 8 to 33 minutes per day.

Additionally, public transportation is also credited with the reductions in motor vehicle crashes and pollution. Despite these positive effects, certain factors continue to prevent residents from using public transportation. For population cohorts who may be disabled, older, or live within a community that lacks sidewalk infrastructure, safety, reliability, and access continue to be difficult barriers. To reduce the increasing health trends in the Anderson MPA, improving access to those with limited means in income and transportation, and improving the level of safety will be critical.

A total of the 39 bus stop locations was identified within the Anderson MPA and more specifically, within the City of Anderson utilized by the City of Anderson Transit System (CATS). Of the bus stop locations, results from the network-based analysis indicated that an estimated 20% of the estimated population were within a walk of 20-minutes or less of a bus stop. Only 22% of employees had access to a bus stop that was within a 10-minute walking distance from a bus stop. For those who are limited in their means of transportation or have no vehicle available, bus stop access is an important element to properly address and reduce local health trends.

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Figure 3.3. Bus stops access measure

	Percent of total population by walk time			
Variable	**5 minutes**	**10 minutes**	**20 minutes**	**Total population**
Population	6.77%	13.72%	19.86%	139,509
Employees	13.06%	22.29%	27.90%	51,666

Chapter 3

Results

Primary Care Facilities

Because some health trends require prolonged care and attention, such as diabetes, and cannot technically be cured; access to primary care facilities, clinics, and services are important for diagnosing conditions and symptoms, as well as providing treatment. The Association of Diabetes Care & Education Specialists (ADCES) agree that for health trends like diabetes, access to community-based education and health services is crucial toward reducing rates. Depending on specific needs, certain limitations may prevent individuals from accessing healthcare facilities and providers and may be due to the current format of the US Health Care System. Considering the importance of accessing health services and professionals, measuring the level of accessibility of primary care facilities will be an important step in improving health equity in the Anderson MPA.

A total of 41 primary care facilities were identified within the Anderson MPA. The analysis showed that only 15% of the estimated population were within a 20-minute or less walk time from a primary care facility. Additionally, only 23% of employees were within a 20-minute walk from a primary care facility.

The implication from these results show that low accessibility could be potentially influencing the health trends within the Anderson MPA. Because only 15% of the estimated live within 20-minutes or less of a primary care facility, some population cohorts may be reluctant to make the trip if they do not have a vehicle or may be on a fixed income, which may be an additional incentive to bear the cost for diagnosis and treatment. Studies have shown this to be accurate, especially for racial and ethnic groups, who are low-income, to avoid seeking treatment for their health conditions or symptoms. Because much of the population of Anderson MPA live beyond a 20-minute walk of a primary care facility, improving access will be important to decrease negative health trends.

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Figure 3.4 Primary care facilities access measure

	Percent of total population by walk time			
Variable	**5 minutes**	**10 minutes**	**20 minutes**	**Total population**
Population	2.53%	7.26%	15.31%	139,509
Employees	5.14%	14.43%	23.49%	51,666

Chapter 3

Results

Schools

For children and teenagers, aged 5 to 17, health trends such obesity, and diabetes are an increasing public health concern. Schools play a critical role addressing and improving health among children and teenagers. Children are of most concern as they are among some of the population cohorts most at risking of developing certain health complications. To address the increasing rate of health trends like obesity, schools can prioritize the health, and safety of children and teenagers by encouraging a healthier school environments and programs. To encourage healthier school environments, access is one factor that is critical to long term improvements. Schools see large amounts of activity from every mode of transportation from walking, driving alone, biking, and transit. Therefore, measuring the level of accessibility of schools can help in determining whether schools are accessible and how much they are influencing local health trends.

A total of 49 schools were identified within the Anderson MPA. Results indicated that schools provide only 21% of the estimated population with access within a 20-minute or less walk. Examining further, the analysis showed that only 10% of the estimated population are within a 10-minute walk of a school. These results reveal that schools have limited accessibility for walking and may be preventing from being more active. Because only 10% live within 10-minutes or less of a school, families may be discouraged to allow their children to walk to school. With children being at high risk for becoming obese, improving the accessibility in the sidewalk network is important for the future of the Anderson MPA.

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Figure 3.5 Schools access measure

	Percent of total population by walk time			
Variable	5 minutes	10 minutes	20 minutes	Total population
Population	2.54%	9.72%	20.96%	139,509
Employees	4.17%	16.43%	28.22%	51,666

Chapter 3

Results

Government Services

Considering the importance of government facilities, such as public libraries, and services, such as police and fire stations, accessibility is an important element for a functioning and healthy population. Government services for many regions and cities, serve as the focal point for many residents to pay taxes, receive various forms of assistance, and perform public duties. Government services are critical to review as population cohorts who may be under the poverty level, and or disabled, accessing certain services may be difficult. If government services are to promote, educate, and provide necessary services to the public, and help improve local health trends, accessibility must be improved.

A total of 65 government service locations were identified within the Anderson MPA. The analysis showed that 24% of the estimated population have access that is within 20-minutes or less of a government service location. Additionally, only 10% of the estimated population are within a 10-minute or less walk from a government service. Since government centers are mostly located within or adjacent to downtown areas, with only 24% of the estimated populations being located within a 20-minute or less walk suggests that the sidewalk network to these locations could be improved. These results echo that government service locations have limited accessibility for walking and could be preventing certain population cohorts from accessing important government assistance.

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Figure 3.6 Government services access measure

	Percent of total population by walk time			
Variable	5 minutes	10 minutes	20 minutes	Total population
Population	3.78%	10.53%	24.24%	139,509
Employees	11.37%	18.60%	33.32%	51,666

Chapter 3

Results

Final Synopsis

When comparing the results of all Destination Types, parks had the "highest" level of walk accessibility (30% of the estimated population within 20-minute walk time) and primary care facilities had the lowest level of walk accessibility (15% of the total estimated population within 20-minute walk time). However, overall, the analysis revealed low levels of accessibility for five (5) out of the six (6) Destination Types in relation to the estimated population.

Of the Destination Types, those that have a significant role in encouraging health habits, such as grocery and food stores, schools, and primary care facilities; had levels of walk accessibility that were below 25% of the estimated population within a 20-minute walk time. For the estimated employee populations, accessibility measures showed a slight increase in the percentage of employee's access to the six (6) Destination Types but was still minimal. These critical areas should be accessible for all populations by every mode of transportation, especially for cohorts that are limited in resources. Generally, the entire analysis presented highlights that the sidewalk network within the Anderson MPA could be improved to improve accessibility and subsequently improve health trends.

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Figure 3.7 Destination type walk access comparison

Destination Types	% population within 20-minute walk time	% employees within 20-minute walk time
Parks	30%	36%
Government services	24%	33%
Grocery & food stores	23%	30%
Schools	21%	28%
Bus stops	20%	27%
Primary care facilities	15%	23%

Step 2: Health Vulnerability Index

Using the ranking method to identify concentrated areas in the Anderson MPA revealed that urban areas around the city of Anderson along with some areas of northern Madison County showed the strongest concentration of the six (6) selected socioeconomic characteristics. Further examining these areas, the strongest concentration of the six (6) characteristics are in the west, south, and north sides of Anderson.

Data from the American Community Survey (ACS) revealed that a significant percentage of the minority population reside on the west side of Anderson. Likewise, concentrations to the north and south may be due to the high percentage of populations who are uninsured, or under the poverty line. Additionally, households who were identified as receiving SNAP or no vehicles showed higher concentrations on the north and south sides of Anderson. Other areas of concentration, specifically in the northern part of Madison County had concentrations around Elwood and Alexandria. It can be assumed that these distinct concentrations were due in part to the rise of the aging population there. **Because there is a higher risk to develop certain health trends in these areas, they may be experiencing higher levels of physical inactivity, obesity, or diabetes.**

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Step 2: Health Vulnerability Index

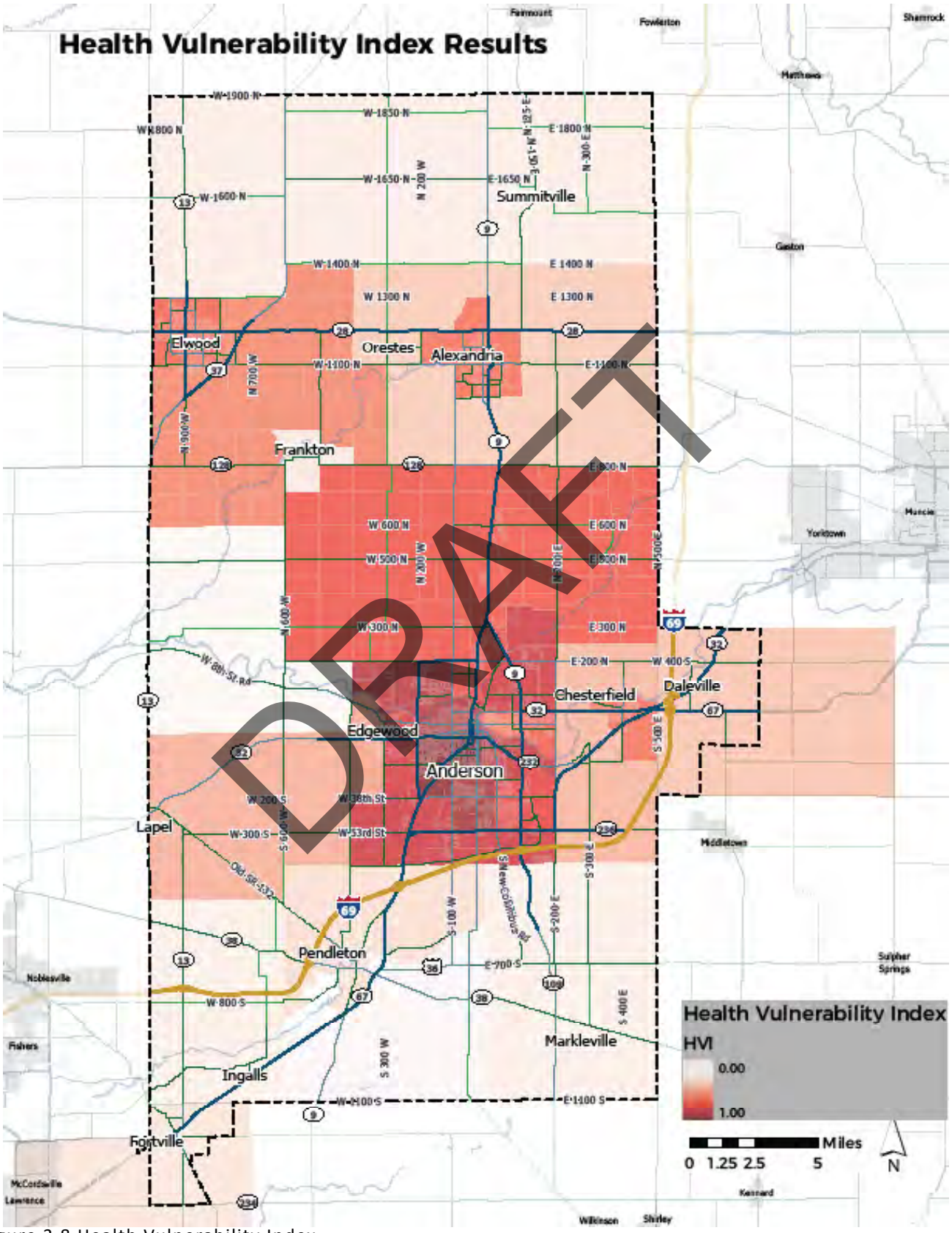


Figure 3.8 Health Vulnerability Index

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Step 3: Health Impact Analysis

Having identified concentrations with certain socioeconomic characteristics, by overlaying the Walk Access Travel Bands with the Health Vulnerability Index, it reveals areas of lower accessibility and can be assumed that they may be disproportionately affected by health trends of **physical inactivity, obesity, and diabetes**. First, looking at the entirety of the Anderson MPA, all five (5) destination types walk access were applied. Then by examining the Anderson MPA, cities, and towns with areas of low access were identified and analyzed using local sidewalk infrastructure and destination points.

Parks

In review of all park locations within the Anderson MPA, every city and town has at least one or more public park. Most of these parks are located around the City of Anderson and the Town of Chesterfield. However, most cities and towns had at least one or more park accessible by sidewalk except for the Town of Daleville.

Viewing the map of parks within the City of Anderson shows parks are generally accessible. Areas on the east and west sides of Anderson show limited access. Sidewalk infrastructure shows that there are not enough sidewalks on the Westside for many to access parks within Anderson. One area that is also lacking is the southeast side, which shows a limited number of parks, despite having the sidewalk infrastructure to support them.

