



UNIFIED PLANNING WORK PROGRAM

FY 2021 & 2022



MCCOG
Madison County Council of Governments

COMPREHENSIVE TRANSPORTATION PLANNING WORK PROGRAM SUMMARY

For Fiscal Year 2019 & FY 2020
(July 1, 2018 through June 30, 2020)

Madison County Council of Governments

Anderson, Indiana

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*Unified Planning Work Program
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Introduction

Madison County Council of Governments

Introduction

Madison County Council of Governments: Background

The Madison County Council of Governments (MCCOG) is a regional planning agency organized in May of 1969 under the Indiana Interlocal Cooperation Act. The organization is governed by an fourteen-member policy committee representing all of Madison County as well as the individual cities of Anderson, Elwood, and Alexandria and the towns of Pendleton and Daleville. Pendleton became a member of the organization in 1993. INDOT and the town of Daleville became members in 2015 and 2016, respectively. The planning jurisdiction now includes portions of Delaware and Hancock Counties, including the towns of Daleville and Fortville. Representation on the committee and annual dues contributions are roughly proportional to population. Local dues and service fees are used to provide the necessary local contribution needed for the use of various state and federal programs for the agency. The MCCOG Policy Committee has approved the agency to change its name; the change is anticipated in 2021-2022.

For fifty-one years, the Council of Governments has served as an important forum for solving regional problems in the delivery of public services. As the designated Metropolitan Planning Organization for area-wide transportation planning, MCCOG maintains the Long-Range Transportation Plan as well as short-range plans and improvements, and the Transportation Improvement Program (TIP) for the Anderson Urbanized Area. In early 1990s, MCCOG substantially broadened its scope of community services, now including a full range of economic, community and housing development, and environmental activities.

Accomplishments: 2019-2020

The Madison County Council of Governments, the Anderson Department of Municipal Development, the Anderson Department of Economic Development, Anderson Community Development, the Madison County Plan Commission, the cities of Elwood and Alexandria, and the towns of Chesterfield, Daleville, Elwood, Fortville, Frankton, Ingalls, Lapel, Markleville, Orestes, and Pendleton have continued their efforts during the last two years to integrate wherever possible planning tasks which benefit the greater urbanized area and smaller communities in the MPA. Additionally, as planning issues have extended beyond traditional boundaries so has the outreach of the agency with efforts for coordination with Fishers, Noblesville, Hamilton County, and Hancock County on matters pertinent to transportation and development. MCCOG has also been meeting and working more frequently with the Indianapolis and Muncie MPOs on multiple projects which impact the larger metropolitan area. These efforts have resulted in a more comprehensive and coordinated approach to planning within the urbanized region and a better utilization of planning resources.

During the 2019-2020 program years, MCCOG completed a number of products and activities.

- Coordinated Plan update
- Pendleton Thoroughfare Plan (in progress) and Access Control Ordinance (pending approval)
- Alexandria, Anderson, and Elwood ADA Transition Plan updates
- Creation of a new ADA data collection app
- FY 2020-2023 TIP
- SR 9 Non-motorized Safety Study
- Numerous small safety studies for Anderson, Madison County, and other LPAs in the MPA
- Speed studies for numerous LPAs in the MPA
- Interim 2045 Plan
- 2045 InMotion Plan (still in progress)
 - Model work included-
 - Mode choice estimation
 - Transit fare & headway measure development
 - Transit measure elasticity calibration
 - Non-Home Based trip generation/mode estimation (generated by mode so it does both at the same time)
 - Non-Home Based stage 2 model expansion estimation
 - Auto accessibility measure calculations
 - Walkability index development
 - Home-based trip generation calibration
 - Non-Home Based model calibration

- Production-Attraction to Origin-Destination factor development
 - time-of-day adjustments
 - occupancy adjustments
- Intrazonal impedance calibration
- Zonal employment corrections
- Screenline testing
- Beginning master network development
- Economic intensity /Area type measure development
- Destination choice estimation
- Destination choice calibration
- Use of Urban Footprint for scenario analysis development
- Destination 2045 Vision Summit, with guest speaker Gabe Klein
- Use of Mindmixer platform, social media, and website for public engagement
- Multiple popup engagement input opportunities
- Stakeholder (Steering) Committee meetings
- Development of new a financial forecast model for the MTP
- Participation in the Indy MPO Land Use Advisory Group meetings
- Pavement Management assistance for all LPAs in the MPA for Community Crossing
- Frankton Comprehensive Plan
- Frankton Development Ordinances (still in progress)
- Madison County Comprehensive Plan
 - 18 Steering Committee meetings
 - 75 engagement meetings for public input with over 3,100 distinct participants
 - Household surveys- online and mail
 - VPS Survey
 - Social media & website
 - Innovative use of popup engagement techniques
 - Smart Growth America 21st Century Economy kickoff engagement meetings (2 series/5 meetings)
 - Utilization of Urban Footprint for land use and growth scenarios and collaboration with MTP team
 - Two levels of Form-based Code Workshops hosted through Smart Growth America
 - Think Regional Event, with dual keynote speakers- Gabe Klein and Chris Leinberger
- Pendleton Disaster (Tornado) GIS Project (concentration on sidewalks and streets)
- Continued effort toward updating the data for several downtowns
- Asset management for Community Crossings
- Crash database updates
- GIS Census Dashboards
- New GIS app development
- Updated CBD traffic circulation efforts
- GIS pedestrian network data set was completed for the model area, including Hamilton County
- Continued work on MIRE database (intersection geometry for future analytics and network screening for crash predictability)
- Continued participation in a community health committee as part of the health initiative in conjunction with the Clean Air Aware campaign with local health providers and the Anderson Community Schools
- Worked with the county to develop a COVID-19 website presence and data dashboard
- Implementation parts of the Road Diet study were completed for Anderson as part of the continued efforts to increase multi-modal transportation opportunities (resulted in second shared bike/parking lanes)
- Access control and land use assistance for Ingalls and Lapel
- Land use mapping updates for Alexandria, Anderson, Chesterfield, Daleville, Elwood, Fortville, Frankton, Ingalls, Lapel, Markleville, Orestes, Pendleton, Madison County, and Hamilton County as part of the land use parcel fabric for the GIS.
- Completion of a new agency website that will be released in 2020
- New websites for Bike Month activities and project specific websites for planning projects
- Re-construction of the agency website for air quality
- Website additions for Quarterly Tracking, MS4 Stormwater Partnership, transit partners, Community Toolkit, bikeways and bicycle transportation, environmental information, and the TIP
- Project special websites for comprehensive plans, land use ordinances, and other special projects to enhance public outreach and input

- Updates to the sidewalk network database continues to be improved to assist with project need and planning efforts from a network analysis perspective. It is being used as part of the data set for the 4 D inputs to the new travel model.
- Continued use of STRAVA data as part of its multi-modal and modeling data sets that will be transitioned to engage the public for participatory reporting of multi-modal activity. Part of this effort was shared in a presentation at the MPO Conference in 2015.
- Continued use of MioVision cameras at select intersections in the MPA for data collection; the cameras have also become an integral tool in the agency data collection efforts for intersection analysis. This exploration with new technology is the stepping stone for the development of a more intense and refined data collection system for bike and pedestrian travel, including efforts to explore the best options for non-motorized counts. Anderson has a very limited bike share program aimed at assisting those in need that is provided by Community Hospital, one of our health partners, and they are part of a team looking at increasing our bike share options.
- Began development of a corridor overlay district and new design standards for SR 13 from US 36 (Broadway) in Fortville to Lapel that includes 5 LPAs.
- A major undertaking that was started in late FY 2012 and has continued to be a focus of the agency is work on a proposed Mounds Reservoir project. The initial project was to span from Yorktown to the east of downtown Anderson. The agency completed a preliminary planning study and hydraulic analysis for the plan in FY 2014. Phase 2 engineering, environmental, and planning stages were completed in FY 2016. MCCOG has been providing additional planning and mapping services for the project that is an ongoing effort in 2017-2020. A new phase of work was started for this project in 2020 and will continue into 2022 with proposed visualizations, overlays districts, and modeling.
- New Pictometry was flown in 2019 and is used as a planning tool for transportation, land use, and safety agencies. Improved integration of study data with these projects has increased efficiency and provided a much broader base of opportunity for enhanced use of GIS as an analytical tool.
- Continued updates to the agency road miles inventory for each LPA in the planning area that was approved by each LPA and submitted to INDOT for approval.
- Key improvements to the GIS included updates to the environmental layers such as the incorporation of the Historic Interim Report data into the GIS for Section 4f reviews and Red Flag Investigations. The agency continues to provide an RFI for all projects awarded funding. Part of the environmental work has included advanced work on forest management as part of the energy saving efforts and greenhouse gas impacts. Work on hydrology layers is continually being updated for MS 4 and the new FAST Act requirements.
- GIS mobile applications development continues to be a major push for data collection in the field; it was utilized by the agency for the collection of sign inventory data as part of the safety management system improvements in FY 2019-2020 and will be used for updating sidewalk inventories through citizen volunteers in the future; that collection technology is now being used by the towns of Fortville and Pendleton for asset mapping and management. Mobile applications have also been developed for parking data collection.
- Improvements to the agency LiDAR database have been incorporated as tools for change detection of land use, better and faster visualization products, 3D modeling, and hydrology analysis. MCCOG has given presentations on mobile data collection and LiDAR utilization at the annual MPO Conferences, Purdue Road School, and the Indiana GIS Conference as well as winning awards from ESRI. Lastly, a major rollout of an improved GIS website was completed in FY 2019-2020 and is being updated on a continual basis with a greater emphasis on GIS online and data dashboards for LPAs in the planning area.
- Continued improvements for utilizing graphics for both education and input. MCCOG has improved its use of conceptual designs to show what proposed improvements will look like after construction. During 2019-2020 the agency gave presentations on multiple corridor and area projects in Anderson for elected officials and several commissions. Visualization efforts are being updated for downtown corridor improvements, several gateways, and a potential redevelopment area connecting downtown to the Saint Vincent Medical Center campus. This process continues to gain considerable support by individuals and groups in terms of better understanding of possible alternatives. Most of these improvements are outgrowths of the Visual Preference Surveys™ (VPS) developed in 1999.
- Refinement and use of 3D simulation to ascertain public viewpoints on preferences for alternative improvement options, including the use of the LiDAR data provided as part of the orthophotography project in conjunction with City Engine from ESRI. LiDAR data provides elevation data for utilization in topography as well as building 3D models. The agency intends on developing ESRI's GeoDesign platform for several upcoming studies.

- MCCOG,'s Livable Communities Initiative and Public Participation element continues to assist the agency in reaching out to the public in new ways to explain alternatives through better development and utilization of tools or processes that open the doors for improved public participation and educational efforts.
- Continued involvement with our health coalition partners for new data, health awareness, diet, and exercise program for the bike and pedestrian networks. These efforts were outgrowths from the 2018 EPA Healthy Places for Healthy People grant and workshop. Our partner in the EPA project was Community Hospital in Anderson.
- Increased and improved usage of social media as part of any outreach effort.
- Reassessment on updating the Community Toolkit project. The Toolkit focuses on sustainable alternatives that concentrate on the environment, equity, and economics.
- Received a grant from ESRI in 2015-2016 to compare hot spot areas within the MPA and the loss of groundcover and trees as to impacts on heat and air quality. MCCOG intends to continue this research on a broader scale in the future on environmental impacts and air quality.
- Crash analysis studies for several key areas for Anderson, Elwood, Fortville, and Pendleton in 2019-2020, including SR 9 in Anderson.
- Continued engagement as a partner in a major improvement for field accessibility of GIS information to safety and emergency management agencies with its communities partners. This project has been tied to the rollout of the new 911 communications system and links to Hamilton and Delaware Counties as backups to each county per agreement.
- Other accomplishments included the following: annual Volume Counting Program; HPMS Capacity Analysis; INDOT Counts in eighteen counties; the Rural Count Program in Boone, Hancock and Shelby Counties; groundwork for increased intersection analysis; TRAM analysis; extensive Census Coordination, with emphasis on TAZ coordination, the 2020 Census, and other requests by Census; rail crossing inventory update; updated training in Performance Measurement, Travel Modeling, Statistics (specifically SAS), Census, Conformity and Air Quality, Freight Planning, Bike and Pedestrian Planning, Complete Streets, Green Street Opportunities, Rethinking Highway Infrastructure, Multi-modal Design, Context Sensitive Design, Land Use Development and Control, Greenways and Trails, Transit Oriented Development, GIS, website design, the FAST Act Transportation Bill, rail, and green infrastructure options.
- Additional work involved crossing upgrade assistance to LPAs, INSTIP participation and planning with INDOT, participation with INDOT and FHWA on various projects, driveway and access review.
- Participated and contributed to planning projects in Alexandria, Anderson, Chesterfield, Daleville, Edgewood, Elwood, Fortville, Frankton, Ingalls, Lapel, Madison County, Orestes, Pendleton, and Summitville.
- Continued working with the Columbus, Indianapolis and Muncie MPOs, including other central Indiana counties and communities, as well as EPA, IDEM, DNR, FHWA, FTA, and INDOT on environmental issues and air quality for the region.
- MCCOG will continue its efforts on air quality education and alternative travel modes as part of its planning process with integration of health factors.
- Continued to actively participate in the Indianapolis MPO's efforts on regional transit, the Central Indiana Regional Transportation Authority (CIRTA), and INDOT studies. As part of its efforts to engage partners the agency is currently working with INDOT and local public agencies on a future study for Exit 214 and SR 13 (see above on corridor overlay, access, and design standards). This study was noted above MCCOG provided data to INDOT and Pendleton for Exit 219. The agency continues working on building a mass transit initiative along the US 36/SR 67 corridor as well as west to Hamilton County.
- Assisted Indy MPO with traffic count program setup and consultant review on the project.