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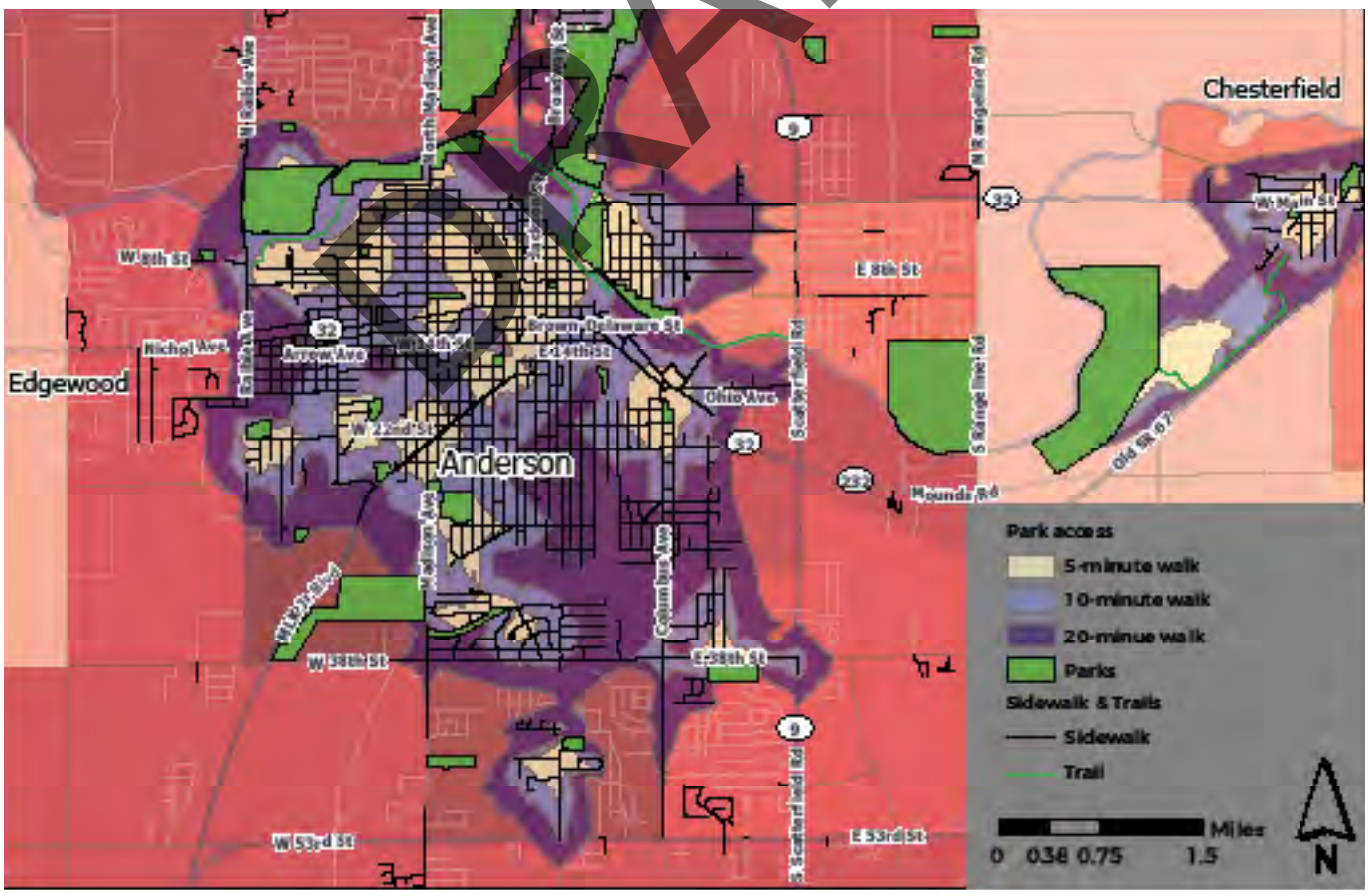


Figure 3.9 Park accessibility map

Step 3: Health Impact Analysis

Grocery & Food stores

Reviewing all the grocery and food store locations of the Anderson MPA revealed that some towns did not have locations that were considered not accessible. For most cities like Anderson, Elwood, Alexandria, Frankton, and Fortville, at least one or more grocery store was accessible by sidewalk. Other towns such as Chesterfield and Pendleton had grocery or food stores but did not have any accessible by sidewalk. Additionally, the Towns of Daleville, Summitville, and Markleville do not have any grocery or food store locations, so there was no analysis conducted. However, for the communities of Anderson and Elwood, there are multiple locations that are disconnected from the public.

Within Elwood, there was only one destination located on the north side of the community that was connected by existing sidewalks. Additionally, while there were three (3) other destinations where residents could purchase food, limited sidewalk infrastructure prevented or hindered access to these locations. To view this visualization, refer to the appendix.

Within the city of Anderson, the west side of the community shows limited access to grocery and food store locations, as well as a low number of grocery and food store locations in general. On the east side of the community, specifically along **Scatterfield** Road (SR 9) there are more grocery and food store locations, but there is no existing sidewalk infrastructure.

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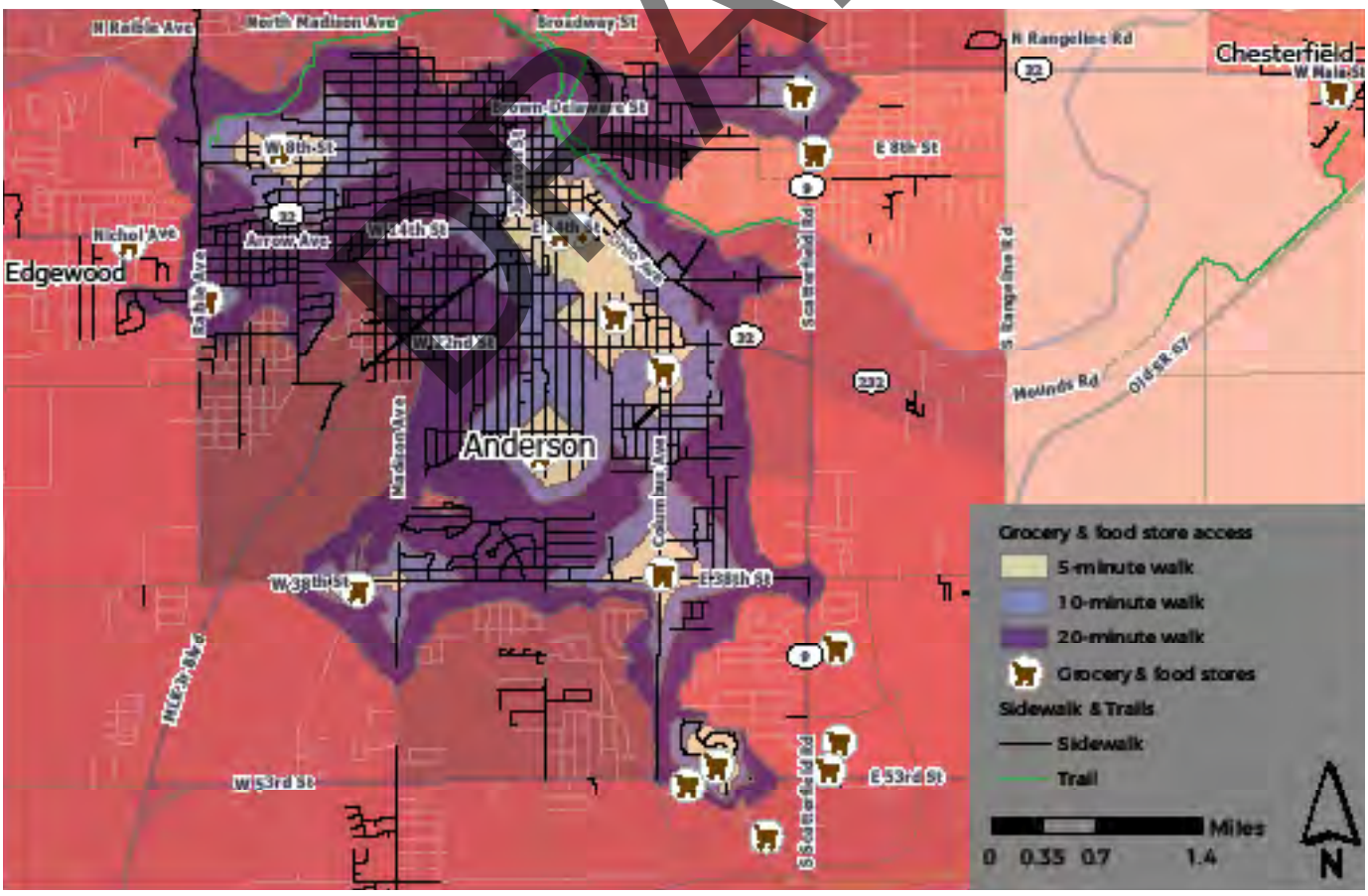


Figure 3.10 Grocery & food store accessibility map

Step 3: Health Impact Analysis

Bus Stops

In review of bus stop locations, the City of Anderson is the only municipality that offers public transportation and thus, the only one with bus stops. Therefore, no other cities and towns within the Anderson MPA could be analyzed for accessibility.

One area that shows limited access to bus stops is the west side of Anderson. Additionally, the area shows a low number of bus stop locations in general.

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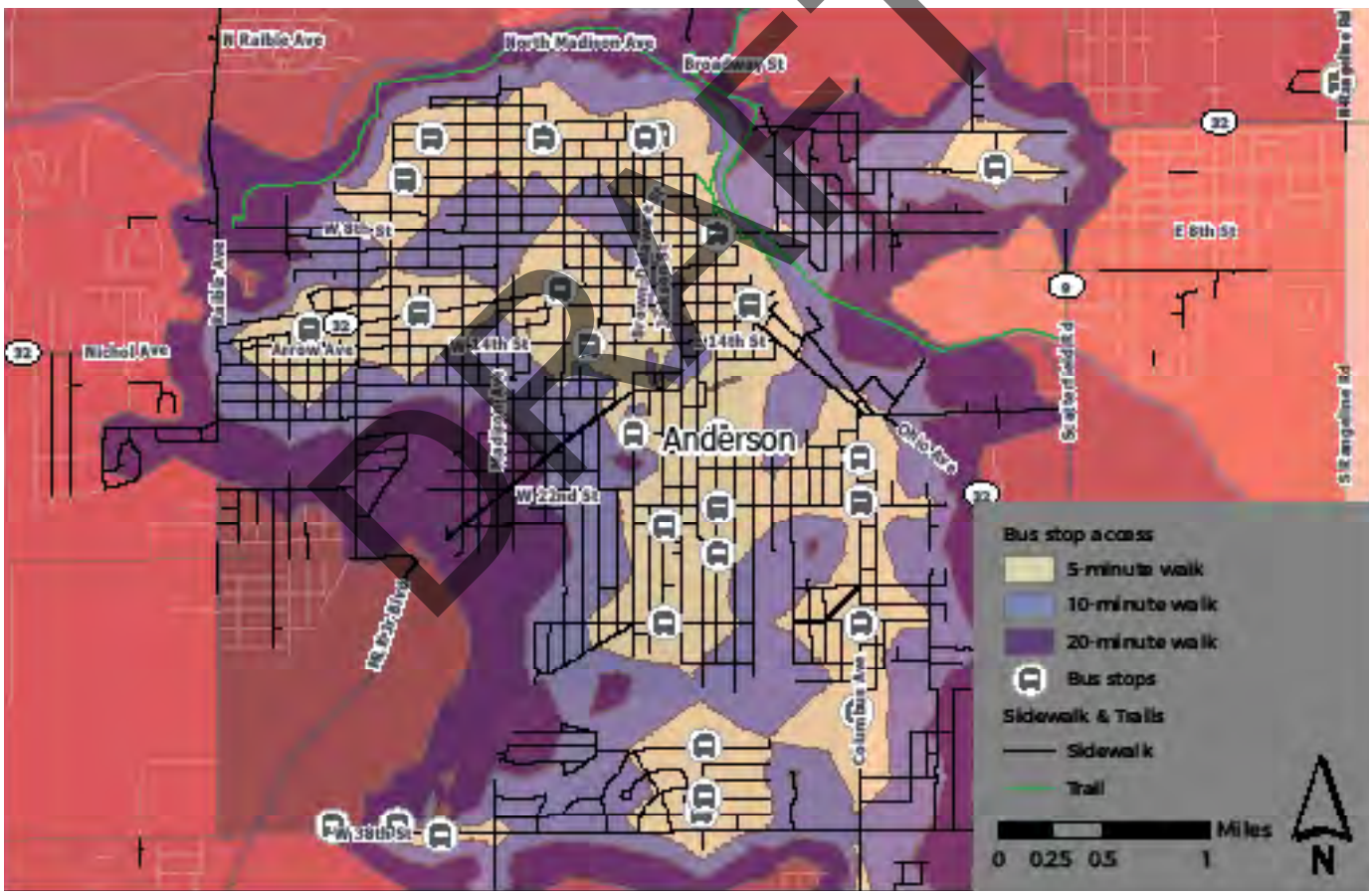


Figure 3.11 Bus stop accessibility map

Chapter 3

Step 3: Health Impact Analysis

Primary Care Facilities

In review of accessibility of primary care facilities throughout the Anderson MPA, only a small number of cities and towns have existing primary care facilities. Of those, the cities of Anderson, Alexandria, and Elwood have primary care facilities accessible by sidewalk. Additionally, the towns of Fortville, Pendleton, and Lapel had at least one or more primary care facility, but they are not accessible by sidewalk. Other towns like Chesterfield, Markleville, and Frankton have no primary care facilities within their communities.

Of the communities identified, many of the primary care facilities within the City of Anderson had low accessibility. Despite having many primary care facilities along Scatterfield Road (SR 9), there is very little sidewalk infrastructure to provide accessibility. The west side of the community also shows a distinct lack in access because there are no primary care facilities available, which could be detrimental to those who are diabetic and/or require certain treatment or services.

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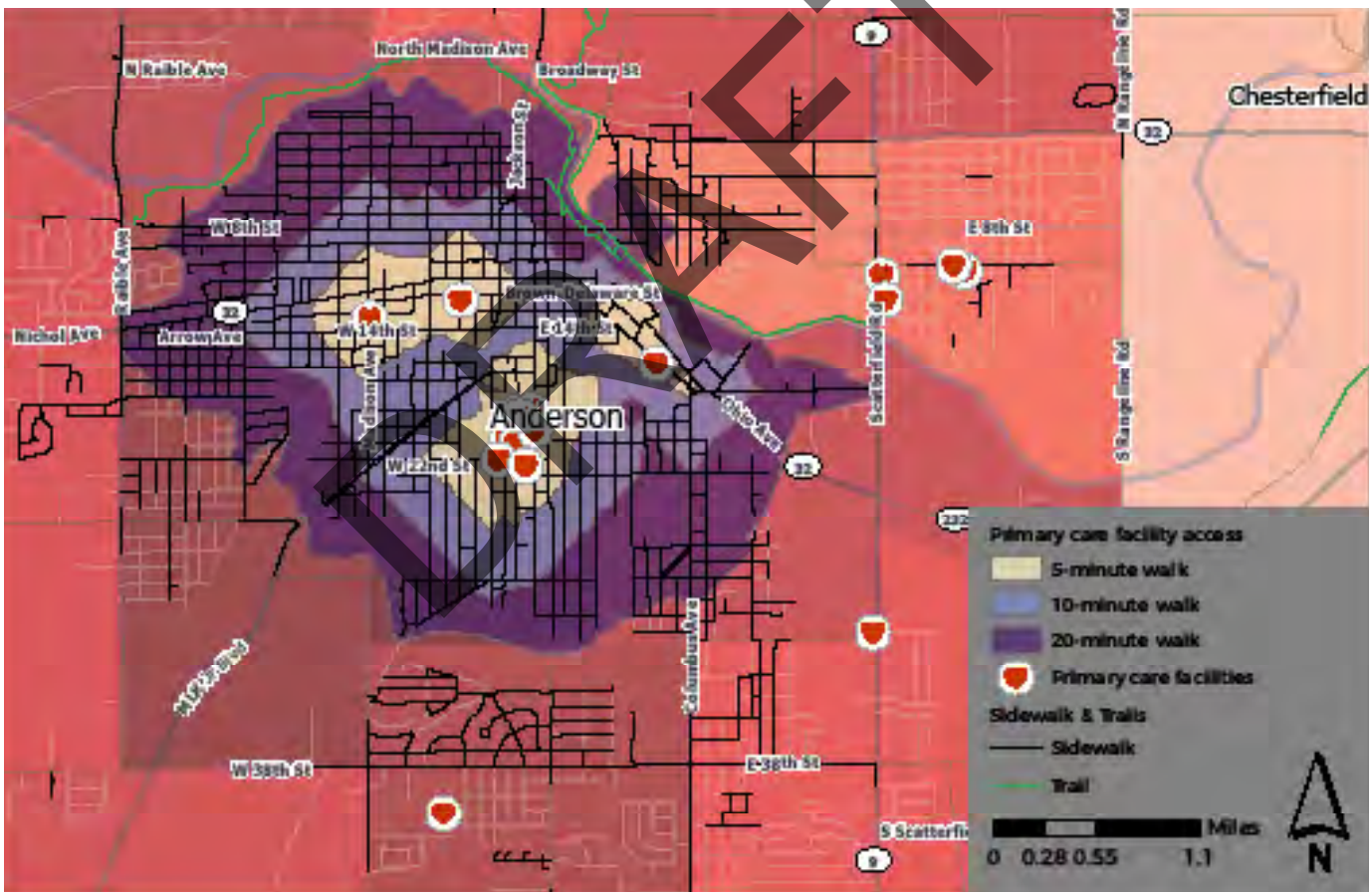


Figure 3.12 Primary care facility accessibility map

Step 3: Health Impact Analysis

Schools

When evaluating school locations within the Anderson MPA, results from the Walk Access Analysis indicated that there was an even amount of accessible and inaccessible locations. Most cities and towns did have at least one or more school locations that were accessible by sidewalk. These cities and towns included: Anderson, Alexandria, Pendleton, Elwood, Frankton, Lapel, and Summitville. Other towns such as Fortville, Markleville, Chesterfield, and Daleville have schools, but were not connected to any existing sidewalk systems. Further examination of those locations within City of Anderson have a similar combination of access for some residents and limited access for others, but overall accessibility was low.

Generally, schools located to the north and south sides of the community show particularly low accessibility. Despite the north side of community having existing sidewalk infrastructure, there are no sidewalk connections to school locations. A similar pattern is seen on the south side of the community, where sidewalk infrastructure exists but is limited. When encouraging healthier and safer daily habits amongst children and other school age youth, absence of existing pedestrian infrastructure makes the argument challenging.

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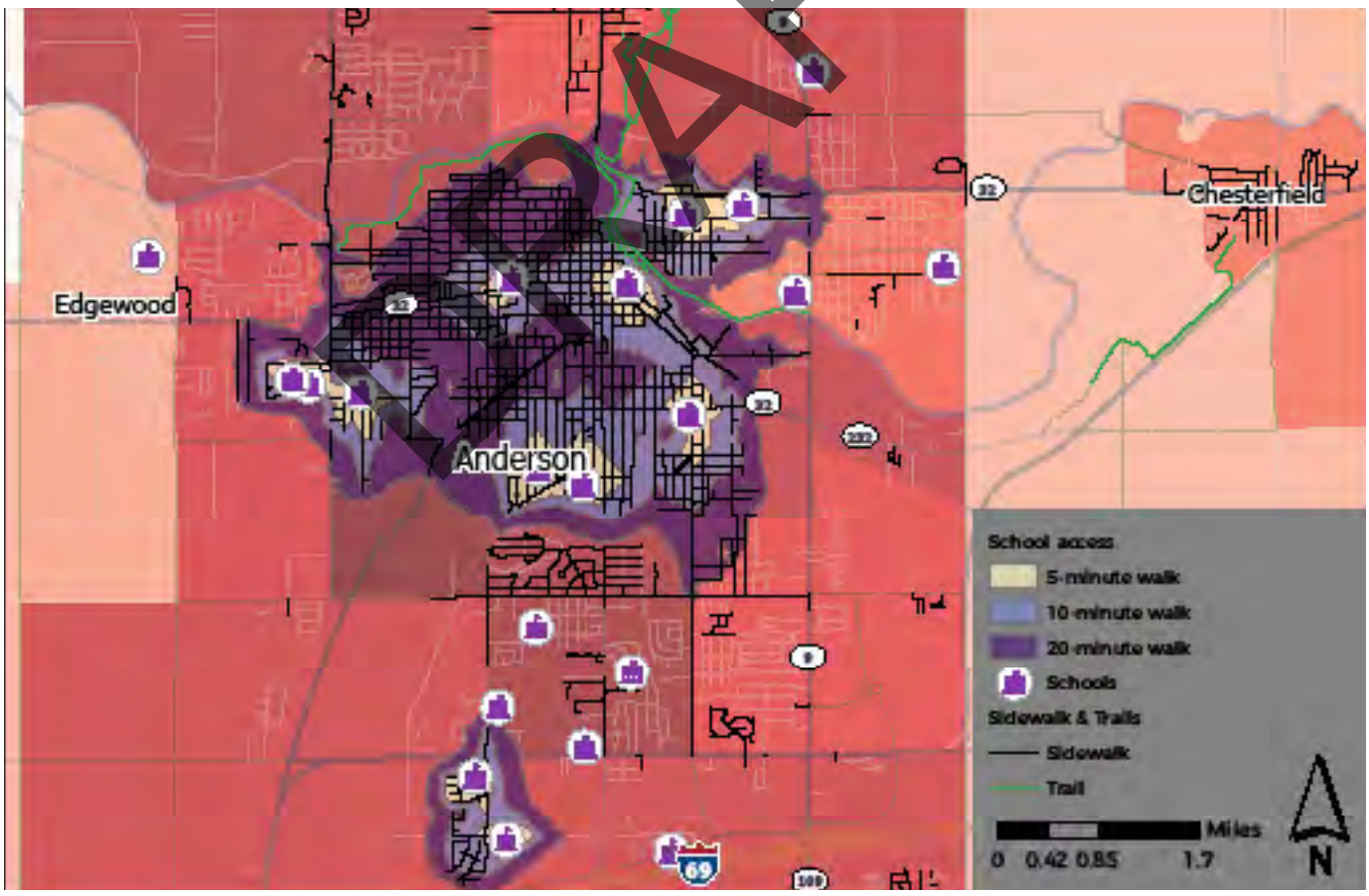


Figure 3.13 School accessibility map

Step 3: Health Impact Analysis

Government Services

In review government services locations within the Anderson MPA, most cities and towns had locations that were accessible by sidewalk. Only the Towns of Ingalls and Daleville did not have government service locations that were accessible by sidewalk links. However, because there have been additions and enhancements since the 2015 sidewalk data was collected, these communities now have partial sidewalk connections to these locations.

Most government services are in or near Downtown Anderson and thus, because of the concentration of sidewalk infrastructure, most locations were identified as accessible. However, some destinations on the west and east sides of the community shows limited accessibility.

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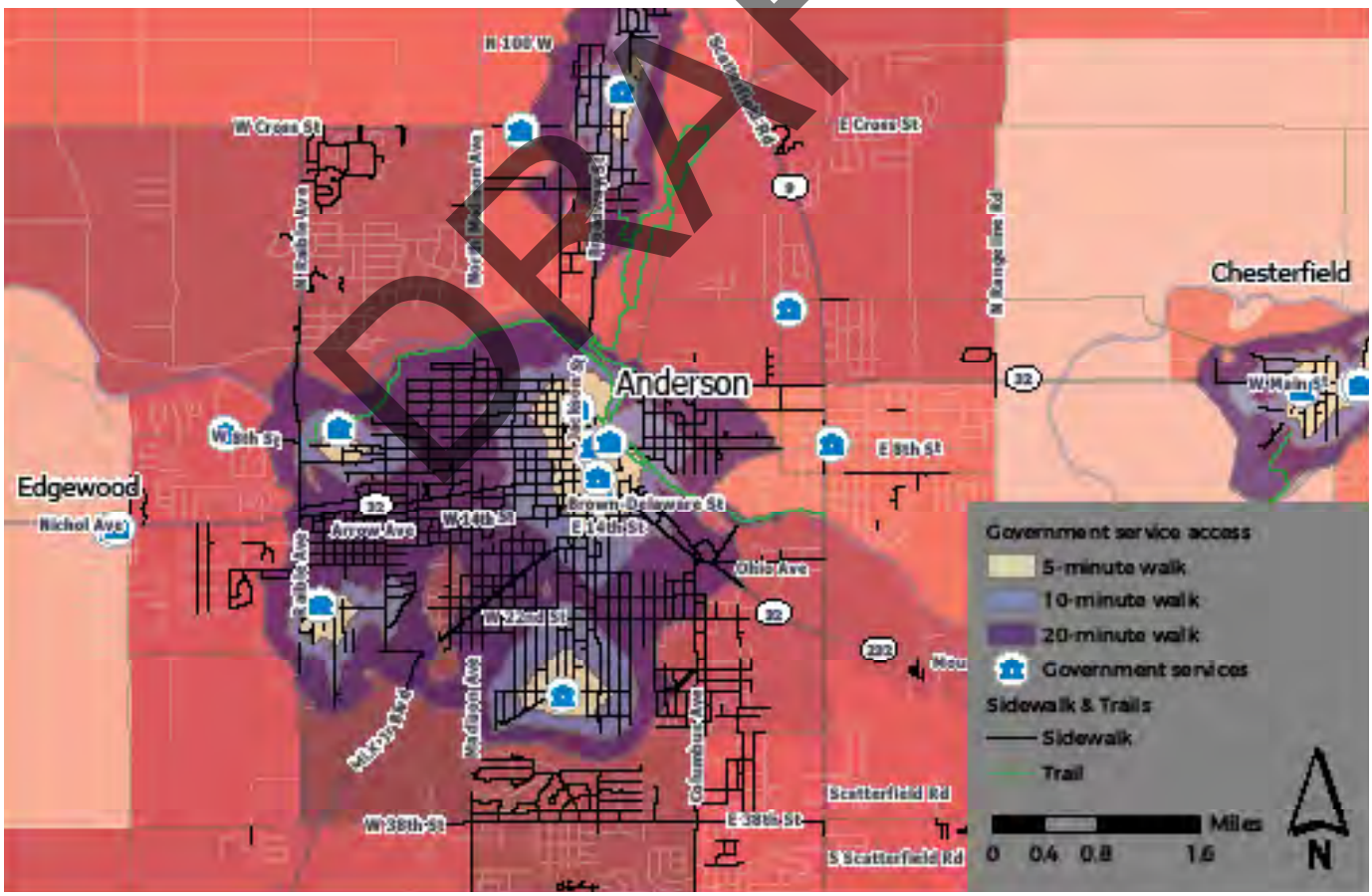


Figure 3.14 Government service accessibility map

Chapter 3

Final Considerations

Based on the GIS Maps generated, future efforts should be concentrated to improve existing sidewalk infrastructure, expanding the number of bus stops locations and bus routes where none currently exist, and address specific areas of concentration that have limited or no services or destination types. As indicated from these maps, grocery stores and primary care facilities have minimal sidewalk infrastructure that fully connects residents to existing locations within their area. Because these destination types are critical to improve long-term health, these at-risk areas should be targeted for improvements to improve health equity specifically in the cities of Anderson and Elwood.

After reviewing the at-risk areas that were revealed from the GIS maps, it is important to also consider the significant impact these low levels of accessibility may have had on the health indicators previously discussed. The measures from the Walk Access Tool highlighted that specific population cohorts are being disproportionately affected from the low accessibility. By understanding these impacts, it can help with formulating future policy recommendations to help improve the conditions of these cohorts.

Of the population cohorts that were impacted from the low levels of accessibility were cohorts living in unhealthy food environments. As mentioned before, a food environment is the physical, social, economic, cultural, and political factors that impact the accessibility, availability, and adequacy of food within a community or region. Cohorts who were living under the poverty line, of minority status, or who are a SNAP recipient were significantly impacted from being unable to access destination points like grocery or food stores. This is especially evident on the West side of Anderson where there is substantial minority population, and limited availability and access to grocery and food stores. Without the proper access to nutritional goods, these cohorts will continue to be in an unhealthy environment where they risk becoming obese and developing diabetes. These factors, as well as the lack of access to nutritional foods, may explain the significant rate of food insecurity that currently exists in the Anderson MPA.