Proposed Planning Activities: FY 2021-2022

Projects currently underway or completed in FY 2020 by MCCOG are the completion of more urban design guidelines as part of its Livable Communities Initiative, the travel demand model update (ongoing), the 2045 InMotion Plan (new MTP) with extensive scenario analysis, a freight component and transit component in the MTP, Air Quality Conformity (3 times in 2018), introduction and utilization of Urban Footprint for scenarios analysis and land use modeling, ADA activities, Title VI updates for LPAs, the SR 13/Exit 214 Area standards for access, land use, and design guidelines, the Frankton development ordinances, the Elwood ADA Plan, Pendleton Access Control Ordinance and Thoroughfare Plan (ongoing), participation and planning for the proposed reservoir, pavement management, signage, and road mile database updates, improved crash database updates- including the anticipated use of the MIRE database, land use updates and mapping, land

use and development ordinances for several LPAs in the MPA, air quality education, regional transit, Census Coordination, several data collecting activities, and access review for several LPAs.

The agency is currently adding new links and data to its website for additional citizen access to agency services, projects, and regional connections. As such, a new website will be completed in 2020. The agency's goal is to continue having the website serve as a county/regional hub for information. Continued public dissemination of design information has resulted in some improved designs for community projects. The agency continues to work on ways to increase its educational efforts. Part of this effort will entail continued improvement to the agency website for public review and comments on all planning projects which the agency undertakes such as the long-range plan, transit, corridor, land use, and interchange studies, the TIP and other plans. As part of the Madison County Comprehensive Plan and the 2045 MTP, the agency has hired a consultant to improve our engagement efforts for both of these planning studies. MCCOG will also continue working with FHWA, FTA, INDOT, EPA, DNR, IDEM, and the Columbus, Indianapolis, Muncie MPOs on air quality review and education, regional alternative travel, and the Indianapolis and CIRT mass transit efforts. Other work involves the continued improvement and utilization of the agency GIS and the completion of phase nine of the orthophotography project, the improvement of existing databases, and the complete reconstruction of the TransCAD travel demand model. Work to improve the consultation process and coordination of plan updates and other joint efforts will continue with the Columbus, Indianapolis and Muncie MPOs, and federal and state planning partners.

Work elements programmed for FY2021-FY 2022 will continue focusing efforts on the list below:

- Update the travel demand model with freight and modal choice models, including an extensive use of scenario analysis. Continue efforts to enhance the model in the program period.
- Modeling update efforts will include the completion of a newly developed land use model, Urban FootPrint, as part of the land use activities element for scenario analysis. The 2045 InMotion Plan is expected to be completed in the late fourth quarter of FY 2020 (COVID-19 has impacted the ability to do additional public input meetings and review of the plan).
- Host educational workshops that will include Smart Growth America- including the third series of form-based code workshops, T4 America, the Complete Streets Coalition, the Urban Land Institute, and possible other partners to be determined.
- Continue development and improvement of the management systems, specifically upgrading the crash database, MIRE database and its analytical parameters.
- Monitor functional classification, ITS, pavement, congestion, and safety which will be utilized by area engineers, law enforcement and safety agencies, including posting information to the web site for ITS and road construction projects. A continued emphasis in the management systems program will be an improved effort at smaller, less costly improvements that increase system performance and maintenance.
- Improve integration of the agency GIS for plan monitoring and use with other special studies, environmental work, programming, and analysis.
- Update several ADA Transition Plans and in the MPA- Pendleton, Fortville, and possibly Madison County.
- Work to setup a new program that will provide for monitoring and updating ADA plans in the future for LPAs in the planning area.
- Monitor and assist with Title VI Plans/activities for LPAs in the MPA.
- Complete the development of the SR 13/Exit 214 Compact Standards for Access, Land Use, and design guidelines.
- Continue coordination with Fortville on improvements to the US 36 Corridor (this will entail plan monitoring and data collection activities to focus on future road network improvements, possible transit, and development in the area and between adjoining jurisdictions).
- Procure and integrate the new 2021 orthophotography (Pictometry) and LiDAR into the agency GIS, land use network control, updated land use and parcel fabric data, and data sharing efforts. The project will enable concentration on integrating data and studies with improved tools for visualization and 3D modeling with new software tools that include network integration and path analysis.
- Continue efforts on the Livable Communities Initiative - including revamping the community toolkit, access and site review under land use.
- Update land use data and mapping.
- Develop and revise land use development ordinances for Frankton and the possibility of the same in Alexandria, Anderson, and Elwood.
- Continue work on the proposed reservoir project in terms of transportation, land use, and economic impacts.

- Discuss and consider starting a downtown plan and several area or district plans within Anderson for the planning period depending upon funding and outside support.
- Continue transit activities on regional transit, I-69 corridor coalition building, the completion of the new Anderson Transportation Center (transit center), the start of a rural transit study, and to develop plans for an update on a Transit Development Plan for Anderson (If additional funds are received in the program period from both public and private entities a major focus may be a vision plan for the I-69 Corridor from Exit 210 to Exit 234 that includes a coalition of public, private, and non-profit entities.). A planning charrette was sponsored in conjunction with Anderson for communities along the I-69 corridor that included public, private, and non-profit participants in 2010).
- Develop improved economic analysis tools and evaluate the development of a future economic forecast or modeling tool of some type.
- Maintain and improve the financial forecast tool developed for the MTP.

Additional future projects will include studying potential land use changes; assessing transportation demands; continued coordinating efforts for the decennial Census data products as well as other sources such as BEA and BLS; pursuing economic development needs; producing the UPWP, the TIP and Quarterly Tracking, eTIP migration when available, the Management Systems with an emphasis on Performance Measures and data driven outcomes, and projects for the future development of corridors in the Anderson and MPA areas. Coordination efforts with INDOT will continue on planning and programming issues, including the MTP coordination, PDP, PRRCOM, access management, context sensitive solutions, safety, and roadway upgrades and improvements such as I-69, US 36, SR 37, and SR 13. Local coordination efforts for road and transit projects will continue with input from Citizen Advisory and Steering Committees for individual plans and possible rail relocation projects. MCCOG will continue working on land use in several smaller communities in Madison County during the program year. Another focus will be the working on sustainability issues with an emphasis on energy, low-impact development standards, land use and transportation, urban forestry, and climate change. Refinement of a possible Eco-Park Plan is being considered as part of this process. The agency intends on updating and expanding the Energy Plan.

Emphasis Area Transitions from FY 2021-2022:

FY 2021-FY 2022 work program elements were planned with their focus directed as contributing to monitoring the 2045 Plan, the 2022 update, SR 13/Exit 214 Compact Work, the microsimulation study for the SR 13 Corridor from CR 800 South to SR 38, the 67th Street extension project, improvements to the US 36 Corridor, a new TIP, system maintenance and preservation, and select other sub-areas, corridors, and special plans- including freight in the MTP, land use, downtown, environmental, transit coordination, rural and urban transit studies, and mass transit connections. Additionally, the FY 2021-2022 efforts will be more diverse and continue to increase GIS efforts for integration into most activities. A major emphasis in GIS efforts will be the continuation of the orthophotography project; data dashboards, online GIS. The GIS also serves as a platform for public safety coordination and hazard mitigation sharing between safety partners in Delaware, Hamilton and Madison Counties. Public education and accessibility efforts will be a concentration of the agency through major additions to the new agency website, educational brochures, workshops for the public, and updated social media platforms. The MPO will be bringing in outside experts for education workshops as noted above, such as Smart Growth America and T4 America. The first of these workshops occurred in the second quarter of FY 2020 with another held in the third quarter. Another part of this effort is partnering with the greater central Indiana region with the Columbus, Indianapolis, and Muncie MPOs. MCCOG will continue working with the Indianapolis MPO and IPA on improved integration of land use and transportation planning efforts. An expected outgrowth of this effort is a better, more design oriented development process for both the public and private sectors to use. The agency will continue to develop new website tools for improving the outreach; these efforts will include the 200, 300, 400, 500 and 600 Series elements in the UPWP.

Proposed work program elements for FY 2021-FY 2022 have thirteen areas of concentration.

- 1) Monitoring and updating the new travel demand model for the 2022 MTP update.
- 2) Continued development of land use modeling for the MTP and other plans utilizing Urban FootPrint.
- 3) Continued improvement to the management systems and performance measures with an emphasis on safety, security/resiliency, congestion, data enhancements for asset management and the MIRE database analytics.

- 4) Continued coordination with the Columbus, Indianapolis and Muncie MPOs and other central Indiana counties and communities on regional issues.
- 5) Continuation of special studies in the 400, 500, and 600 Series (SR 13/Exit 214 microsimulation and 67th Street Extension), including further review of a mass transit option in the MTP (Element 401), including CIRTAs participation. To start work on an updated rural transit system plan under Element 502.
- 6) Continuation of the following activities under Element 501: ADA activities and Title VI, research work on a new analysis tool for pedestrian networks, to revamp the Community Toolkit with an emphasis on sustainability, to continue work and coordination on a proposed regional trail from New Castle to Kokomo (Panhandle Trail), and the possible expansion of the existing bike share program (we have been working on this with our Community Hospital Partner).
- 7) Continued development and expansion of the agency GIS through the new orthophotography in 2021 (Element 201), data dashboards, and online GIS activities for our LPAs. This project impacts almost all work activities within the UPWP.
- 8) Enhancement and expansion of data collection and analysis activities through tools such as mobile data collection that includes updated capacities to do asset management activities, ADA, traffic counts, rural planning, by using GIS for improved decision-making.
- 9) Continuation of land use data collection and analysis, improvements to the land use mapping and parcel fabric for the land use model, the comprehensive plan projects, and the development of land use and ordinance development for Frankton, Alexandria, and, potentially Anderson and Madison County in Element 402. And, the possible development of several district plans in Anderson.
- 10) Continued development of the Livable Communities Initiative as a tool for public education, input, and technical sharing with an emphasis on developing model ordinances under Element 402, 3D visualization, a better cost comparative model on development, and partnering with the central Indiana area and IPA on educational opportunities, and consideration of a possible future vision plan for I-69 in Elements 401, 402, 501, 502, and the 600 Series as an outgrowth of the I-69 charrette completed in 2010.
- 11) Improved coordination with planning partners at all levels, including the non-metropolitan areas.
- 12) Continued development and improvement of air and water quality education programs with a renewed emphasis on health, including alternative travel, working in partnership with the Indianapolis, Columbus, Muncie, and CIRTAs air quality education efforts, IDEM, and the Upper White River Watershed Alliance for water quality.
- 13) Continued emphasis on quarterly project tracking, red-flag analysis improvements, monitoring functional class, performance measures, and management in the UPWP for compliance with FAST Act and potential new legislation.

Planning Emphasis Areas for FY 2021-2022:

Planning emphasis areas (PEAs) are integrated throughout the work elements within the UPWP. A PEAs matrix is immediately following this section of the document that denotes the work elements that address each PEA, both current emphasis areas and ongoing or past emphasis areas. Emphasis areas for FY 2021-2022 are listed below.

- **Title VI Program Management (bus stops added):** MCCOG will address Title VI primarily through its TIP, MTP, Quarterly Tracking, and Livable Communities work elements in the UPWP as it is a requirement for consideration and use of federal funds for highway, transportation and transit projects. The agency will endeavor to ensure that Local Public Agencies (LPAs) comply with their Title VI nondiscrimination requirements. As with ADA and ERC compliance, the MPO will survey LPAs to determine if they have a current Title VI Plan that identifies a person responsible for Title VI, Notification of Nondiscrimination, a complaint process and steps used to collect and evaluate data on impacts from the LPA's programs and projects. If a plan is not in place with the project sponsor (a city, town, or county) steps should be taken to provide technical assistance for the development and implementation of such a plan. MCCOG assisted the City of Anderson Transit System (CATS) with its bus stop inventory in FY 2020. The agency has developed a data collection application to assist the city. The agency is promoting an improved monitoring program for our LPAs moving forward so that updates continuous annually.
- **Performance Based Planning Measures and Targets:** MCCOG will address this PEA through its management systems and safety planning, TIP project selection, data base maintenance and analysis, the

MTP, and other planning elements. MAP-21 requires INDOT and the MPO to implement performance based plans and programs, as well as the formal use of performance measures. INDOT, FHWA, FTA, and the MPOs will continue to work cooperatively together to set performance measures and targets. The agency has adopted the INDOT Performance Measure standards.