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Chapter 3

Final Considerations

Another cohort that experienced a significant impact were those who use active transportation and recreational facilities. Due to the lack of infrastructure, and areas that have a lack of access to bus stop locations, those who use active means of transportation have little to no choice but to rely on their automobiles. Consequently, the lack of sidewalk connections also hampers efforts in encouraging residents to walk and or bicycle more. Because of the limited sidewalk infrastructure in certain areas such as SR-9 in Anderson, these cohorts will continue to be less physically active. Additionally, recreational facilities that improve physical activity such as bike-share programs and trails will continue to see little to no use. A general indicator that shows the full extent of these effects is the health indicator "access to exercise opportunities" which highlights that because of the low accessibility, residents of the Anderson MPA have a lower amount of access to exercise opportunities. As a result, this will increase the rates of physical inactivity among all cohorts in the Anderson MPA and potentially lead to increased rates of obesity.

One other cohort that was also affected were those who are at a higher risk for developing certain health conditions. Because of the limited accessibility to health facilities, services, and personnel, this increases the health risk for population cohorts who require consistent treatment and increased services. The population cohorts who were specifically impacted from these low levels were those who are uninsured, 60 years and older, and minorities. These cohorts live in areas with little sidewalk infrastructure and low access to health services and facilities. This is evident in some areas such as in Northern Madison county where access was particularly limited and had a high concentration of those who were 60 years and older. Arguably the two other cohorts, minorities and those uninsured, were impacted the most. As indicated from the HVI and Walk Access Tool, they had lesser access to important health services due to the low sidewalk infrastructure in their areas and availability of health facilities. Considering these impacts, these cohorts may continue to see a greater risk of developing conditions such as obesity and or diabetes.

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Goals & next steps



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Chapter 4

Action items

After reviewing the predominant health trends of the Anderson MPA and their impacts, it is vital to address and improve any reoccurring obstacles identified. To build a stronger, healthier, and more equitable region, changes must be made regarding matters of the existing built environment, as well as planning and decision-making processes of municipalities and the MPO.

The recommendations identified will improve specific infrastructure elements and variouys programs, plans, and policies, which have been recognized as best practices by the American Planning Association (APA). Each recommendation or action step has been developed to accomplish a series of goals and objecitives, which relate directly to the findings of this Health Impact Assessment (HIA). Each overarching goal is a statement to strive toward, while corresponding objectives address more specific topic areas to assist in achieving the corresponding goals

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Chapter 4

Action items

Goal 1: Enhance multi-model connectivity within the transportation system.

The current transportation system of the Anderson MPA is predominately focused on motorized transportation with limited emphasis on non-motorized transportation. As discussed throughout this HIA, safe and reliable access to parks and other destinations have proven effects on improving health. This is an important element for the MPO to improve upon as results from the Walk Access Tool revealed limited connectivity to important destinations. To help improve the current health trends in the MPA, it will be necessary for the MPO to concentrate future efforts to enhance multi-modal connectivity.

Objectives	Action steps
Objective 1: Utilize bicycle and pedestrian friendly design to improve safety and connectivity of non-motorized infrastructure.	**Action Step 1.1.1:** Identify best practices for the design of non-motorized infrastructure in communities.
	Action Step 1.1.2: Work with municipalities to integrate bicycle parking guidelines into local development standards.
	Action Step 1.1.3: Encourage optimal sidewalk designs for municipalities undergoing corridor improvement projects.
Objective 2: Expand bicycle & pedestrian planning efforts.	**Action Step 1.2.1:** Establish a bicycle and pedestrian subcommittee of the MPO Citizens Advisory Committee.
	Action Step 1.2.2: Leverage input on bicycle and pedestrian planning from existing organizations.
	Action Step 1.2.3: Work with municipalities to develop bicycle & pedestrian master plans.
	Action Step 1.2.4: Develop a Sidewalk Gap Identification & Prioritization Tool (SGIPT).
	Action Step 1.2.5: Establish a Safe Routes to School (SRTS) Assistance Program centered upon health & wellness.

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Action items

Goal 2: Encourage development that improves community connectivity and accessibility.

Current development patterns within the MPA have contributed to sprawl and low access among some population cohorts. For example, Scatterfield Road (SR 9) is not fully accessible and has limited sidewalk infrastructure along the corridor, as well as limited adjacent sidewalk connections leading to this corridor. This pattern of development prevents some population cohorts from accessing important health services and nutritional goods. To address the issue of access and connectivity, it is vital that the MPO encourage local development in communities that will improve access between these cohorts and their destinations.

Objectives	Action steps
Objective 1: Develop policy recommendations that support community accessibility.	**Action Step 2.1.1:** Identify municipalities that require updates to zoning and development ordinances.
	Action Step 2.1.2: Contracting with municipalities for zoning and development ordinance updates.
	Action Step 2.1.3: Identify opportunity to develop overlay districts to increase and improve connectivity.
Objective 2: Encourage municipalities on the importance of incorporating non-motorized infrastructure requirements in their zoning and development ordinances.	**Action Step 2.2.1:** Educate municipalities on the importance of incorporating non-motorized infrastructure requirements in their zoning and development ordinances.
	Action Step 2.2.2: Provide technical assistance to address problem corridors identified by municipalities.
	Action Step 2.2.3: Utilize the Sidewalk Gap Identification & Prioritization Tool (SGIPT) to support locally funded sidewalk expansion programs.
	Action Step 2.2.4: Establish a funding program for sidewalk, bike lane, and trail improvements to support transit throughout the City of Anderson.

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Chapter 4

Action items

Goal 3: Expand efforts to better utilize health-related data.

Based upon the results of this HIA, the MPO should expand its efforts to apply health-related data when developing plans and projects. The methodology used to analyze trends in this HIA was limited, but with new research continuously being published on the correlation between health and planning, it is important that the MPO considers incorporating new methods and tools in the development of its next HIA. Building key resources and tools to evaluate projects or planning processes will also allow the MPO to effectively monitor emerging trends.

Objectives	*Action steps*
Objective 1: Develop data collection method to effectively evaluate health equity issues.	**Action Step 3.1.1:** Create database for health-related data.
	Action Step 3.1.2: Gather data from public health databases and research studies.
	Action Step 3.1.3: Monitor and update database before plans or certain projects.
Objective 2: Utilize Impact & Community Assessment Tools.	**Action Step 3.2.1:** Develop set of tools useful for assess health-related issues.
	Action Step 3.2.2: Use tools like the HIA and other assessment tools to help gather necessary up to date data for planning studies and projects.
	Action Step 3.2.3: Integrate assessment tools into the project selection process.
	Action Step 3.2.4: Analyze plans and programs through health and community impact assessments.
	Action Step 3.2.5: Establish an update procedure for assessment tools.

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Action items

Goal 4: Improve policies on health-related issues that affect transportation planning process.

Because planning agencies can play a vital role in improving public health concerns, by developing policies to ensure their incorporation in the planning process. Following the trends and results of this HIA, updates to planning policies can better equip the MPO and to address evolving health trends. To improve the long-term health of the MPA, it is important that the MPO incorporate the new information gained from this HIA regarding health-related issues into its planning policies.

Objectives	Action steps
Objective 1: Improve equity analysis measures for facilities, projects, and plans.	**Action Step 4.1.1:** Research new methods to measure and evaluate access and equity.
	Action Step 4.1.2: Update measures from new methods to ensure facilities, such as bus stop locations, can be used in reports and plans.
Objective 2: Expand coordination with health professionals.	**Action Step 4.2.1:** Identify local and regional professionals for future coordination.
	Action Step 4.2.2: Communicate regularly with local and regional health professionals.
	Action Step 4.2.3: Coordinate on overlapping objectives with transportation and health.
	Action Step 4.2.4: Participate in health-related events, such as the Health Equity Summit and American Planning Association mobility in the modern era, to stay up to date with health-related planning topics and issues.

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Chapter 4

Conclusion

In review of the knowledge gained regarding transportation and health from this HIA, it is important to also consider the obstacles and lessons learned during its development. Because this was the first HIA conducted by the MPO, the process consisted of many different terms, tools, and methods that were not entirely understood, especially their relationship to transportation planning.

Health Professionals

To assist in understanding the connection better, public health professionals were incorporated into the planning process. This posed additional challenges, as one person's advice was often limited or evolved from contact with another professional. Additionally, the data known by most professionals and required for the scope of research were also often limited in scope or unavailable to the MPO altogether. Furthermore, because of the valuable connections developed, the MPO avoided outdated databases and found crucial data supporting the HIA. Thus, it is important to note that without the knowledge and resources gained from health professionals, the MPO would not have been able to locate and apply all relevant data to develop this HIA. However, because of the significant amount of data and data sources, coordination with health professionals should be conducted much earlier in the planning process to eliminate data discrepancies and determine which health trends have the most data available.

Methodology

Another challenge was developing methodology to measure accessibility throughout the Anderson MPA to effectively assess its impact on health. There were numerous methods that could be utilized and difficult to choose given the capacity and resources available. Elements such as sidewalk connections, inclusion of destinations, type of analysis, and travel time all needed to be considered. To effectively measure these components, the Walk Access Tool was developed. While this method had limitations, it was instrumental in identifying areas with low accessibility, disadvantaged populations, and potential concentrations of negative health trends. However, critical to the use of this tool was the infrastructure data available. Therefore, future use of the tool would benefit from improved data sets documenting destinations, destination types, and their adjacent sidewalk connections.

Additionally, the health indicators chosen were another important part of the methodology used. Those considered had evidence that they were directly or indirectly impacted from a lack of access. Because of the limited availability of local health data, while an indicator would be chosen, identifying qualifying evidence for the Anderson MPA was often difficult especially with food insecurity and exercise opportunities. While input from health professionals was valuable for the development of this methodology, additional consideration must be made in the future as improvements are made with local health data.

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Chapter 4

Conclusion

Evolving Research

As the MPO continue to examine the interconnected relationship of health and transportation, additional health studies and research must be incorporated into the HIA planning process. During the initial stages developing the methodology and identifying resources, minimal data and studies developed or maintained by the MPO were identified. Therefore, establishing a database of health professionals and resources available on health and transportation issues can better prepare the MPO for future HIA planning processes.

Next Steps

Through the HIA development process, MCCOG has identified important developments regarding health and their link to the built environment from available health data and local socioeconomic factors. From the findings, this HIA has built a foundation for monitoring important trends like physical inactivity, obesity, and diabetes of the Anderson MPA.

Overall, the HIA process highlighted the importance of role of health in planning and how it is currently undervalued. When consulting with health professionals, it was noted that many MPO's have not considered public health this extensively within the planning process. If health is mentioned, it is usually discussed briefly alongside the benefits of pedestrian-friendly infrastructure or other planning related subjects. This HIA process has illustrated that health is an important element to consider for the long-term sustainability of any plan, project, or policy. Most recently with the effects of Covid-19, health and our built environment proved further how the two are intertwined and impact the overall quality of life. This HIA process has highlighted the importance of health in the planning process and reinforced the need that health becomes a routine consideration in the planning process to the affect the long-term success of communities and neighborhoods.

To further monitor these emerging trends, the MPO will update this HIA every five (5) years or before major planning processes like the MTP. The ongoing review of these trends will be important to ensure future proposed projects or plans focus on areas where concentrated effort is necessary to make progressive impacts.

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Appendicies

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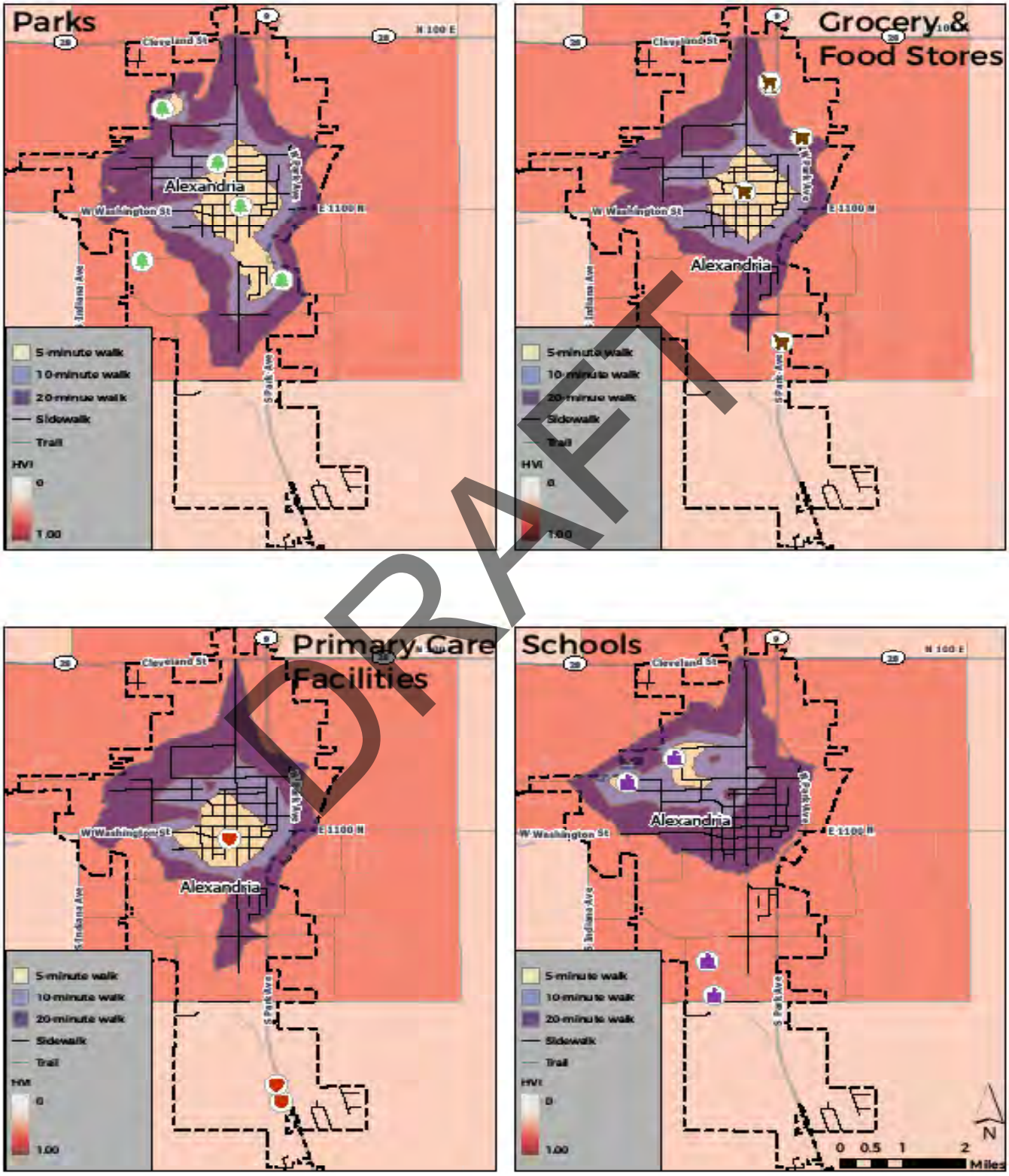
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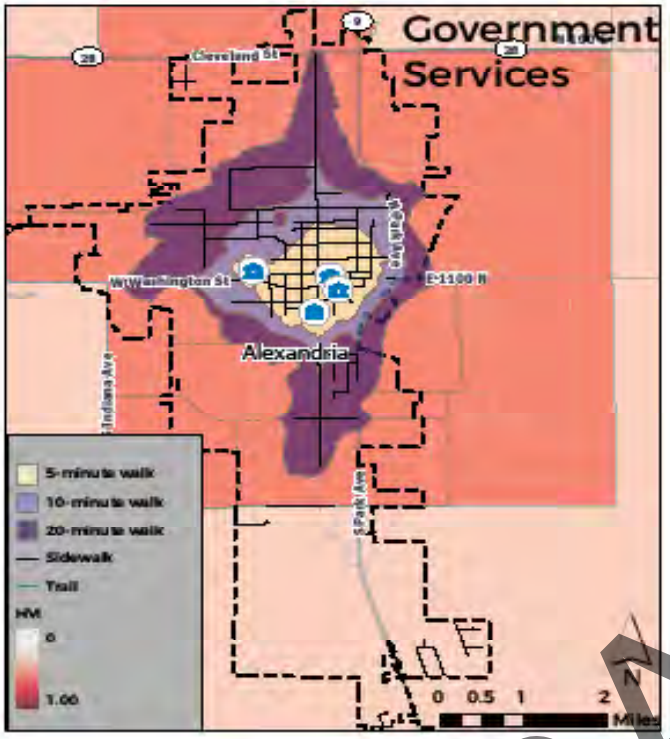
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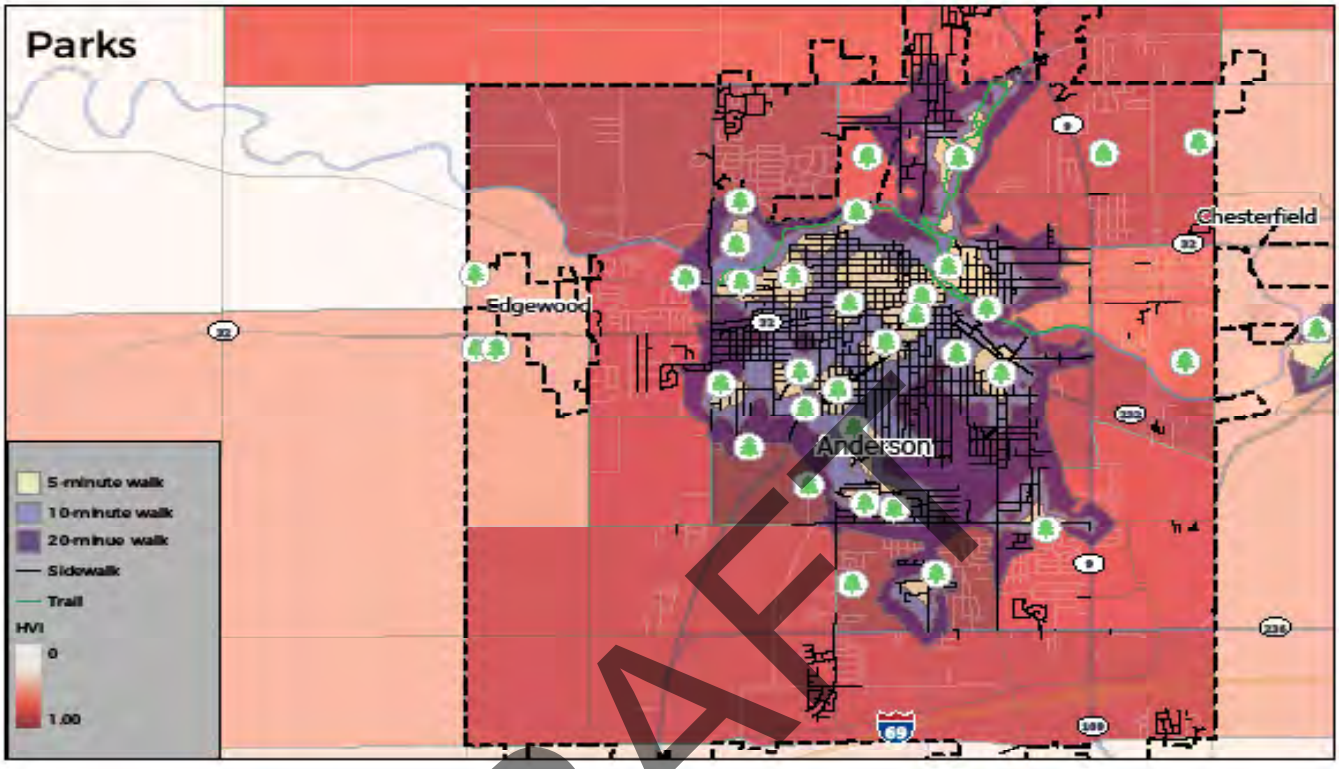
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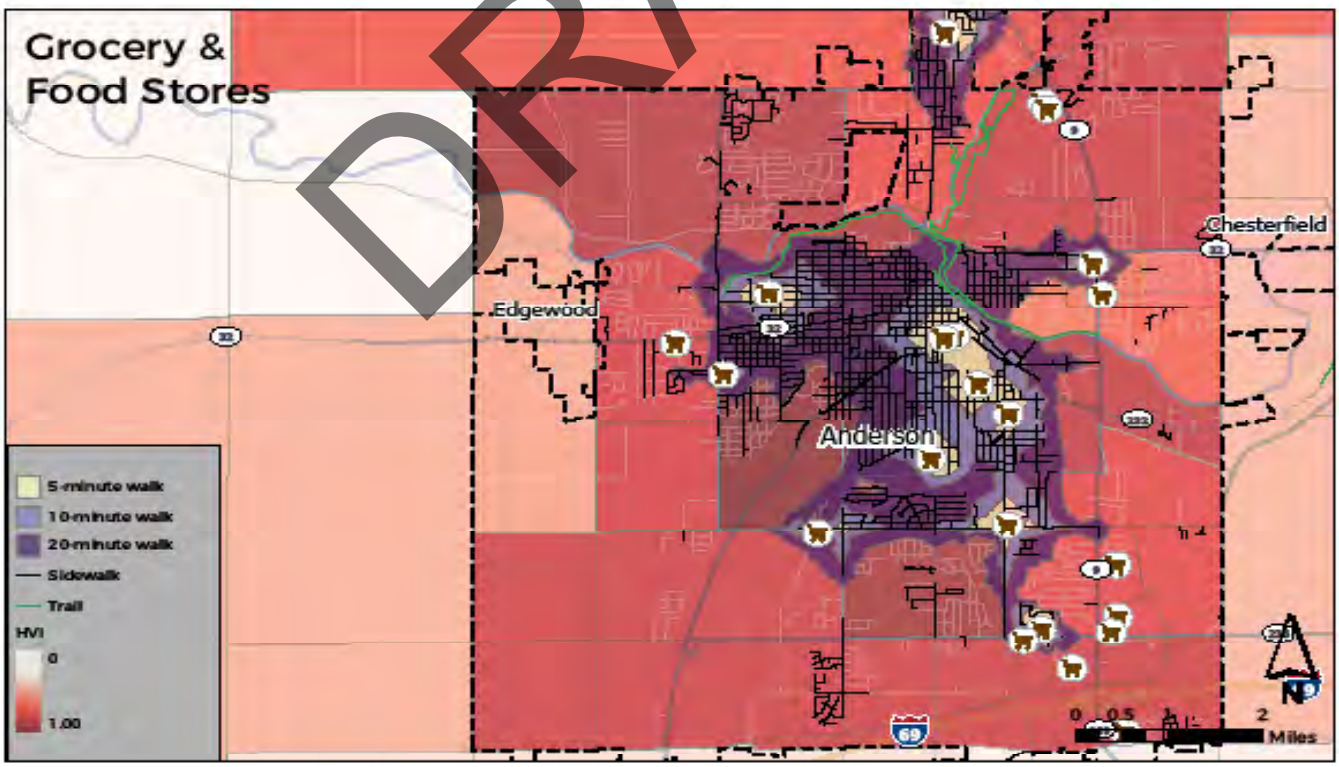


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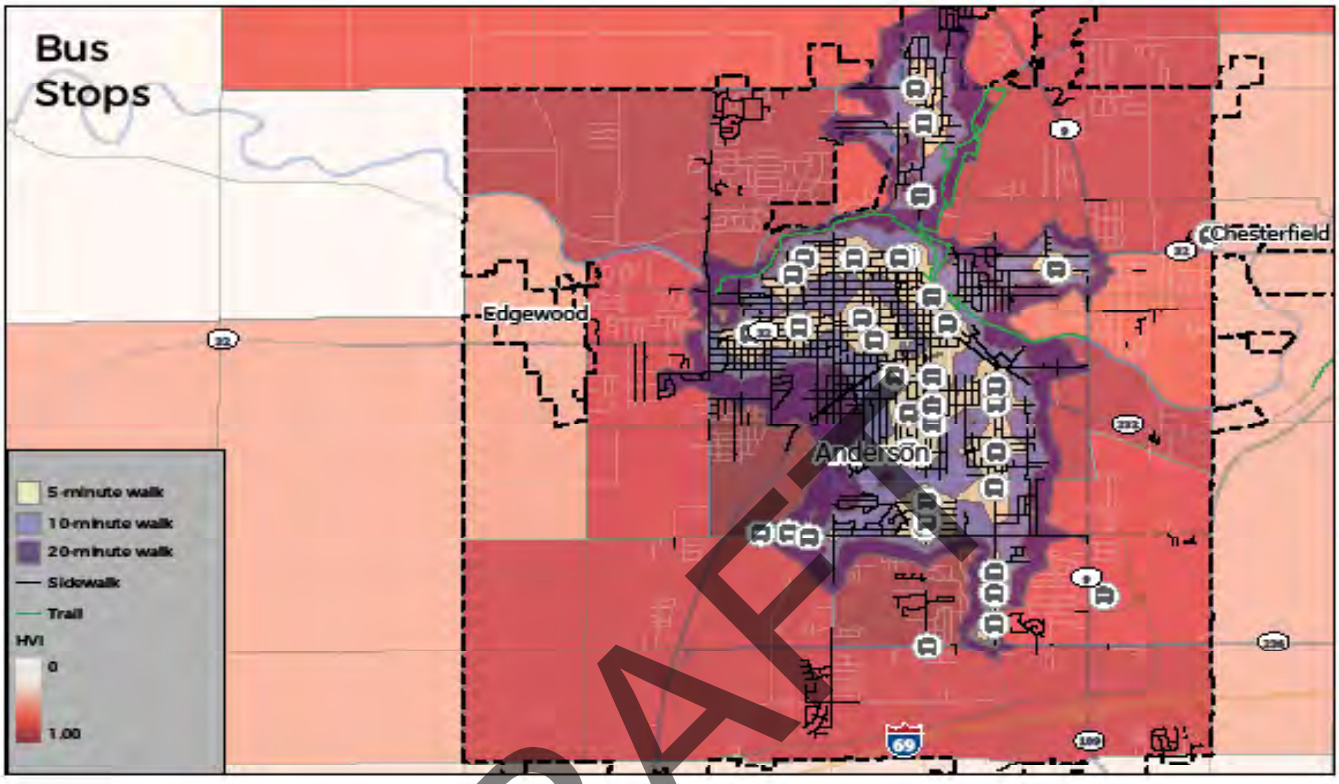