- ***Ladders of Opportunity:*** MCCOG will address this PEA primarily through its data collection, citizen participation, planning studies, project selection, and partnering with area agencies connected to the Social Services Council. The goal of this activity is to create better access to essential services by connecting communities to centers of employment, education, and services, especially for non-drivers in distressed areas. The MPO will work to identify criteria for under served populations, such as low income, minorities, elderly, Limited English Proficient Individuals, and persons with disabilities, and identify essential services, map connectivity, and identify gaps in transportation services, such as, health care facilities, schools, supermarkets, employments centers, voting/polling places, courthouses, recreational areas, bureau of motor vehicles, etc. Analysis should include existing facilities and identify where there are planned projects or opportunities for potential projects.

More specifically, the agency provided information for the White River Bridge TIGER grant dealing with this PEA. This project connects the Anderson University area with downtown Anderson with neighborhoods to the east and west of the bridge having a fairly high concentration of low income and under served populations. Immediately to the south of the bridge in downtown is the County Health Department and the Workforce Development office. Each of these destination points is served by transit.

Another initiative that the agency is currently involved with is the Healthy Food Coalition in Anderson that identifies food deserts. Anderson is currently working to recruit a grocery or market to the downtown and to the far westside; both areas currently are food deserts.

In 2016-2018, MCCOG initiated a gathering of major organizations dedicated to the sole interest of building on existing assets to improve residents' overall quality of life. This coalition of groups resulted in the agency applying for, and receiving, a Healthy Places for Healthy People EPA grant (1 of 10 nationally). The agency participates with the countywide health coalition partners

The coalition identified a handful of low-cost, high impact projects that could be used to begin a transformation for neighborhood and downtown revitalization; the central proposal for this program being the establishment of health districts. Although traditional neighborhoods were designed around schools, that model has slowly disappeared as school corporations built further outside the urban core due to lower development costs, leaving neighborhoods without a core to function around. We are proposing to establish "health districts" following a similar pattern to traditional school neighborhoods with health care facilities replacing schools at the center.

The agency co-hosted a day long workshop with EPA that had 80 participants engaged in developing goals on active lifestyles, healthy diets, and community revitalization. Action goals resulting from the workshop are enumerated below.

Action Plan Goals

- Inventory and map existing active living opportunities
- Seed an "Active Anderson" program
- Design a village health district pilot (see below)
- Encourage economic revitalization downtown

MCCOG has actively been engaged with our health partner on the grant, Community Hospital of Anderson, in developing a Master Plan for their campus that includes trails available to the public with links to adjoining neighborhoods, an urban farm to grow and share food, and programs geared to engaging the public in active, healthy lifestyles. The next step in this project is to develop an economic plan for the area. An outgrowth of this partnership has resulted in meetings with St. Vincent Anderson Regional Hospital to do a similar project

surrounding their campus. The St. Vincent project is located in the middle of a distressed neighborhood that is immediately to the south of downtown.

A current project that is in the early stages of development is to build a trail from the Purdue Polytechnic Campus that is adjacent to a distressed neighborhood to the west with downtown (design funds were awarded for this project in FY 2019). This would provide a key link in the bike and pedestrian network from an educational center to downtown adjacent to the riverwalk, the Workforce Development office, and the County Health Department.

- **Programming for HSIP funds for safety planning activities and/or identify low cost systemic use of HSIP funds:** MCCOG will address this PEA primarily through its management systems, TIP, data collection and monitoring, crash analysis data. The agency will be completing a Safety Plan as part of its program. FHWA and INDOT will communicate more fully the guidance and options for use of HSIP to MPOs and LPAs that will result in eligible safety projects. FHWA and INDOT reminds MPOs that up to 15% of HSIP funds can be programmed for planning purposes for activities like crash analysis, providing data for Community Crossings grants, data for special studies, federal-aid projects, Road Safety Audits (RSA) and safety data collection and analysis. MCCOG has completed several RSAs for communities in the MPA and recently completed the State Road 9 Non-Motorized Safety Study for Anderson.
- **Mobility Management Network (Planning):** MCCOG has been in contact with Smart Growth America who has a program directly dealing with mobility management, specifically pedestrian safety and micromobility. We are going to try in FY 2021 to engage them to work with our LPAs as a group. As part of this PEA, it is our intent to actually blend this with Title VI activities as well.
- **Coordinated Human Services Public Transportation Plans:** MCCOG approved its updated plan in April of 2018. The agency will review the plan for any compliance changes and update it in the work program period.
- **Public Participation Plan:** MCCOG updated its participation plan in 2016. The agency intends on reviewing and updating its plan in FY 2021. It will also review its plan for any updates that will require the plan to be modified for compliance. The most recent plan can be found with a link on the agency's website.
- **Traffic Incident Management (TIM):** MCCOG attended sessions at the 2019 MPO Conference and TRB on developing a TIM program. The agency intends on reviewing best practices, peer programs, and research to begin doing TIM activities in FY 2021-2022.
- **Updating the Planning Roles and Responsibilities Cooperating Operating Manual (PRRCOM):** MCCOG will participate with other peer MPOs on updates to the PRRCOM in FY 2021-2022.
- **Local Road Safety Plans (LRSPs):** MCCOG will continue to update its crash database, work on improvements and updates to its MIRE database, include safety data in studies, and do special studies like the SR 9 Non-motorized Safety Plan, safety spot studies, and dispense data to our LPAs annually and upon request. It is our intent to develop a safety dashboard for LPA use.

MCCOG UPWP PLANNING EMPHASIS AREAS: FY 2021 & FY 2022

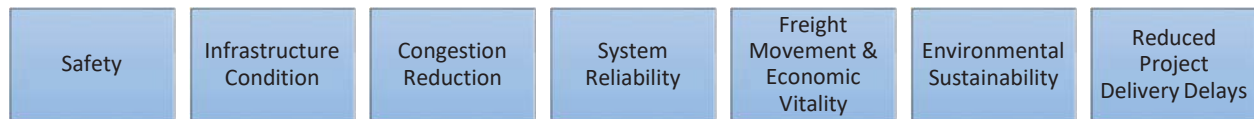
PLANNING EMPHASIS AREAS/ / DESCRIPTION		#101 Admin.	#101 Admin-STP	#103 UPWP	#104 Citizen Part	#201 DATA	#202 Vol. Count	#202.1 INDOT VC	#301 MS	#302 TIP (STP)	#401 LRTP	#402 LU Anal. & Dev.
Metropolitan & Statewide Plans: Environmental Mitigation/RFI												
New Consultations				X		X					X	X
Consistency of Transp. Plan with Planned Growth & Development Plans											X	X
Transportation Security/Resiliency									X		X	
Operational & Management Strategies							X	X				
Participation Plan				X	X							
Visualization/Scenario Techniques in Plans & Metropolitan TIP Development										X	X	X
Publication of Plans & TIP/STIP					X					X	X	X
Annual Listing of Obligated Projects					X					X		
Congestion Management Processes In Transportation Management Areas							X	X				
Coordinated Public Transit-Human Services Transportation Plan												
Planning & Environmental Linkages (Red Flag)						X				X	X	X
ADA Transition Plans & Part II Monitoring						X				X		
Quarterly Tracking										X		
MPO Change Order Process										X		
Functional Class Update with NHS & National Truck Network						X		X				
Adjusted Urban Area & Metropolitan Planning Area Boundaries						X						
Models of Regional Cooperation		X	X								X	X
EJ & Ladders of Opportunity				X	X						X	X
Title VI Program Management		X		X								
HSIP /Safety Studies/Audits						X	X	X			X	X
Performance Measures Development						X	X	X			X	X
PRRCOM		X										
Traffic Incident Management (TIM)						X			X			
Additional Factors Recommended:												
Fiscal Constraint										X		
HPWS							X	X				
Economic						X					X	X
Environment						X					X	X
Air Quality/Monitoring					X	X	X	X			X	X

MCCOG UPWP PLANNING EMPHASIS AREAS: FY 2021 & FY 2022

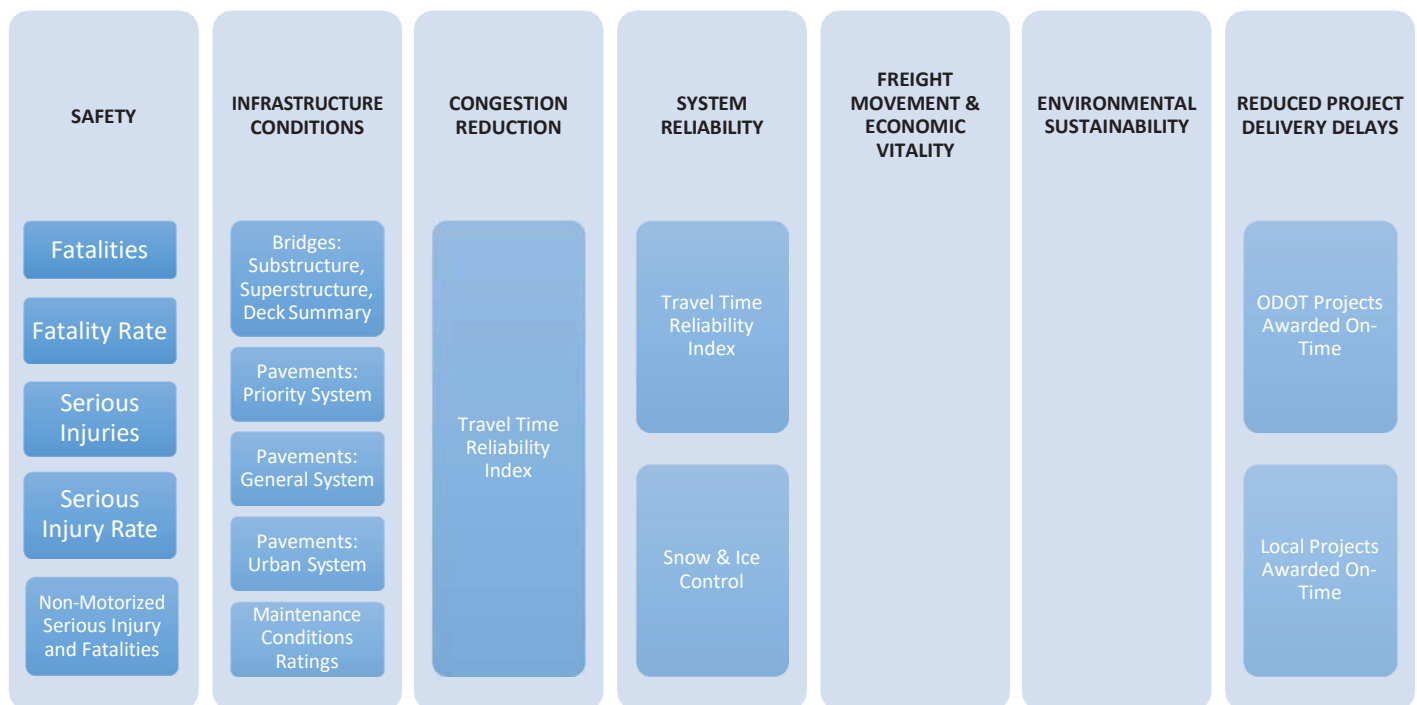
PLANNING EMPHASIS AREAS/ / DESCRIPTION		#501 MMI/AL/LC	#502 Transit Act.	#601 Cor Study/US 36	#602 Cor Study	#603 SR 13-STP	700.1 RPO VC	700.2 LPA Support	700.3 RPO INDOT Sup.			#901 TRAM
Metropolitan & Statewide Plans: Environmental Mitigation/RFI												
New Consultations			X	X	X	X						
Consistency of Transp. Plan with Planned Growth & Development Plans		X	X	X	X	X						
Transportation Security/Resiliency			X									
Operational & Management Strategies				X	X	X						
Participation Plan												
Visualization/Scenario Techniques in Plans & Metropolitan TIP Development		X	X	X		X						
Publication of Plans & TIP/STIP		X	X	X		X						
Annual Listing of Obligated Projects												
Congestion Management Processes In Transportation Management Areas				X	X	X						
Coordinated Public Transit-Human Services Transportation Plan			X									
Planning & Environmental Linkages (Red Flag)				X		X						
ADA Transition Plans & Part II Monitoring		X										
Quarterly Tracking												
MPO Change Order Process												
Functional Class Update with NHS & National Truck Network												
Adjusted Urban Area & Metropolitan Planning Area Boundaries												
Models of Regional Cooperation		X	X	X	X	X						
EJ & Ladders of Opportunity		X	X									
Title VI Program Management		X	X									
HSIP /Safety Studies/Audits		X	X	X	X	X	X	X				
Performance Measures Development		X	X									
PRRCOM												
Traffic Incident Management (TIM)												
Additional Factors Recommended:												
Fiscal Constraint												
HPWS							X					
Economic		X	X	X	X	X					X	
Environment		X	X	X	X	X					X	
Air Quality/Monitoring		X	X	X								

CHAPTER 2: PERFORMANCE MEASURES

MAP-21 and the FAST Act are placing an emphasis on incorporating performance management into transportation planning and programming processes. National performance goals have been established for 7 key areas, and states are required to establish performance targets in support of these national goals. Projects in each of Ohio, Kentucky, and Indiana's State Transportation Improvement Programs (STIP), will address transportation needs in one or more of these key areas, which are:



Currently, ODOT, INDOT, and KYTC's MPOs, RTPOs, and transit agencies are working together to determine what performance measures to track in each of the key areas, and to quantify baseline goals for each measure. As a starting point, the state DOTs plan to use some of the performance measures that they have been tracking for many years to measure how each state's transportation system is operating. Monitoring these performance measures has assisted these DOTs in setting goals, adjusting priorities, allocating resources, and developing policy. A list of the performance measures that support the national goal areas is shown below. ODOT, INDOT, and KYTC will continue working with its partners to establish and refine statewide performance measures that support the national performance areas.