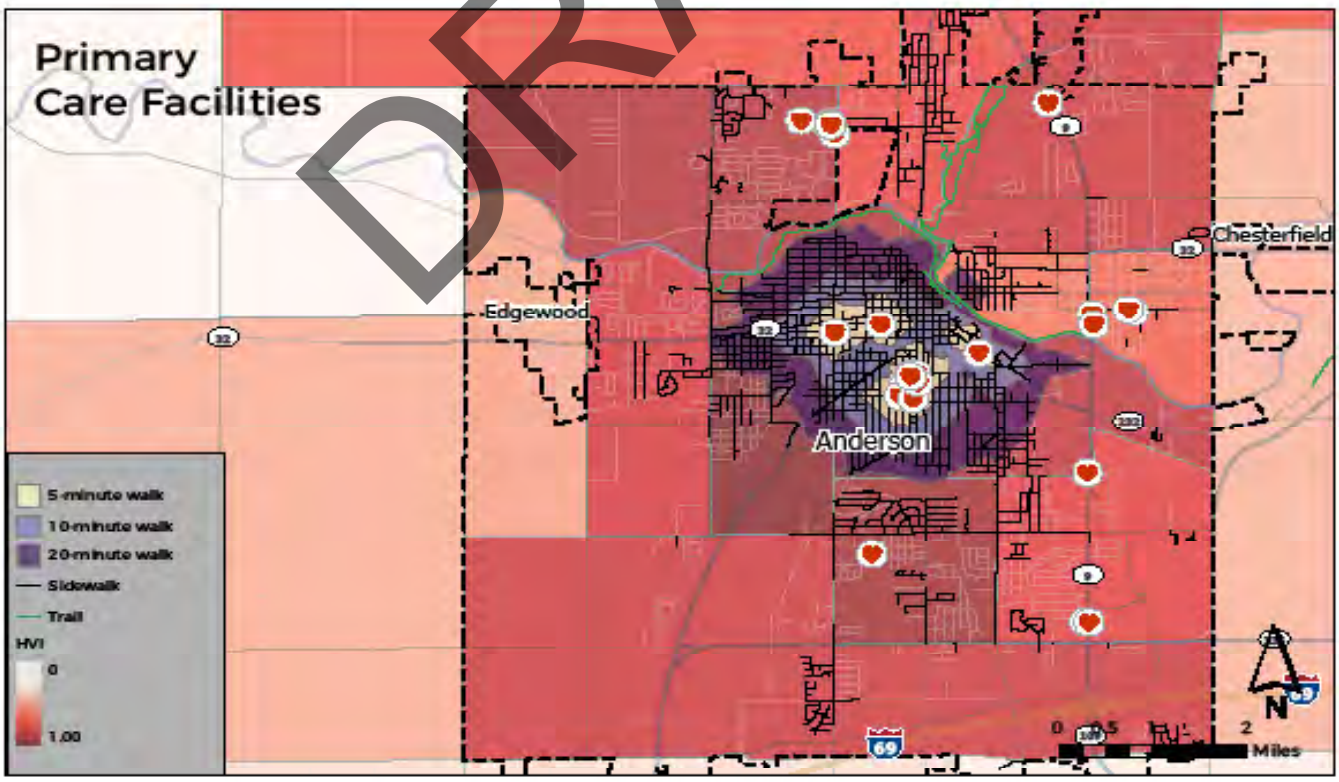


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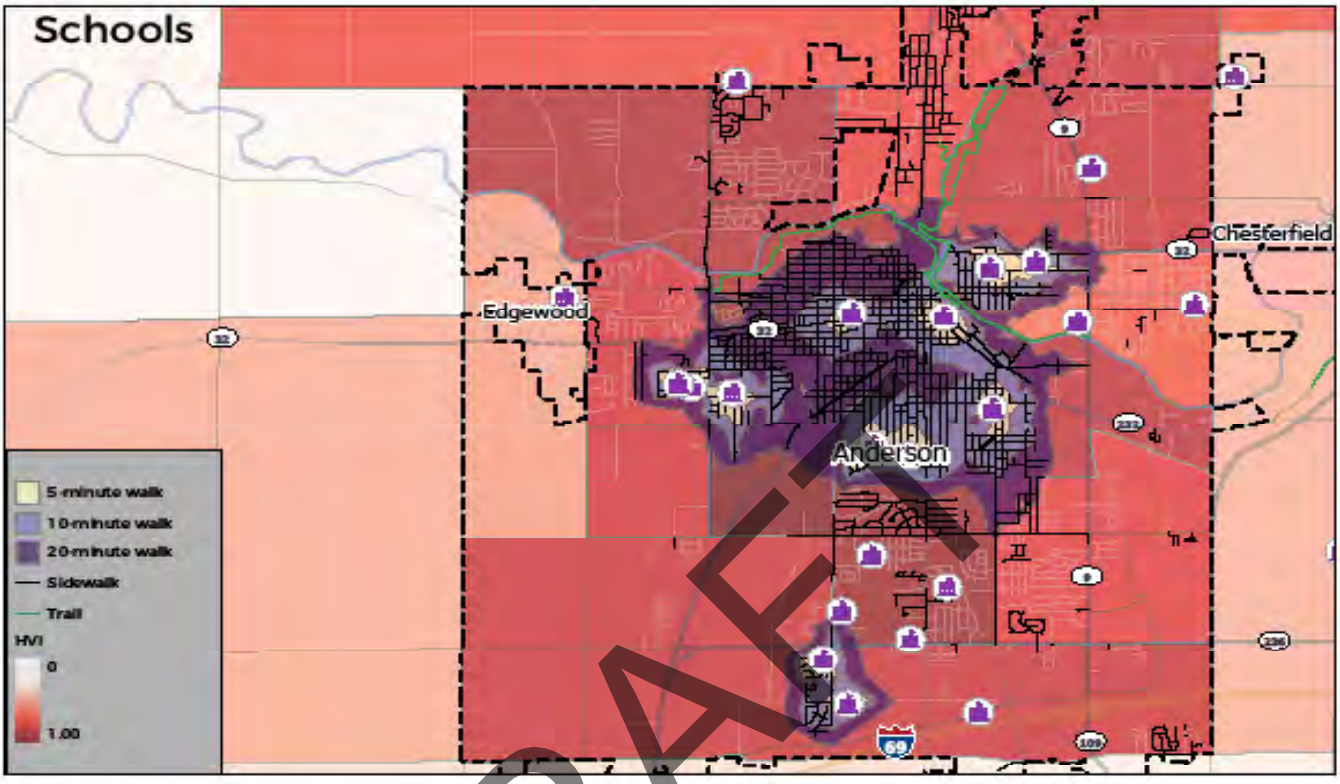


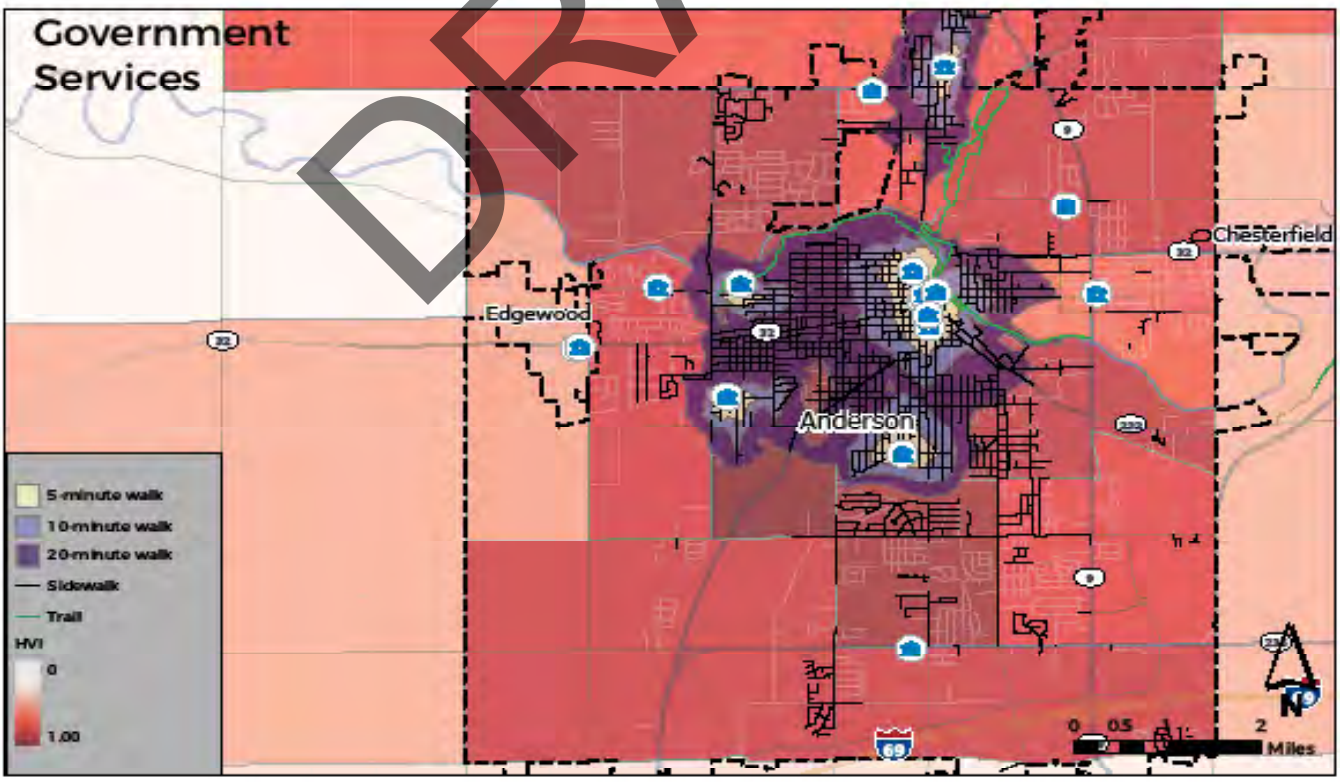


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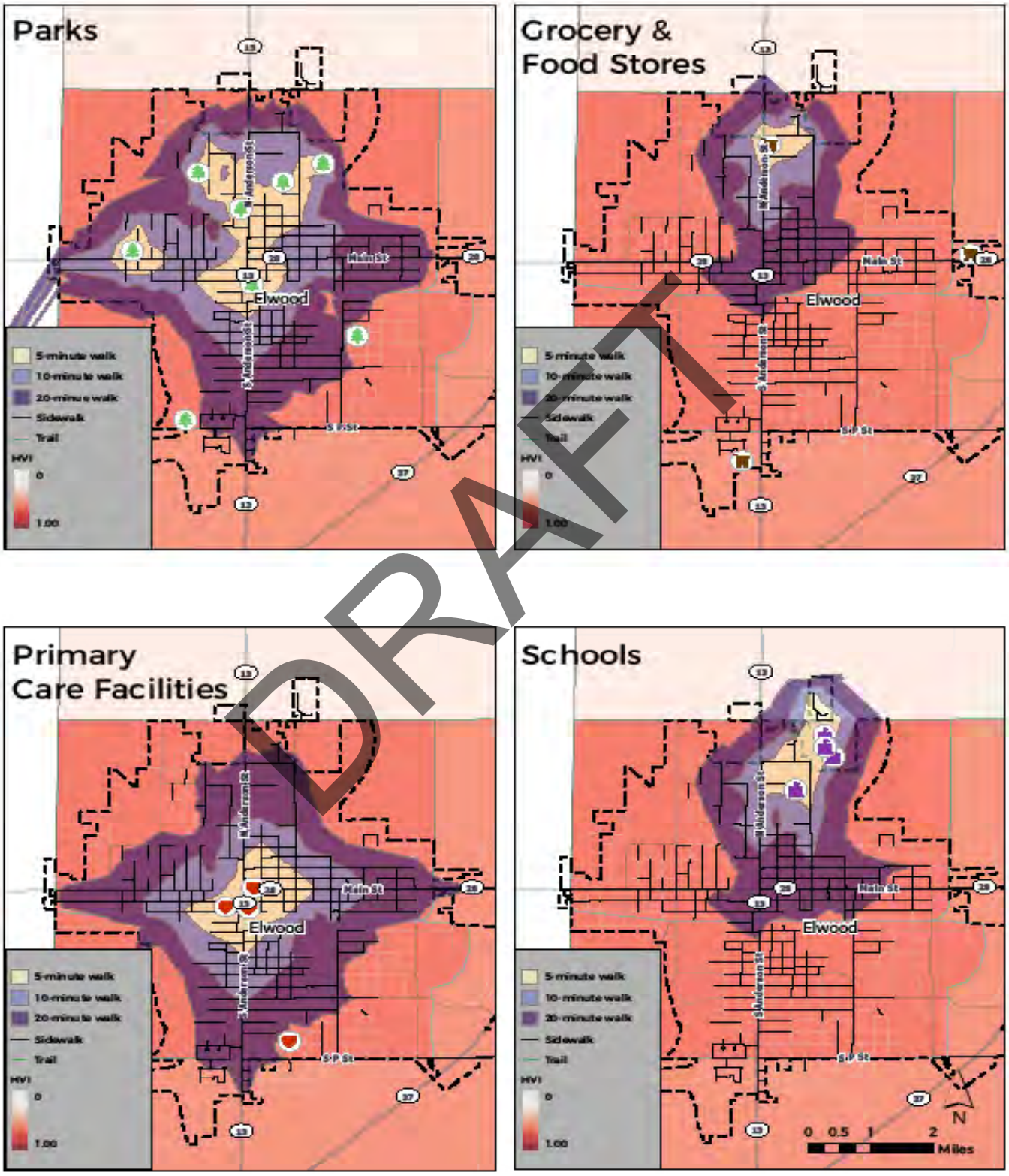




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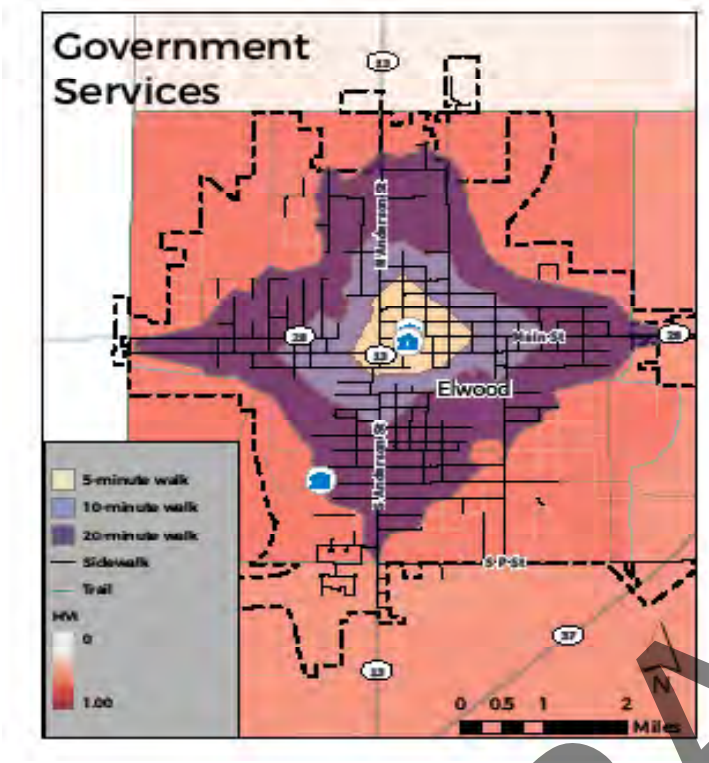
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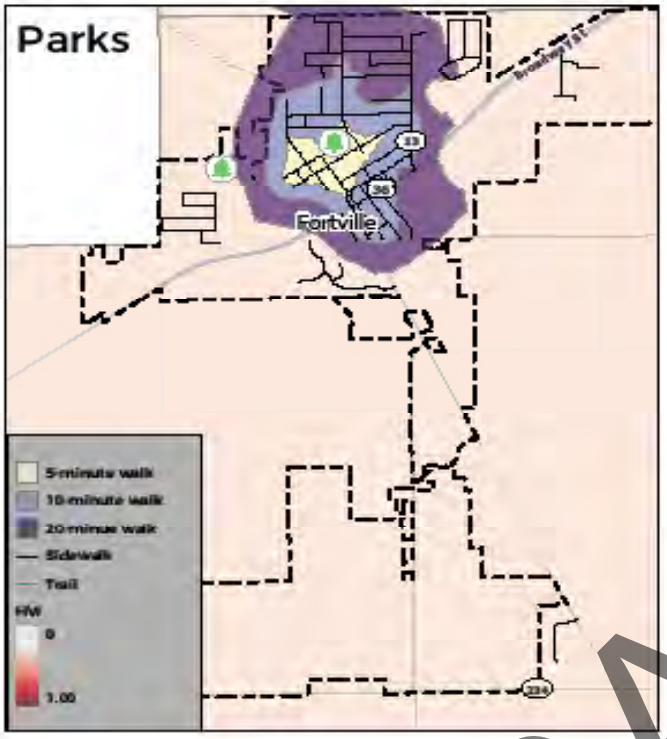
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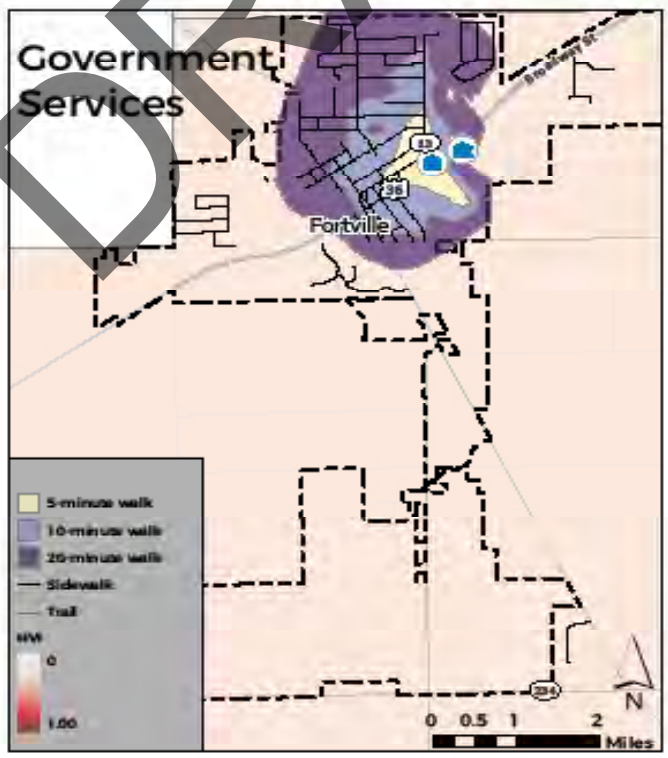
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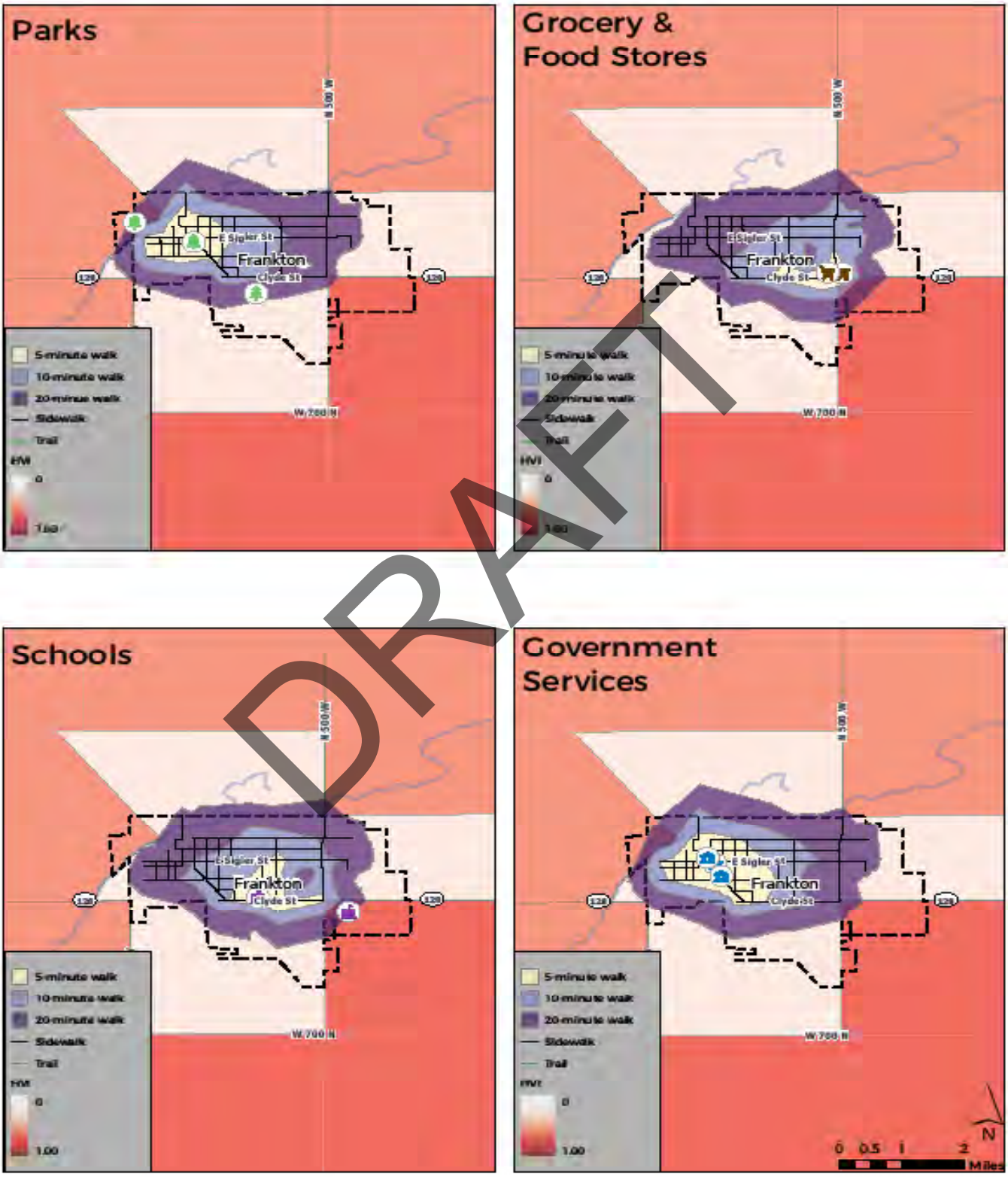




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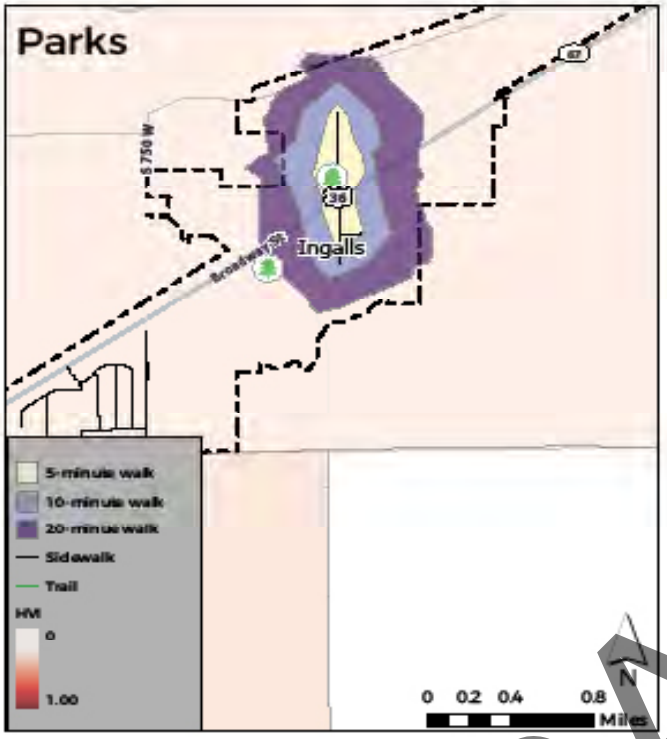
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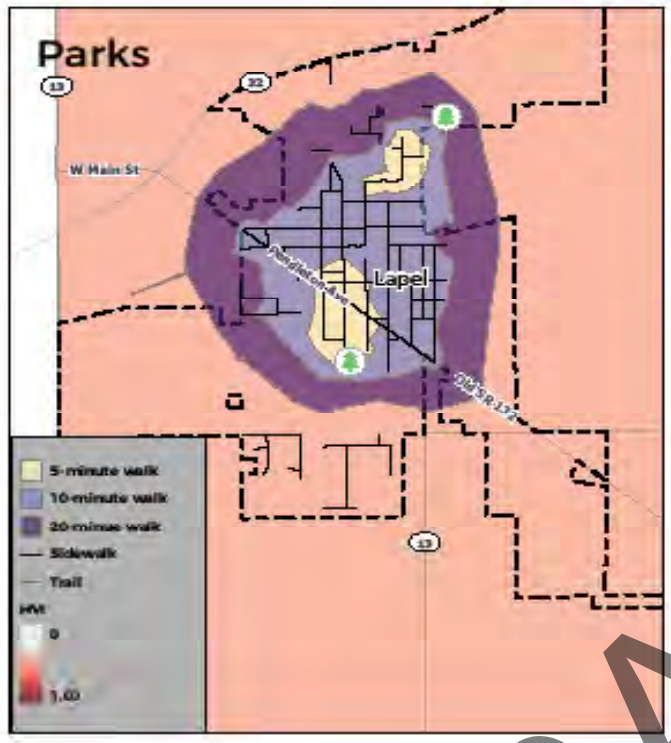
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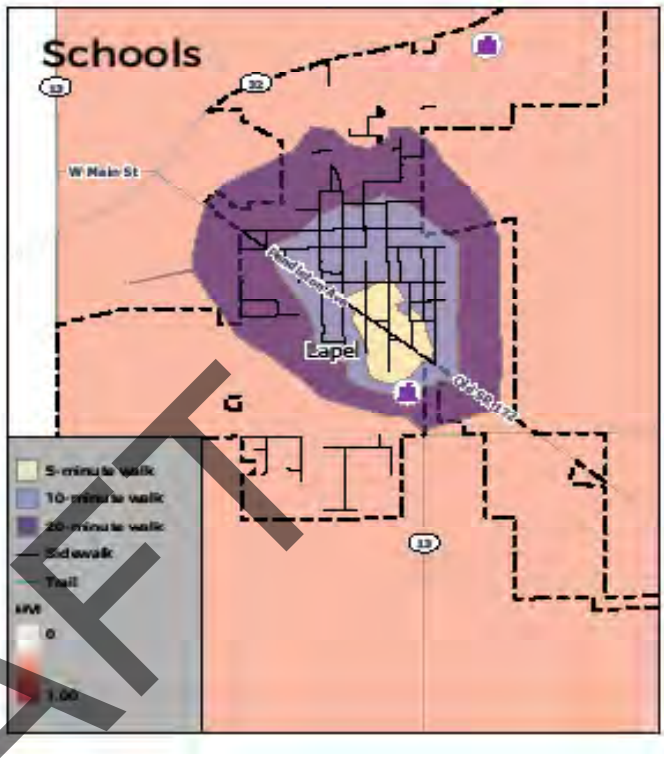