For additional information on Performance Based Planning, please reference:

- FHWA Final Rule: <http://www.fhwa.dot.gov/tpm/rule.cfm>
- Performance Based Planning and Programming Guidebook: http://www.fhwa.dot.gov/planning/performance_based_planning/pbpp_guidebook/
- FTA Final Rule: <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/final-rule-statewide-and-nonmetropolitan>

Description of Planning Activities

The following planning activities are described by Job Element number, purpose, general method, accomplishments or activities, anticipated work products, and cost breakdown by funding source. Additional information is contained in tabular form in appendices to this document.

Funding Sources:

FHWA/PL:	Federal Highway Administration, Metropolitan Planning Funds.
FHWA/STBG:	Federal Highway Administration.
FHWA/SPR/SURTP:	Federal Highway Administration, State-wide Planning & Research Funds.*
FHWA/CMAQ:	Congestion Mitigation and Air Quality Funds.
FHWA/HSIP:	Highway Safety Improvement Program Funds.
FTA/5303:	Federal Transit Administration, Section 5303 Funds.
INDOT:	State Government Contribution/Funds.
MCCOG:	Madison County Council of Governments, Local Government Contribution/Funds.

***NOTE:** SURTP funds are not used for planning activities within the MCCOG MPA.

****NOTE:** FY 2021-FY 2022 costs and program work elements will be updated and amended as needed to reflect the most current available funding or change in work program status.

*Unified Planning Work Program
Fiscal Years 2021 & 2022*

100 Series Administration/ Public Participation

Madison County Council of Governments

Administration/Public Participation Elements

Element 101: Administration, Management, & Coordination

Purpose: To provide for the appropriate administration of the planning program, including, but not limited to, transportation planning with coordination with regional economic development, land use, and infrastructure.

Method: Activities shall include the following: preparation of progress reports; billing statements; completion reports; certification reports; any necessary work program amendments and justifications; participation in program audits; certification reviews; DBE certifications; Title VI annual updates; assist with PRRCOM revisions with INDOT, FHWA, and peer MPOs; update technical assistance to local governments; and coordination and attendance at the MPO TAC and Policy Committee; Regional Economic Development and land use meetings; and attending Federal, State, and MPO-sponsored transportation meetings.

Past Accomplishments: Completion of progress reports, billing statements, annual completion reports; participation in Federal, State, and MPO-sponsored transportation meetings; HUD programs; EDA programs; water quality programs; technical assistance; and land use.

Anticipated Results: To produce the following items/activities: preparation of progress reports; billing statements; completion reports; certification reports; any necessary work program amendments and justifications; participation in program audits; certification reviews; DBE certifications; Title VI annual updates; assist with PRRCOM revisions with INDOT, FHWA, and peer MPOs; coordination and attendance at the MPO TAC and Policy Committee and Regional Economic Development and land use meetings; and attending Federal, State, and MPO-sponsored transportation meetings in FY 2021 and FY 2022.

Element 102: Staff Conditioning and Development

Purpose: To maintain an adequately trained transportation planning staff.

Method: Staff members will be sent to transportation and comprehensive planning workshops, classes, and seminars sponsored by FHWA, FTA, INDOT, EPA, NHI, TRB, APA, EDA, URISA, ESRI, ULI, and other recognized agencies with expertise in these fields. Special priority will be given to FHWA, FTA, NHI, TRB, or other transportation, land use, environmental quality, energy, sustainability, NEPA, GIS, and economic development sponsored training sessions. Training will include Travel Demand Forecasting/Modeling, Community Impact Assessment, Health Impact Assessment, GIS, NEPA, Historic Preservation, Transportation and Land Use Planning, Management Systems, Freight Planning, Energy, Air Quality, Traffic Operations, Economic Development and Transportation, Mass Transit Development and Operations, Safety, Greenways, and Livable, Active and Sustainable Communities. FTA and INDOT sponsored courses will include NEPA, ERC, Transit, National Workshops, Bike/Pedestrian, data collection, and ADA. In addition, efforts will be made to expand computer, programming, and database skills, web design and social media skills, GIS, and other planning skills which pertain to Work Program elements.

Needed planning and technical reference books, manuals, memos, or documents, as needed, will be purchased under this program element, or other specific work program elements, that train and educate staff on the latest methodologies, best practices, and knowledge to apply to completion of work products and activities (e.g., TRB, NACTO, and APA reference books, manuals, and memos on Trip Generation, Access Management Manual, Crash Analysis, Critical Issues in Transportation, Urban Street Design Guide, Urban Bikeway Design Guide, Autonomous Vehicles, Climate Change, Equity, Health Impacts, Food Planning, Smart Growth, etc.).

Past**Accomplishments:**

Attendance at FHWA, FTA, NHI, TRB and planning workshops, webinars, and other relevant activities. Courses attended included: “TRB National Conference”; “Safety Analysis”; “Land Use, Transportation, and Air Quality”; “Purdue Road School”; “Economic Development and Transportation”; Annual MPO Conference”; “NEPA Certification”; “Travel Demand Forecasting with TransCAD”; “Modeling Workshops with TRB, Purdue, Caliper, and NHI”; “Transit Supportive Land Use”; “Planning & Environmental Linkages”; “Complete Streets and Main Street”; “Designing Active Cities”; “Effects of Transit on Urban Development”; “Urban Trails”; “Freight Planning”; “Greenways as Transportation Corridors”; “ESRI Users GIS Conference”; “URISA GIS Workshops”; “ADA Planning”; “URISA Cadastral Mapping Workshop”; “Green Streets”; “Main Street Downtown Development”; “3D” Visualization; APA Conferences; “Rail Volution Conference”; training courses on web design, social media, programming in Python, JAVA and HTML; land use and planning workshops sponsored by EPA and other partners.

Anticipated Results:

To develop, maintain, and invest in a professionally trained planning staff with the most current methodologies, best practices, and knowledge base available to assist in completing work program activities in the UPWP. These investments in staff should result in innovation, creativity, research, and sound technical analysis engaged in daily and in ongoing efforts throughout the development of work products and activities. This includes all levels of staff from technical planning and data collection to the administrative. Each staff person is engaged with management in determining training needs on an annual basis. Training is tailored to improving knowledge and skill sets for that staff member as well as the greater whole-the agency. It is determined to meet specific areas of improvement and learning to enhance productivity, gain or maintain professional certifications, produce better work products and activities, and share with our LPAs and peers. For example, technical transportation staff for modeling learn SAS (statistics), Python, TransCAD, and other progression training to gain the needed skill and knowledge sets for model development for travel demand and land use modeling, and scenario planning. Other examples entail more basic skill sets to learn Excel or more advanced training in Excel, Adobe graphic programs, GIS, programming, website design, 3-D modeling, and database design and maintenance.

Element 103:**Annual Work Program (UPWP)****Purpose:**

To prepare and maintain a twenty-four month planning program that serves as a management tool for the coordination of planning efforts in the MCCOG regional planning area for Fiscal Years 2021 and 2022.

Method:

The planning activities selected for completion in FY 2021 and FY 2022 shall support the local planning process in a manner that is comprehensive in scope, coordinated at all levels of participation, and builds upon prior years of effort- continuous.

Past**Accomplishments:**

Successful completion of FY 2019-FY 2020 Unified Planning Work Program Job Elements identifying future planning needs.

Anticipated Results:

To complete the FY 2021-2022 Unified Planning Work Program and any amendments. This element should result in continuous improvement, innovation, and creativity in planning, work products and activities that meet the federal and state planning requirements as well as the needs of the individual LPAs and the MPA- the planning region. The work program serves as an organizational and general scoping roadmap for activities the agency intends to undertake in the two year time frame of the UPWP and beyond. As part of this effort, the work program should provide for the best possible engagement of the public in its planning processes, work products and activities on a continuous basis through our committees, special

project committees, individual dialogue, traditional community and media outreach, public educational opportunities, website postings, social media, and planning partners such as the Chamber, Corporation for Economic Development, Social Services Council, educational institutions, and other organizations, including federal and state partners. It should provide the foundation for accomplishing Planning Emphasis Areas (PEAs) in the processes, work products, and activities of the agency on a consistent basis that meets, and strives to exceed, the PEAs for Environmental Justice and Ladders of Opportunities. As such, the agency through its work must provide the opportunity to connect the people we serve to what we do and what we hope to accomplish. In essence, it should be concerned with improvement on a continuous, comprehensive, and cooperative basis each and every day.

Element 104: Citizen Participation

Purpose: To ensure that local planning and educational efforts are responsive to a public interest that is as broadly based as possible.

Method: Community groups will receive regular notices for upcoming meetings and activities. Draft reports will posted on the agency website and sent to appropriate representative groups for their review and comment prior to final approval. Special effort will be made to accommodate the views of minority and other groups of economically challenged citizens as part of the environmental justice efforts of the agency. Efforts will include the following: writing transportation news articles for local media and the agency website; increased use of social media; public meetings for the FY 2021-FY 2022 work program elements as per the FAST Act; expanded use of its Citizens Advisory Committee for special projects and committees dealing with Multi-modal, Freight, Bike and Pedestrian Activities; and, continued improvements to its website as another alternative to access. The agency is currently working on better inclusion of the Ladders of Opportunity emphasis area into its participation process and planning activities. MCCOG will provide public participation according to the FAST Act requirements for Section 504, ADA, Title VI and DBE planning, the Clean Air Act of 1990, grant hearings, the TIP, the INDOT project development process, the RCP, and the Land Use Element. Air Quality education will be continued and coordinated with the Indianapolis, Columbus, and Muncie MPOs, CIRT, Commuter Connect, and Health by Design programs for materials and support whenever possible. The MPO will also continue to evaluate and improve its public involvement procedures with a full review and update to its Public Participation Plan. Additionally, efforts will be made to include, and improve, the process for involvement for TIP amendments as well as posting status updates to all projects in its TIP annually, including the Annual Listing of Obligated Projects.

Past

Accomplishments: Activities have entailed regular attendance of concerned citizens at transportation technical advisory committee meetings, public hearings, notification to private providers, and special committees (as noted above). The UPWP and TIP public participation process will continue annually. In FY 2016, the agency updated and approved the Public Participation Plan (PPP) as well as efforts directed toward the development of more and better educational materials, surveys, focus group meetings with community groups and the general public for work plan elements, and updating the website. A new agency website will be completed in late FY 2020. FY 2009-FY 2020 witnessed the agency's increased efforts on air quality education through participation in Earth Day Activities with the City of Anderson and participation with the County 4-H and County Health Fairs as a booth contributor promoting cleaner air and alternative travel. The agency completely re-constructed parts of its website dealing with "Clean Air Aware", alternative travel, environmental and stormwater materials, mass transit, sustainability, and energy. A new program for engagement of the general public and school age children that started in 2011 will continue. The agency actively started working with area schools in 2014, specifically Anderson schools, on alternative travel modes to school; this was done in conjunction with a new wellness initiative tied to Clean Air and health that included

the area hospitals; this partnership will be reorganized moving forward to engage these stakeholders to become more active. Project web sites were developed along with social media for the travel demand survey, special studies, comprehensive plans, and other activities during the FY 2019-2020 period.

Anticipated Results:

To develop a planning process that is more accessible, responsive, and informed as to a greater diversity of views of the community and the agency through the activities denoted in the method in FY 2021 and FY 2022. An updated PPP will be a priority product in FY 2021. The MPO will continue revamping its CMAQ awareness program and educational campaign to tie health awareness and alternative transportation modes together by continuing to engage health and business partner; as part of this effort, materials will be developed and designed in-house for various media forms of outreach. Media efforts will include publication of materials, billboards, and other media outlets, including radio; it will also engage a marketing, or engagement consultant, for the campaign. Other efforts will provide promotional materials such as handouts, t-shirts and other items promoting the campaign. And, to assist all governmental units in the MPA with Title VI requirements.

100 Budget Summary: FY 2021-2022 *(Red denotes new funding in 2021; Black denotes carryover funds.)*

Funds	PL	STBG	HSIP	CMAQ	Federal Share	Local Share	Total Cost
	\$57,000	\$45,000			\$102,000	\$27,500	\$127,500
	\$8,000	\$20,000			\$28,000	\$7,000	\$35,000
				\$70,000	\$70,000	\$17,500	\$87,500
Totals	\$65,000	\$65,000		\$70,000	\$200,000	\$50,000	\$250,000

*Unified Planning Work Program
Fiscal Years 2021 & 2022*

200 Series Data Collection/Analysis

Madison County Council of Governments

Data Collection/Analysis Elements

Element 201: Transportation & GIS Data Base Maintenance

Purpose: To provide for the general maintenance and expansion of transportation/transit, GIS, land use, census, economic, and environmental databases, and map files for FY 2021 and FY 2022.

Method: Databases at MCCOG contain files on volume counts, turning movements, roadway characteristics, HPMS, crashes, rail inventory, intersections, signage, public right-of-ways, zoning, land use, housing, environmental and health data, economic data, transit ridership and revenue, transit service performance indicators, Census information, Post-Census, signage, sidewalks, road miles, and pavement.

Computational computer programs are utilized for crash analysis, capacity analysis, road segment evaluation, budget modeling (highway and transit), land use, parcels, change detection, management systems, development impact assessment, and work program administration. Database maintenance, refinement, and improvement are done monthly and annually. Specific emphasis in FY 2021 and FY 2022 will be on continuing to develop a multi-jurisdictional GIS for the entire MPA through the acquisition of updated orthophotography (color aerial imagery) and LiDAR (Light Detection and Ranging- a remote sensing method for capturing ground level elevations to develop digital elevation models, DEMs, and contour intervals that are used for design and drainage). Aerial imagery is used in almost all the planning projects undertaken by the agency. Thus, it is an important part of our toolkit to perform our federal planning requirements. The aerial imagery has become integral to our planning processes, projects – both planning and design, and performance-based planning. The current project entails a multi-year contract for four (4) flight series in intervals of two (2) years, with the fourth flight being optional (see attached justification for sole source procurement in Work Details (pages, including costs and justification). Pictometry (the actual product) will result in an improved coordinate network, environmental data acquisition, infrastructure data, and other digital products through our agency GIS platform (ArcGIS) to assist in detecting actual changes on the ground. Pictometry and accompanying data sets are hosted by MCCOG with usage rights to LPAs in the MPA for planning, economic development, land use, transportation, and safety and hazmat purposes; these purposes further the MPOs ability to receive accurate land use and parcel data sets, safety and hazmat information sharing, and data for planning and design of federally funded projects.

In FY 2021 and FY 2022, MCCOG will continue to improve its databases through the further development of planimetric features and planning data into its GIS including the items enumerated below. Emphasis will be to continue developing data collection apps, data dashboards, and online GIS.

- Improve coordinate network, land use-parcel fabric, sidewalks, signage, intersections, and MIRE.
- Expand existing databases currently in place or create new databases as part of the data/information side of updating and monitoring for the MTP, air quality, the management systems, the environment, economic data, safety, security, and special studies.
- Continue development of map graphics with data integration, through GIS, for use in special studies, MTP monitoring, land use, comprehensive plans, economic and environmental analysis, 2010 Post Census and the 2020 decennial update, ACS integration, safety and security-including GIS deployment for these areas, and functional classification, NHS, and truck network updates.
- Assist with coordination for public input and meetings.
- Dedicated effort to maintenance and improvement of existing databases, plan model monitoring/refinement, and data collection efforts (such as Elements 202 and 301).
- Improve asset management databases in coordination with LPAs in the planning area.
- Improve and expand on data collection capabilities for the agency and LPAs in the MPA.
- Expand and improve upon data availability through GIS online, data dashboards, and data collection.

- Maintain, improve, or procure software, hardware, and mapping data collection and upgrades as well as the necessary research for their acquisition.

Past

Accomplishments:

FY 2019 and FY 2020 efforts resulted in the accomplishments enumerated below: the integration maps and data for the 2045 Interim Plan, and the 2045 InMotion Plan, the integration of the 2019 orthophotography, pictometry data, and updated contours, elevational data, and planimetric features; continued integration of data with City Engine and 3-D modeling software as part of the agency efforts to improve on scenario planning utilized in Elements 501 and 602; model improvements and refinement for the long-range plan monitoring; integration of improvements on land use modeling for UrbanSim development and Urban Footprint; the continued integration of the cadastral mapping for the GIS; continued development of the effort in environmental analysis and historic structures for the county, cemeteries, soils, floodplains, and continued hydrology data updates; updates of the Alexandria, Anderson, Chesterfield, Daleville, Elwood, Fortville, Frankton, Lapel, Ingalls, Markleville, Orestes, Pendleton, and Madison County land use layers into the GIS system; and land use for another small community; rail crossings; sidewalks, signage, volume counts; geo-coding corrections for Census and address additions; Census TAZ coordination and intergration; Census data partnering; and, updated databases for accidents, HPMS, intersection movements and geometry, MIRE, land use, rail, site impact, and coordination and support for the county 911 system. Survey information was logged for land use. Software was updated for HCS and the GIS. Data was maintained and updated for transit revenues, expenses, ridership, and the national transit data base. The agency continues working extensively with both Fortville and Pendleton in the development of asset management data bases for operations and maintenance; these two communities served as an initial model effort to move other communities into greater use of these tools, and pavement management for other communities for Community Crossings. Part of the databases maintained will also serve to assist in setting and monitoring performance measures. Mapping was completed for all projects in this element.

Anticipated Results:

To achieve the following enumerated products or activities in the two year work program.

- Update and maintain transportation, transit, ADA, environmental (NEPA), and census databases and mapping with specific emphasis on projects which build capacity and support monitoring the 2045 InMotion Plan and air quality conditions while coordinating with Indianapolis for a minor update to sync our plan update cycles in 2021 (SFY 2022 - Element 401).
- Maintain and update current study efforts as well as the continued development of enhanced economic and census databases, including dashboards, for integration into development efforts and studies.
- Continue work on the GIS orthophotography project for cadastral, environmental, infrastructure, safety and MIRE, rail inventory, functional classification, NHS and truck networks, and security mapping, including new orthophotography through a multi-year contract with a private provider and participation in the statewide project. The second flight series for Pictometry will be flown in spring FY 2021.
- Develop and create map graphics, design information, new data layers, an updated rail crossing inventory, intersection geometry, and improved programming capabilities for the management systems, asset management, and GIS.
- Purchase computer equipment/hardware, software, coordinate technology hardware, added planimetric mapping, and mapping data collections and upgrades to meet present and future needs which are compatible with existing hardware and software. Updated orthophotography and LiDAR will be integrated into the GIS during the program years through the state and Pictometry update programs (4 scheduled acquisitions of orthophotography flights in 2 year intervals in current contract). Also, the agency is considering procuring asset management services and/or data collection equipment in FY 2021 or in FY 2022. MCCOG has not determined the exact technology, or services, it is considering for asset management (e.g. pavement, sidewalk, curb, and sign inventories and condition ratings). The agency has considered purchase of equipment and technology as a benefit compared to continuous procurement of service contracts to accomplish this objective that are extremely expensive. Purchasing would allow for collection on a more regular basis at a cost savings to the MPO

- and its LPAs. Equipment ranges from fully outfitted vehicles to modular add-on systems, such as Romdas or ARRB, or a scaled down unit that mounts cameras on a pickup truck.
- Procure new volume counters to replacement existing equipment.

Element 202: Traffic Volume Counting/Intersection Analysis

Purpose: To develop annual updates of traffic volume and intersection data for use as a transportation planning tool.

Method: The FY 2021 and FY 2022 Volume Count Program will consist of coverage counts, cordon counts, screenline counts, HPMS counts, and special counts in the Metropolitan Plan and modeling area. These counts will be used in tandem with other special counts to complement traffic zone information for monitoring the 2045 MTP and 2022 update, and special studies. Specific emphasis will target anticipated areas of growth, congested areas, and various intersections with high crash rates. Adjustments of raw counts for AADT will be made using seasonal factors obtained from urban areas of a similar size, and axle factors from INDOT. Special study counts will be taken to supplement the baseline information for the modeling network and corridor or area studies. Intersection counts and analysis will be conducted as part of the HPMS requirements and for special studies and crash analysis. MCOG will collect additional counts in the planning area in 2021-2022 to assist with the MIRE database analytics based on anticipated work loads.

Past

Accomplishments: The FY 2019-2020 Volume Count Program was completed in the first and second quarters of the fiscal year; it will resume in the late third quarter of FY 2020.

Anticipated Results: To collect and summarize data for each count location, including mapping locations. And 24-hour average summary shall be listed by street segment name, count station, and volume. Adjustment factors for season and axle will also be listed on the 24-hour summary page. All traffic count data will be submitted to the INDOT. Data will be used for special studies, such as past efforts for the SR 38 Corridor Study, Exit 219 Interchange Improvements, SR 9 Non-Motorized Study, rail crossing inventory, monitoring the 2045 MTP, input on the development of the 2050 update in 2022, and travel demand model calibration and validation for the 2050 update. Model calibration is done after each step of the modeling process to adjust parameter values for the base year. Intersection analysis, including turning movements, will be used to support HPMS, special studies, and crash analysis. Equipment necessary to carry out the program will be purchased for this Element under 201.

Element 202.1: Traffic Volume Counting

Purpose: To develop annual updates of traffic volume information for use as a transportation planning tool for both INDOT and the MPO.

Method: This part of the FY 2021 and FY 2022 Volume Count Programs will consist of approximately 2,000 counts of INDOT selected locations in Blackford, Carroll, Clinton, Delaware, Fayette, Grant, Hamilton, Hancock, Henry, Howard, Jay, Madison, Randolph, Rush, Shelby, Tipton, Union, and Wayne Counties based on the INDOT schedule. These counts will be used in tandem with coverage, cordon, and other special counts to complement traffic zone information for both INDOT and the MPO for road improvements, MTP monitoring, and special studies. Adjustments of raw counts for AADT will be made using seasonal factors obtained from urban areas of a similar size, and axle factors from the INDOT Planning Division.

Past

Accomplishments: The FY 2019-2020 Count Program included 1,900 counts for INDOT. Approximately 1,600 plus counts have been collected to date in FY 2019-FY 2020 to date.

Anticipated Results: To collect and to summarize each count location, and an area map with count locations and 24-hour average summaries shall be listed by street segment name, count station, and volume.

Adjustment factors for season and axle will also be listed on the 24-hour summary page. Approximately 1,000 to 1,200 counts for INDOT are scheduled each year for inclusion in the FY 2021-FY 2022 Traffic Count Programs. All traffic count data will be submitted to the INDOT as well as be used for special studies- as noted above in 201, monitoring the 2045 MTP, input on the development of the 2050 Plan, and travel demand model calibration and validation for the 2050 Plan. MCCOG's new travel demand model includes Hamilton County and parts of the central Indiana region that extends from the junction of I-69 and I-465 to I-70 and from I-70 east to the eastern edge of Hancock County. Counts taken in the other central Indiana counties are used for the Halo zones (11 counties and parts of 2 counties) in the new model that incorporates all of central Indiana.

200 Budget Summary: FY 2021-2022 (Red denotes new funding in 2021; Black denotes carryover funds.)

Funds	PL	STBG	SPR	Federal Share	Local Share	INDOT Share	Total Cost
	\$81,000	\$545,645		\$626,645	\$156,661		\$783,306
		\$350,000		\$350,000	\$87,500		\$437,500
			\$80,000	\$80,000	\$0		\$80,000
Totals	\$81,000	\$895,645	\$80,000	\$1,056,645	\$244,161		\$1,300,806

*Unified Planning Work Program
Fiscal Years 2021 & 2022*

300 Series Short Range Planning Management Systems

Madison County Council of Governments

Short Range Planning/Management Systems Elements

Element 301: Management/Monitoring Systems

Purpose: To provide the necessary support data, monitoring, and analysis programs which focus on improving the efficiency and integrity of the regional transportation infrastructure and facilities. And, to provide the necessary framework for developing, setting, and monitoring the performance measures requirements to achieve an improved data driven planning process.

Method: Efforts will focus on data collection and analysis to identify the development and implementation of low cost alternatives for system improvements or needed additions to the network. Elements 302.1 to 302.6, 201, 202, and 401 will be used to integrate data collection, monitoring, and analysis. Data requirements will define and monitor the magnitude of the problems, identify transportation improvement needs, analyze alternative solutions to the problems and assess their effectiveness in solving them, and measure the effectiveness of the implemented actions. Additionally, to work cooperatively with FHWA and INDOT to develop, set, and monitor the required performance measures targets.

Past Accomplishments: Successful completion of FY 2019-FY 2020 Management Systems Elements, and past TSM activities. Other activities included sign inventory, improvements to the crash and MIRE databases, and the development and setting of the safety performance measure target in coordination and cooperation with FHWA, INDOT and peer MPOs in Indiana.