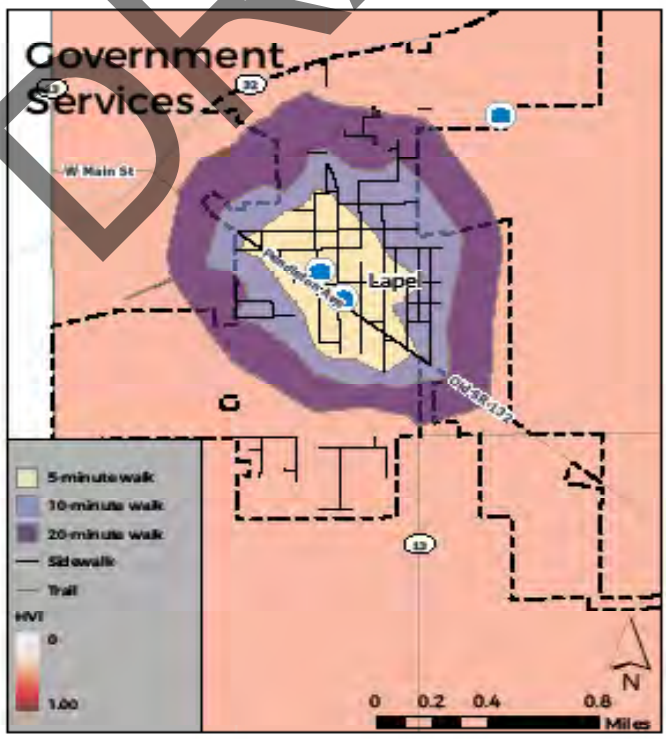
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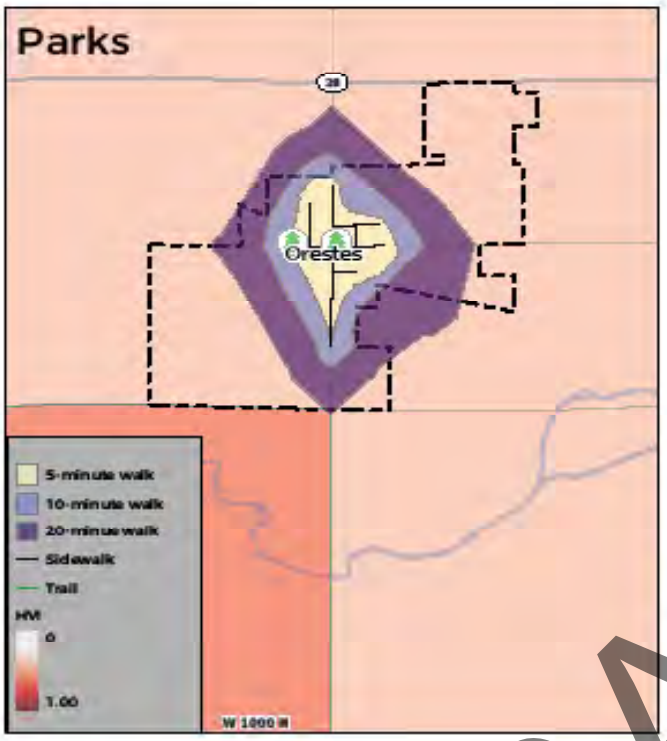


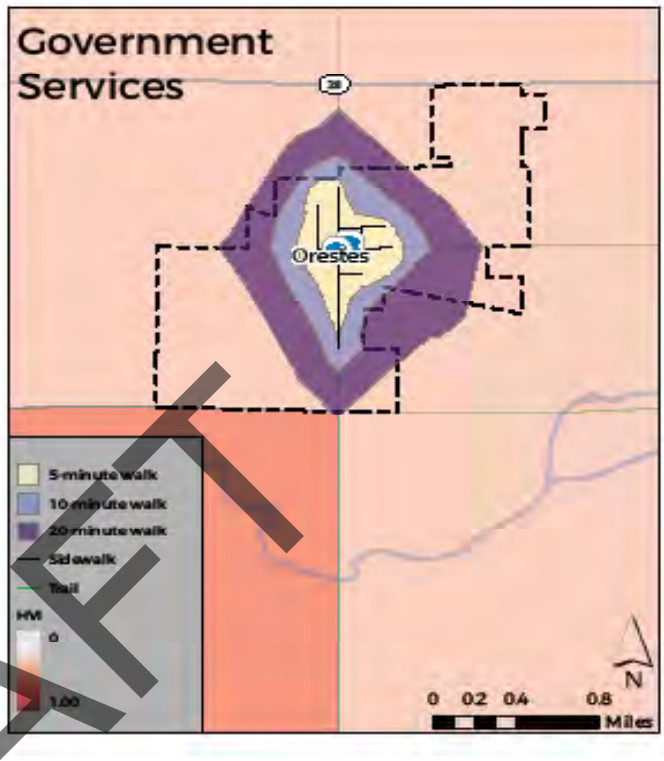


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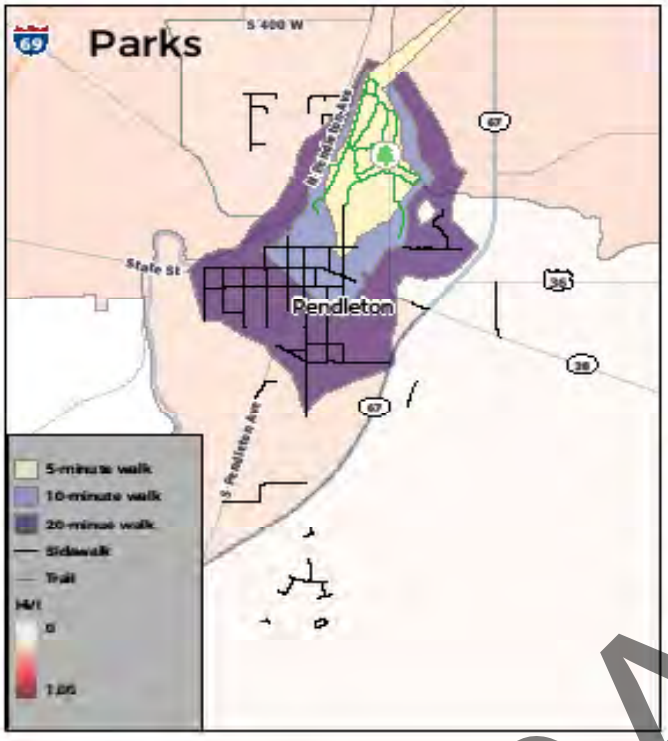


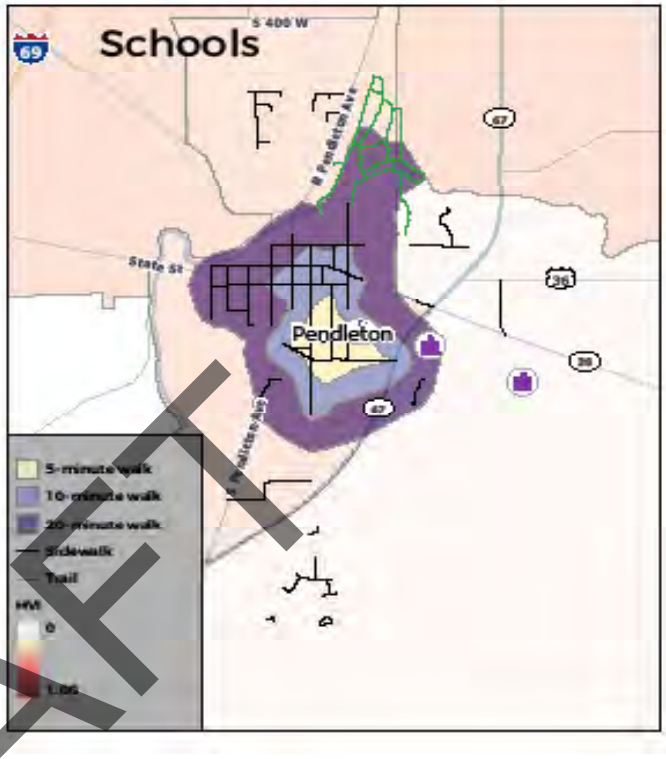


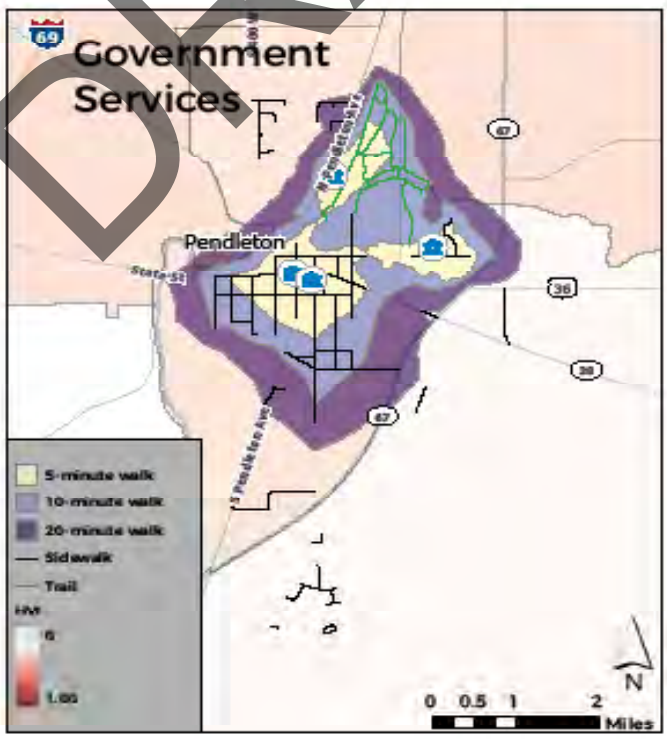
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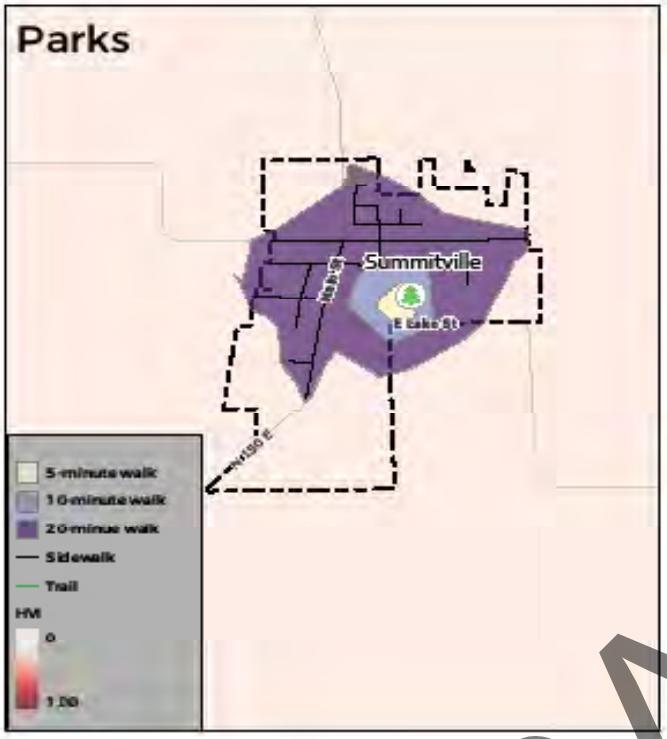


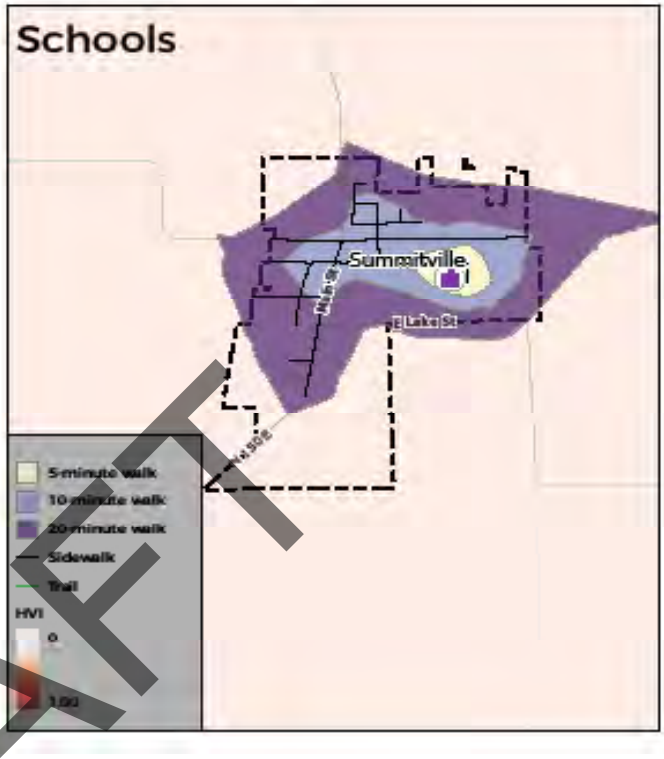


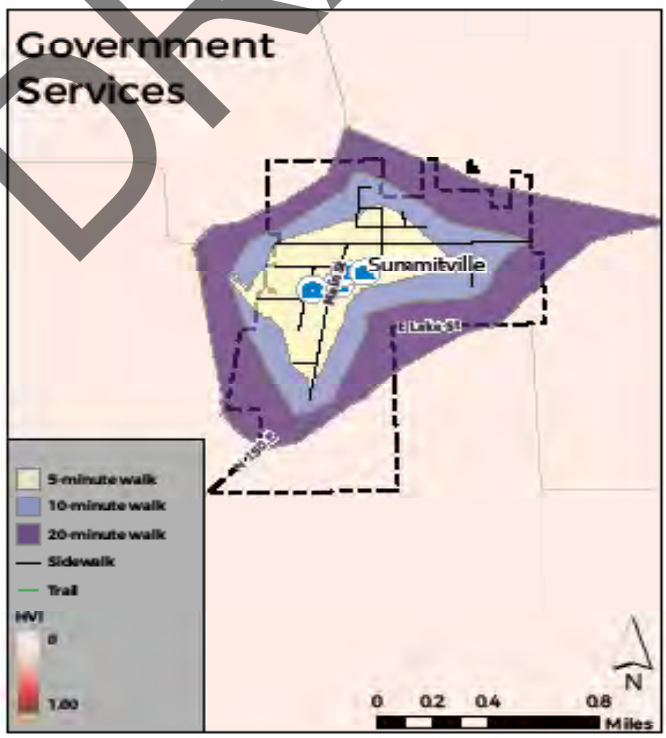
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