Anticipated Results: To develop a list of recommended improvements for the system through integration of the other 301 sub-elements as well as the development, setting, and monitoring of the required performance measures in FY 2021 and FY 2022.

Element 301.1: Pavement Management System

Purpose: To provide the necessary support data, monitoring, and analysis through a pavement management program which focuses on improving the efficiency and integrity of, and protect and maintain the investment in, the regional area's existing and future road transportation infrastructure and facilities in FY 2021 and FY 2022.

Method: MCOG staff will participate in meetings with INDOT, FHWA, and local government representatives to improve on implementation of PMS. The MPO will concurrently continue to improve its own data collection and database system for the PMS with continued efforts to support LPAs in the planning area. A sample of data categories for consideration in the PMS are the following: inventory items such as facility location, functional classification, length, and pavement type; pavement condition; construction and maintenance history, whenever possible; traffic; and cost analysis. It is anticipated that this program will work in tandem with the annual volume counting and HPMS programs. MCOG intends on improving and developing a more robust PMS to assist LPAs in the plan area. Additionally, new software may be procured for this work element.

Past Accomplishments: Past accomplishments include PMS products for Anderson from FY 2000-FY 2020 and for Alexandria and Elwood from FY 2007-FY 2020, Summitville in 2019 and 2020 as well as support for other LPAs in the MPA. Other work entailed the annual volume count and HPMS programs, and participation at state PMS and safety activities for the improved development of the state/local system.

Anticipated Results: To collect and to provide data for utilization and analysis of pavement conditions for maintenance and project planning and selection. Also, the acquisition of software for a PMS or improvements to the GIS for this integration.

Element 301.2: Safety Management System

Purpose: To expand and to improve the existing system-wide Safety Management System (SMS) utilizing data collection and analysis for factors affecting safety considerations for system improvements to maximize operational safety. Additional emphasis will be placed on maintaining the crash database and integration of the MIRE database for planning and programming purposes.

Method: The main focus in FY 2021 and FY 2022 will be on studying accident locations in the planning area with primary analysis in the urbanized and key growth areas. Additional efforts will continue to concentrate on developing a broader focus for the safety program in terms of data collection (e.g., the maintenance of the rail crossing inventory program and traffic sign inventory). Data collection for this element will include peak-hour turn counts, volume counts, accident history, design geometrics (MIRE), signs, HPMS, and other existing information will be utilized where possible. Data will also include the absolute number of crashes and crashes per annual approaching vehicles. The database will be updated and refined in coordination with INDOT and appropriate software programming for future database maintenance efforts will be completed. MCCOG will review its safety goals and objectives, performance measures, and strategies as part of the improved project development recommendations. The agency will continue its work as a partner with countywide deployment of GIS connectivity to new 911 updates for local safety and emergency response agencies; the agency will support development efforts for a new TIM program over the period. As part of the MTP update a safety element will be added that incorporates local elements as well as the SHSIP from INDOT as part of FAST Act compliance. Efforts will also include review of TIP/STIP projects as to safety related issues, and work on the Anderson signalization project.

Past

Accomplishments: In FY 2014 the agency began rebuilding its crash database that continues on a monthly basis. Sign inventory was completed in late 2013 and is updated as needed. Sign replacement was completed in FY 2017-2019. In FY 2017, the agency started a major upgrade to its safety database and will look to improve it in 2021-2022 by greater integration into its GIS. During 2017- 2019 the agency completed a large part of its development of the MIRE database and intends to complete that effort in the planning period for network screening. Crash analysis studies were conducted at several locations in 2019-2020 with a major focus on non-pedestrian incidents on SR 9 in Anderson. Participation in the INDOT and MPO safety performance measure coordination and development with the most recent safety measure being adopted in 2020.

Anticipated Results: To provide summary data for utilization and analysis for decision making for local units of government and law enforcement agencies and project selection in FY 2021 and FY 2022, as well as initial work on TIM development. In addition, to monitor the safety performance measures and to complete the screening network for MIRE for analytical estimates. To assist with safety inputs for the MTP update, other studies, and safety studies at locations requested by LPAs in the plan area.

Element 301.3: Transportation Security/Resiliency

Purpose: The FAST Act, requires that MPOs move beyond traditional safety planning and incorporate security and disaster and emergency preparedness planning and coordination into MTPs

Method: The main focus in FY 2021 and FY 2022 will be to concentrate on review of federal guidance from MAP-21 and the FAST Act on these issues and to begin incorporation of these factors into future plans. MCCOG will examine existing plans to date and work on improved coordination with existing agencies while beginning to incorporate those plans into the

transportation planning process. MCCOG staff currently participates on the Steering Committee that developed the county Hazard Mitigation Plan; the agency also provides GIS support work for this effort. Continued monitoring and work on the Hazard Mitigation Plan will allow the agency to identify critical facilities and transportation elements. The agency will work on integrating its supportive role in this process as well its updating ITS data.

Past

Accomplishments: The development of the agency ITS Plan and the provision of data to the County Emergency Management Agency for the Hazard Mitigation Plan since FY 2008. The agency serves as well in a support effort for GIS to the County Emergency Management Department.

Anticipated Results: To develop security factors into the MTP and ITS planning efforts as well as increasing coordination with the emergency agencies within the planning area in FY 2021 and FY 2022.

Element 301.4: Congestion Management System

Purpose: To develop a workable Congestion Management System (CMS) to improve the safe and efficient movement of traffic by monitoring the transportation system to evaluate effective strategies to reduce congestion, to mitigate environmental degradation-including air quality, and to enhance the quality of life for the regional area.

Method: Efforts will focus on identifying problems at several key intersections and collecting data for evaluating performance against system benchmarks such as V/C ratios, VMT, and air quality data. The CMS will, if necessary, explore all reasonable TSM/TDM strategies pertaining to capacity need. The element will be coordinated with Elements 301-301.5, Safety Management; Element 202, Volume Count/Intersection Analysis Program; Element 501, Multi-modal/Active Living/Livable Communities Activities; and, other management programs.

Past

Accomplishments: Past efforts have resulted in capacity analysis, volume counting, site impact analysis, access control, alternative travel, and land use studies.

Anticipated Results: To identify problem areas for project planning and needed TSM improvements or system additions through the monitoring and benchmarking program in FY 2021 and FY 2022, as well as development support for other planning studies and the MTP.

Element 301.5: Intelligent Transportation System & Architecture

Purpose: To continue improving and monitoring the Intelligent Transportation System Architecture (ITS) plan for using more effective technology strategies in transportation to save lives, time, and money. ITS planning activities will serve to enhance the collection, storage, processing and distribution of information relating to the movement of people and goods as well as safety and security. Work tasks may include various components specifically tailored for the MCCOG regional area (i.e., traffic management, enhanced public mass transit, emergency management, traveler information, advanced vehicle control and safety, commercial vehicle operations, rail crossing safety or other technologies related to improved mobility).

Method: Efforts will focus on refining key opportunities for integration and implementation of technology into the regional transportation system infrastructure. MCCOG will meet with FHWA and INDOT staff to assist the agency in integrating projects into the local program. Staff will continue to work with local officials, including Delaware and Hamilton Counties, as well as meetings with safety and security agencies to assist in the deployment of GIS to dispatching and field vehicles. The element will be coordinated with Elements 301.1, 301.2, 301.3, 301.4, 301.5, and Element 202, Volume Count/Intersection Analysis; Element 501, Multi-modal/Active Living/Livable Communities Activities; and, other management programs.

Past

Accomplishments: Past efforts have resulted in capacity analysis, volume counting, site impact analysis, access control, alternative or intermodal travel usage, GIS deployment planning for safety and emergency responders, and the completion of the ITS Plan.

Anticipated Results: To update the ITS information and to monitor and improve on coordination efforts that will lead to implementation of the ITS plan and GIS deployment in FY 2019 and FY 2020. The GIS data bases will be improved to provide opportunities for this effort and its integration with the larger central Indiana region.

Element 302: Transportation Improvement Program

Purpose: To determine cost and to schedule transportation improvements supported for both long- and short-range planning activities.

Method: The report will address the requirements of improvements programming and transit financing (i.e., revenue forecasts, candidate projects, costs versus revenues, ranking by priority, and scheduling). Project justifications will be reviewed: priority projects will be those coming out of either the MTP, performance measures, the management system program analysis, air quality efforts, and the special studies section supporting the MTP. Final project prioritization will be determined through the selection rating process included in the TIP. All projects within the metropolitan planning area are to be included in the TIP (See map Appendix C.). Coordination efforts will be improved with the Indianapolis, Columbus, and Muncie MPOs as well as sharing TIP work products. The project development process, including environmental justice requirements, will serve as the implementing procedure for transportation planning by the INDOT and MCCOG. Continued emphasis areas will be the quarterly project tracking, compliance with ADA and Title VI requirements for LPAs, and performance measures. MCCOG will monitor Title VI compliance as it has with ADA and ERC requirements in the past; this will entail monitoring quarterly, assisting in development by providing information, and requiring submittal to the MPO. As part of the FAST Act requirements, TIP programming is to be financially constrained, including compliance with FTA Circular 7008.1 (financial capacity). To achieve compliance with this requirement, revenue forecasting will be used to determine the availability of revenues for programming. Additionally, this work element will monitor air quality improvements and will include pedestrian and bicycle facilities in the process. The TIP will be available for public review and comment, including being placed on the agency website with a listing of annually obligated projects. Tracking will also entail the number of projects let within the fiscal year defined in the TIP.

Past

Accomplishments: The FY 2020-2023 TIP and amendments maintained scheduled phasing of federal-aid projects in the Anderson Metropolitan Planning Area. In FY 2015-2016, the agency utilized its updated policies for TIP inclusion, project financing commitment, change orders, and quarterly tracking. Quarterly tracking was started in April of 2012 and continues each quarter. The Greenfield District staff assigned to quarterly tracking are Kim Bowdell with additional assistance from the Michele Loveall.

Anticipated Results: To maintain and/or develop a four-year program of projects for implementing transportation plans focusing upon, and including amendments and a new TIP for FY 2022-2025, as required during Fiscal Years 2021 and 2022 for FAST Act requirements.

300 Budget Summary: FY 2021-2022 (Red denotes new funding in 2021; Black denotes carryover funds.)

Funds	PL	STBG	HSIP	CMAQ	Federal Share	Local Share	Total Cost
	\$53,000	\$65,000	\$49,000		\$167,000	\$34,944	\$201,944
	\$7,000	\$12,000	\$43,500		\$62,500	\$9,583	\$72,083
Totals	\$60,000	\$77,000	\$92,500		\$229,500	\$44,527	\$274,027

*Unified Planning Work Program
Fiscal Years 2021 & 2022*

400 Series Long Range Planning

Madison County Council of Governments

Long Range Planning Elements

Element 401: Metropolitan Transportation Plan (MTP)/Environmental Planning

Purpose: To monitor the adopted the 2045 MTP, to update the plan in the current work program, to improve the TransCAD model with inclusion of freight and modal choice models, to improve the capacity for air quality improvements, to improve and mitigate stormwater runoff, and, to improve other environmental considerations in the planning process. This element will also include coordinating and monitoring environmental efforts for air quality and stormwater/water quality with IDEM, IDNR, EPA, FHWA, INDOT, FTA, local stormwater entities and health departments, and the Indianapolis and Muncie MPOs.

Method: MCCOG efforts will entail monitoring the 2045 MTP and air quality improvements. Primary emphasis will focus on model improvements with inclusion of the MPA, Hamilton County, parts of Hancock and Marion Counties, and a halo zone to improve forecasting for freight and external trips, and for the land use model tool- Urban Footprint, and a plan update in the planning period,. The newly updated model will work in tandem with a new land use model. These efforts will place new emphasis on freight, modal choice- including regional mass transit, and improving the ability to do scenario planning/analysis. It is the agency's intent to continue coordination with IDEM, EPA, FHWA, FTA, INDOT and the Indianapolis, Columbus, and Muncie MPOs. Efforts for coordination will also broaden in regard to the I-69 Northeast Corridor Coalition that includes governmental and private sector entities in Delaware, Grant, Hamilton, Hancock, and Madison Counties, including MCCOG, and other federal, state, and regional partners. MCCOG will continue involvement and participation with INDOT, FHWA, and other stakeholders with regard to the proposed improvements to the SR 37 corridor, I-69, and US 36 efforts as they progress with future projects.

Staff will utilize and analyze the necessary data for inclusion for monitoring the existing plan and work on the MTP update. The following activities will be undertaken in FY 2021 and FY 2022:

- Add changes to the land use inventory in the forecast study areas, specifically in Anderson, southwestern Madison County, and Hamilton County
- Improve forecasting capacity for land use, freight, and modal choice
- Refine and improve on the TransCAD model
- Coordinate with peer MPOs on a possible new travel demand survey as for future model and plan updates
- Monitor the area functional class system with INDOT as part of the update process
- Develop/discuss appropriate Performance Measures
- Update the NHS and truck network for the MPA as a possible future outcome from the plan
- Continue coordinating expansion project development activities of the 2045 Plan and MTP update with INDOT, and the Indianapolis, Columbus, and Muncie MPOs in regard to their 2045/2050 Long Range Plans
- Increase and improve outreach and input of citizens and other key stakeholders through social and traditional media, a project website, committees, surveys, and regional exhibitions for public engagement
- Continue development of better methods for tracking economic and environmental indicators, including Red Flag investigations, which impact the plan, including use of more economic and environmental data
- Consider economic development efforts in the plan with future expectations of developing an economic model such as IMPLAN or REMI
- Continue cooperative efforts tracking changes in adjacent counties that impact the study area
- Integrate useful data into the GIS and modeling framework.
- Increase Environmental Justice analysis in conjunction with the broad area planning factors

- Coordinate with INDOT as appropriate during development of the INDOT I-69 and SR 37 expansion projects
- Incorporate the INDOT Access Management Plan and Complete Streets/Context Sensitive Solutions Process where appropriate in MTP
- Work with partners on air quality improvements as well as a broader range of environmental concerns such as stormwater, water, energy, natural resources, conservation, habitat protection, mitigation, and historic preservation.
- Include operational and management strategies to improve existing system performance
- Maintain and improve the new financial forecasting tools for MTP monitoring
- Increase efforts on tracking economic change through coordination with governmental and private sector entities with the potential purchase of new software for this task

Past

Accomplishments:

The completion of the model update for the Year 2045 Interim Plan, 2045 InMotion Plan, and air quality improvements; a plan update in the planning period; and, new data, model improvements, and updated financial analysis in 2022. Work completed in FY 2019-2020 entailed the following: rebuilding the travel demand model network with inclusions for freight and modal choice models; integration of the travel surveys into the model update; updated air quality information; adding external stations, and refined calibration of the model; updated land use data utilizing Urban Footprint for scenario analysis, and the GIS; work on integration of several new Comprehensive Plans; work with the Anderson Economic Development Department, Alexandria, Elwood, Fortville, Frankton, Lapel, Pendleton, and the Corporation for Economic Development (CED) on using information for economic development projects; public presentations of the plan and transportation alternatives to area groups and clubs; mapping; continued conversion of past mapping products into the GIS; and data collection needs for other studies which relate to the MTP update and monitoring. Work on the agency website to provide online access to information, project identification, description, costing, and phasing; and, improvements to the financial forecasting model.

Anticipated Results:

To monitor the 2045 Plan, to complete an MTP update in FY 2022 with expected improvements to the model, coordination for a possible new travel survey, to monitor the functional class system, to update the NHS and truck network, to update air and water/stormwater quality improvements, to participate in the Central Indiana and Delaware County IGCs when needed, to further develop performance measures per MAP-21/FAST Act, and to continue working with other central Indiana counties and peer agencies in FY 2021 and FY 2022. New outreach and coordination efforts are anticipated with other environmental agencies and regional local governments within and adjacent to the planning area for coordinated road and transit improvements, environmental impacts, and economic development. MCCOG will also be doing a minor update in 2022 to mirror the Indy MPO update so we utilize the same planning cycle in the future. It is our goal to do the same with Muncie and Columbus.

Element 402: Land Use Analysis & Development

Purpose:

To continue with the collection, development, and maintenance of land use inventory data for the MCCOG regional area for improved coordination of planned growth and economic development patterns; and, to update or develop new Thoroughfare Plans and Access Control Ordinances, comprehensive and downtown plans, land use development ordinances for communities in the regional area, including continued assistance with the implementation of ordinances for Madison County and other governmental entities. A major focus will be improving our capacity to utilize Urban Footprint in the future. This element will support efforts in Elements 401, 501, 502, and several 600 Elements.

Method:

To continue collecting and updating land use data by parcel for the purpose of future utilization in planning efforts and land use modeling efforts for the MCCOG regional area. Data collected will include land use, zoning, census and TAZ designation, type of housing or business for trip generation, and addresses. Collected data will then be entered into the GIS for integration into the model base for analysis and forecasting. The agency intends on improving its ability to

utilize Urban Footprint for scenario planning and other studies. The orthophotography now serves as the base map layer for the current regional area. These results will then be presented to the public for input as to future land use options to the communities involved and sharing of proposed development plans.

MCCOG staff will partner with LPAs to research and to develop new Thoroughfare Plans, Access Control Ordinances, and updated comprehensive plans, and land use development ordinances. In addition, staff will continue to assist with new ordinance implementation and development for the regional area. Research will entail looking at alternative land control mechanisms such as corridor preservation, conservation subdivisions, low impact development standards, form-based standards, new urban standards, and growth management, with an emphasis on concentrating growth. This activity will include extensive public input and review. MCCOG will actively work with the Indianapolis, Columbus, and Muncie MPOs as well as other communities in central Indiana on coordination of land use studies/data sharing.

Past

Accomplishments:

Past accomplishments include the completion of the following: the current updates to the MPA land use and parcel data base in FY 11-20; the updates to the Alexandria, Anderson, Chesterfield, Daleville, Elwood, Frankton, Fortville, Ingalls, Lapel, Markleville, Orestes, and Pendleton land use inventories; the completion of the Fortville Thoroughfare Plan and Access Control Ordinance, the completion of the Frankton Comprehensive Plan, the Fortville Comprehensive and Downtown Plans, including implementation, as well as ordinance development and codification for other regional area communities- the completion of the Orestes, Ingalls, Markleville, Pendleton and Madison County Comprehensive Plans, and land use and development ordinances for Ingalls, Markleville, Lapel, and Frankton. The agency completed a new Comprehensive Plan for Madison County in 2020 and is considering several district plans or downtown plans for several LPAs; additionally, it is currently developing new development ordinances for Frankton. The agency hosted two form-based code workshops and a Think Regional event in 2020. MCCOG completed a new Thoroughfare Plan and Access Control Ordinance for Fortville in 2018; it is currently working on the same for Pendleton.

Anticipated Results:

To develop improved capacity with Urban Footprint for scenario planning and land use forecasting, to maintain, update, and develop land use inventories for the regional area for monitoring the 2045 Plan, plan update, and monitoring Comprehensive Plans, including integrating that data into the GIS, as well as the development of area comprehensive plans, land use and development ordinances (Frankton) for coordination of proposed development patterns in FY 2021 and FY 2022. And, to develop an updated Thoroughfare Plan and Access Control Ordinance for Pendleton with consideration of updates to other LPAs in the planning area.

400 Budget Summary: FY 2021-2022 (Red denotes new funding in 2021; Black denotes carryover funds.)

Funds	PL	STBG	HSIP	CMAQ	Federal Share	Local Share	Total Cost
	\$60,796	\$330,000			\$390,796	\$97,670	\$488,495
		\$119,000			\$119,000	\$29,750	\$148,750
Totals	\$60,796	\$449,000			\$509,796	\$127,420	\$637,245

*Unified Planning Work Program
Fiscal Years 2021 & 2022*

500 Series Transit and Active Living/Transportation

Madison County Council of Governments

Transit and Active Living/Transportation Elements

Element 501: Multi-modal/Active Living/Livable Communities Activities

Purpose: To develop, coordinate, and maintain projects and activities that relate to a more integrated transportation system including the following: coordinate and facilitate with other regional partners on bicycle and pedestrian activities; coordinate and facilitate the MCCOG Regional Bicycle and Pedestrian Committee; enhance and promote bicycle and pedestrian activities; continue developing regional policies and development alternatives that promote the concept of livable communities through the creation of design oriented principles that foster neighborhood and downtown orientation, human scale development, integrated diversity, environmental integrity, and sustainability. And, to provide technical assistance to public transit providers, freight, rail, and air agencies, and other groups interested in the various programs and projects sponsored by FHWA/FTA, IDEM, EPA, and other MCCOG partners.

Method: This activity will primarily focus on four areas: first, supporting the further development of bike and pedestrian networks in the MPA through sidewalks, trails, and road diets, including possible expansion of a bike share program currently hosted by Community Hospital of Anderson that the MPO helped to initiate; second, the environmental element of the MTP; third, developing new regional efforts for bicycle and pedestrian connections, such as the Panhandle Trail that would connect from New Castle to Kokomo; and, fourth, the initial work to move forward with downtown and district planning efforts. Other efforts will include concentrating on a corridor coalition effort for I-69 that started in FY 2010 that deals with planning and economic development issues (i.e., technical study and advocacy-education, on issues, not on specific pieces of legislation that implies lobbying). Additional efforts will continue research on more specific alternatives and cases of alternative policies, actual examples of livable designs culminating in a regional forum or charrette on livable communities that directly translates to greater opportunities for development and use of alternative travel modes that reduce VMT, greenhouse gases, energy usage, and ozone reduction. MCCOG hosted two Smart Growth America workshops on economic development with an emphasis on quality of life and placemaking focused on design and alternative modes of travel in FY 2021-2022. The MPO hopes to partner with several regional stakeholders such as Health by Design, the Indiana Planning Association (IPA), the Metropolitan Indianapolis Board of Realtors (MIBOR), the Indy and Madison County Chambers, LPAs within the MPA, and Hamilton, Hancock, and Delaware Counties on other educational opportunities that stress alternative travel modes and health. Emphasis will be on the interaction of land use, transportation (including ITS), design, and the environment. And, to start the development of a Community Toolkit with an emphasis on sustainability on environmentally preferred and sustainable alternatives, including updates to the Energy Plan.

MCCOG staff will continue coordination activities for the ADA activities, the Bicycle and Pedestrian Committee and other regional groups. The agency will continue work on any updates to the connectivity and community sidewalk plans, update data collection, and a new effort to improve both off-road links and gaps in the existing system with concentration in Anderson. MCCOG intends on developing a new sidewalk inventory plan for Anderson during the program period. This effort will be coordinated with other regional bicycle and pedestrian plans by including linkages in adjacent regional and county areas; this will include coordination with the Central Indiana Greenways and Cardinal Greenway projects. Staff will also improve brochures and other informational media that promotes safety and use of the bicycle and pedestrian network, especially for school age children. The agency will continue efforts for coordinating signage on the regional network. MCCOG will conduct at least one regional workshop on the benefits of alternative travel or complete streets. Additionally, the agency will assist LPAs with the development of TA or CMAQ eligibility analysis to the extent feasible that improve the regional network. Identify activities that can be added to the agency website for promoting safety and use of alternative travel in connection with Elements 104 and 402; and,

promote alternative land development design that is conducive to encouraging more multi-modal travel opportunities.

Past

Accomplishments:

The following activities were completed: development of downtown design guidelines for several small communities; development of urban design guidelines; the continued refinement of utilizing visualization and 3D software for comparative impact analysis (City Engine and GeoDesign); development and approval of corridor preservation codes for several communities; an Energy Plan; Livable Communities Design presentations throughout the MPO plan area - including presentations at the South Bend and Fort Wayne MPO Livable Communities Workshops, the MPO Conferences, and Purdue Road School; the continued development of the conceptual livability model; the continued work on the Panhandle Trail, the Think Regional event, and improvements to the website.

Accomplishments included.

- Completed new regional Bicycle Plan in 2016 for the MPA
- Continued implementation of the FY 2005 Plan, additional trail signs were installed, some kiosks were purchased, and route maps completed
- Completed Phase I of the regional connectivity plan through completion of the sidewalk inventory and condition ratings for all communities within the MPA in 2011-2012, including a data base for the agency GIS
- Completed ADA Transition Plans for all communities in the MPA in FY 2011-2012
- Updated ADA Transition Plans for Anderson and Alexandria in 2019 and Elwood in 2020
- Completed updating sidewalk inventory in the modeling area, including Hamilton County as part of the 4-D inputs for the model update
- Developed new methodology for costing and planning as part of Phase II that was shared through presentations at the annual MPO Conference, Road School, and several other venues
- Added partnerships with several school districts and health partners in 2015-2020
- Added partnerships served as basis for integrating health initiatives into the planning process that resulted in the completion of a School Community Awareness Initiative for the Anderson Community schools
- Developed a Road Diet Initiative for the city of Anderson with additional bike lane miles in 2018-2019
- Received an EPA Grant for Healthy Places for Healthy People in 2018 that resulted in a health impact assessment in 2020
- Hosted with EPA a public input meeting and a full day workshop for the grant to refocus economic and revitalization efforts around Community Hospital in Anderson as a neighborhood hub that has resulted in Community's efforts to improve health through diet and exercise

Anticipated Results:

To complete, or start, the following major activities in FY 2021 and FY 2022:

- Complete work on the environmental section of the the plan update in the period
- Host one regional workshop on the benefits of alternative travel (possible complete streets)
- Continue with Road Diet projects in Anderson and Fortville
- Continue ADA activities and plans for several governmental units and continue assisting all LPAs in the planning area with transition activities
- Update a methodology for analyzing the pedestrian network with new indices for identifying priorities in the pedestrian network
- Start development of a new sidewalk inventory plan for Anderson that will carry over the work program period
- Continue activity to develop a more robust bike share program for Anderson (current program is limited to social service agencies through Community Hospital)
- Develop an integrated vision for the planning area with an emphasis on the I-69 corridor (such as the SR 13/Exit 214 Corridor Compact idea
- Start work on possible district plans in Anderson centered around the health hub concept
- Revisit work on an Eco-Park Plan

- Start development on a Sustainability Toolkit
- Continue efforts on design guidelines and graphics, mapping, model refinements, further development of a cost comparison model, and public education efforts and materials which support and build upon past efforts
- Provide a more comprehensive approach to regional coordination, continued education and promotion on alternative travel and safety and design standards for potential new developments

Element 502: Transit Activities

Purpose: To improve coordination of transit systems for future multi-county, or regional connections, including studying the possibility of future mass transit options to Madison County. The 2045 MTP included modeling for possible regional mass transit. Other proposed activities include final work on a new transportation (transit) facility in downtown Anderson that coordinates transit and development potential. Additional activities include coordination and exploration of opportunities for regional transit with adjoining counties, Section 5310, transit analysis and data collection for TRAM, and development of coordination for public transit-human services providers. Efforts will also include participation in CIRTAs and coordination with the Indianapolis and Muncie MPOs and other regional partners.

Method: The agency will continue to explore transit alternatives to Indianapolis and the region as part of its 2045 MTP monitoring. Work will also continue on integrating and updating the coordinated public transit-human services transportation plan. This activity includes public input, review, and the creation of a Transit Advisory Committee. Development and construction of a new transit/multi-modal facility in downtown Anderson will be a focus in FY 2019-2021. Data collection and analysis will continue for the rural transit service (TRAM) in Madison County along with a ridership survey. Also, development and work on mass transit with Muncie and other regional area communities for a connective line(s) to the Indianapolis region. The agency will continue its membership (\$50,000 annual support) with CIRTAs as a board member that receives services from CIRTAs with Commuter Connect (vanpools and carpools), County Connect (assisting with the coordination of inter-county transit travel options and operational efficiencies), and mobility planning. CIRTAs provides essential organizational and service gap coordination for regional connectivity on transit that does not exist with any other entity in the central Indiana region by virtue of state legislation.

Past

Accomplishments: The completion of an Comprehensive Operational Analysis and Marketing Study for CATS and TRAM in FY 2007. The Coordinated Human Services Transit Plan was completed in FY 2018. And, environmental analysis for alternative sites for the multi-modal transit center in Anderson. Participation in CIRTAs, as both a board member and Executive Committee member, that has resulted in CIRTAs partnering with the MPO on the Heartland In Motion Travel Survey in 2014, the Clean Air Aware education campaign, participation in several CIRTAs studies (e.g., Hamilton County transit options, the CIRTAs Strategic Plan, Rural County Service Providers study on cooperative endeavors and regional efficiencies), workshops on the National Transit Data Base (NTD), the Commuter Connect program for vanpools and carpools, the County Connect service for intercounty transit options and opportunities, mobility planning, and the Think Regional event and form-based code workshops. CIRTAs provides two vanpools for Madison County and in the past provided three vanpools (MCCOG does not provide any financial support for these activities or planning support efforts except its membership contribution).

Anticipated Results: To develop and update recommendations and alternatives for opportunities to connect to regional mass transit alternatives, including an initial review of regional mass transit connections through the 2045 MTP, and to complete a rural transit operations study in FY 2021-FY 2022. Also, to improve collection and analysis of transit system data for existing providers to assist with the implementation of strategies and options from the operational and organizational study, including TRAM. As part of this element, the agency intends on

researching possibilities for park and ride and commuter service to the Indianapolis area. MCCOG will continue active participation in the Central Indiana Regional Transportation Authority (CIRTA) and provide some financial support as a commitment to improved regional transit, ride-sharing, and car and van pooling options.

500 Budget Summary: FY 2021-2022 (Red denotes new funding in 2021; Black denotes carryover funds.)

Funds	PL	STBG	HSIP	CMAQ	Federal Share	Local Share	Total Cost
		\$89,000			\$89,000	\$22,250	\$111,250
		\$95,000			\$95,000	\$23,750	\$118,750
Totals		\$184,000			\$184,000	\$46,000	\$230,000

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600 Series Other Planning Initiatives/Special Studies

Madison County Council of Governments

Other Planning Initiatives/Special Studies

Element 601: 67th Street Analysis Area

- Purpose:** To examine current and potential land use and travel demand changes on specific corridors or proposed corridors within the planning area. Emphasis will be on the 67th Street Extension from CR 400 W in Anderson to SR 38 and westbound.
- Method:** MCCOG staff will collect and analyze data concerning the current and potential changes in land use and transportation needs in the area. Data collection will include volume counts, turning movements, and land use trip generators within the noted corridors. As part of the development process, local and MPO representatives will work in conjunction with INDOT where appropriate.
- Past Accomplishments:** Successful completion of past corridor and sub-area studies; collection of analysis and data on forecast volumes and safety issues in the planning area.
- Anticipated Results:** To complete a document containing summary data as well as appropriate alternative recommendations for the long-range development and improvement of the area in FY 2021 and FY 2022 between Anderson and Pendleton.

Element 602: Corridor Area Analysis/Traffic Assignment

- Purpose:** To monitor and examine current and potential land use and travel demand changes on specific corridor segments within the planning area. Emphasis will be on the SR 9/SR 67/US 36 corridor area south of Exit 222 to the MPA area boundary west of Fortville.
- Method:** MCCOG staff will collect and analyze data concerning the current and potential changes in land use and transportation needs in the area. Data collection will include volume counts, turning movements, and land use trip generators within the noted corridors. As part of the development process, local and MPO representatives will work in conjunction with INDOT.
- Past Accomplishments:** Successful completion of past corridor and sub-area studies; collection of analysis and data on forecast volumes and safety issues in the planning area.
- Anticipated Results:** To complete short document containing summary data as well as appropriate alternative recommendations for the long-range development and improvement of the areas in FY 2021 and FY 2022.

Element 603: SR 13/Exit 214 Compact Standards for Access and Land Use

- Purpose:** To examine current and potential changes land use and travel demand changes in the State Road 13 corridor from Lapel to Fortville, including extensions to both town and county roads for alternate access to the State Road 13 and the Exit 214 area in Madison County. These will be used to create a coalition of LPAs impacted in the area to develop standards for access control and land use.
- Method:** MCCOG staff will collect and analyze data concerning the current and potential changes in land use and transportation needs in the area. Data collection will include volume counts, turning movements, land use, access, accidents, trip generators, and environmental concerns within the State Road 13 corridor from Lapel to Fortville. As part of the development process, local and MPO representatives will work in conjunction with INDOT.
- Past Accomplishments:** Successful completion of past corridor and sub-area studies.

Anticipated Results: To complete a microsimulation study along the corridor from CR 900 South to SR 38 in FY 2021 that builds off of earlier efforts on the land development and access control currently underway. This effort will set a framework for a larger corridor study in FY 2022 from Fortville to Lapel. MCCOG will integrate the INDOT Access Management Guide where applicable. And, to make recommendations for transportation improvements to the area.

600 Budget Summary: FY 2021-2022 (*Red denotes new funding in 2021; Black denotes carryover funds.*)

Funds	PL	STBG	HSIP	CMAQ	Federal Share	Local Share	Total Cost
		\$35,000			\$35,000	\$8,750	\$43,750
		\$164,000			\$164,000	\$41,000	\$205,000
Totals		\$199,000			\$199,000	\$49,750	\$242,214

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700 Series Other Planning Activities

Madison County Council of Governments

Other Activities/Initiatives

Element 700.1: Rural Traffic Volume Counting

Purpose: To develop annual updates of traffic volume information for use as a transportation planning tool for both INDOT and the MPO in rural areas of three rural counties.

Method: The Volume Count Program will consist of 306 counts for Boone, Hancock, and Shelby Counties: Boone County - 60 cordon counts; Hancock County - 72 coverage counts; and, Shelby County - 108 coverage; and, 66 special counts for all three counties (approximately 22 special count locations per county will be determined by need). These counts will be used in tandem with screenline, cordon, and coverage counts in a normal three year sequenced cycle program, and other special counts to complement traffic zone information for the Long-Range Plan monitoring of INDOT and the Indianapolis MPO, and special studies. Specific emphasis will be targeted for areas of growth and various intersections of high accident locations and congestion. Adjustments of raw counts for AADT will be made using season factors obtained from urban areas of a similar size, and axle factors from INDOT.

As part of the program, the following will be accounted for in the work product: a map of highway segments to be counted, conduct 48 hour classification counts according to the standards attached to this proposal, and upload the counts to MS2 using INDOT procedures. (Exceptions may be made to the “all classification requirement” particularly on rural roads with sub-standard lane widths.) An excel table that will be created that list at a minimum, highway segments, count locations, Count Station Latitude/Longitude, LRS ID location, AADT, truck volumes, AM & PM peak hour volumes, functional classification, and directional splits. MCCOG will obtain state highway data from INDOT and add this to the table as well. The agency will coordinate their programs with local public agencies, the INDOT District, and the INDOT Traffic Count Coordinator. They will review the Non-State Owned Count Station Map on the INDOT website. They will identify any duplicate stations, and ensure that both the state and agency station ID fields are filled on the highway table. It is anticipated that as the program continues, and counties are revisited, it will only be necessary to add the new data to the existing highway table.

Standards to be followed for all counts can be found in Attachment B. The MPO will coordinate the development of the county program with local public agencies, the INDOT District Office, the INDOT Traffic Count Coordinator in central office, and the Indianapolis MPO.

Justification: INDOT created the Planning and Oversight Process (IPOC) approximately sixteen years ago. They are now continuing in the process of moving to a more robust Asset Management Program that will assist as well in project selection and maintenance. Although a traffic count program benefits local rural public agencies, it is also a critical data set required by the INDOT Asset Management program in identifying, ranking and justifying Group III and IV highway projects. INDOT District planners will not be able to efficiently evaluate the impacts of local traffic on state roads, or vice-versa, without a countywide rural traffic count program. Traffic count data is also a critical component in identifying and developing cost benefit analyses for HSIP and other safety improvements.

Product: To collect 60 cordon counts in Boone County; to collect 72 coverage counts in Hancock County, and 108 coverage counts in Shelby County. A total of 66 special counts will be collected where needed in the three counties. Each count will have a summary of each location, **GPS coordinates** where needed, an area map with count locations and 24-hour average summaries (derived from 48 hour count data) shall be listed by street segment name, count

station, and volume. Adjustment factors for season and axle will also be listed on the 24 hour summary page. All traffic count data will be submitted to the INDOT Office of Urban and Corridor Planning as well as the Indianapolis and Columbus MPOs and LPAs. Work products will include the following: 1) map of highway segments showing AADTs and count stations; 2) table of highway traffic data containing the data required above; and, 3) all work product will be delivered in an electronic format specified by INDOT. Counts will be uploaded into MS2.

Past

Accomplishments: The FY 2019 Count Program for INDOT included 312 counts for Boone, Hancock, and Shelby Counties. The FY 2019 program included 250 counts in the counties above.

Anticipated Results: To collect and to summarize each count location, and an area map with count locations and 24-hour average summaries shall be listed by street segment name, count station, and volume. Adjustment factors for season and axle will also be listed on the 24-hour summary page. Two hundred (298) counts for INDOT are scheduled for inclusion in the FY 2020 program. All traffic count data will be submitted to the INDOT as well as be used for special studies and monitoring the Long-Range Plans for the area.

Element 700.2: Rural Transportation Planning Support to LPAs

Purpose: To provide planning support and data sharing to local units of government to assist with decision making, project selection, and coordination with INDOT if requested. MCCOG will concentrate on initial asset management need assessments and other technical services for each county under this element.

Method: To provide initial asset management need assessments and other technical planning support to LPAs in each county that includes distribution of data and information collected in the program, review of data and information collected, coordination with INDOT District and central office staffs, and project support if requested.

Justification: To insure that information sharing, data, and coordination of the program are adequately maintained between INDOT, MCCOG, and LPAs for the program. This part of the program will also be utilized to develop future planning requests or needs.

Product: To provide initial asset management need assessments, including a summary report, and other technical planning support, data transmittal,, a summary report of activities, special requests and meeting coordination with INDOT, MCCOG, and LPAs involved in the planning process.

Element 700.3: Rural Transportation Planning Support to INDOT (District & Central Office)

Purpose: To provide for the appropriate support of the program and coordination with the INDOT District Office (Greenfield) and central office. This will entail coordination with other entities, such as LPAs, if requested by INDOT. MCCOG will also concentrate on developing a 3-year crash database under this element.

Method: To provide information requests and coordination with INDOT District and central office staffs to assist on state and local projects and data needs. To download 3 years of crash data from ARIES for each county.

Justification: To insure that information sharing, data, and coordination of the program are adequately maintained between INDOT, MCCOG, and other entities for the program.

Product: To provide planning support, data transmittal, and meeting coordination with INDOT, MCOG, and other entities in the planning process; also, to complete summary report of top crash locations with 3 years of crash data with mapping and a spreadsheet table of crash data. Activities will be reported in a report to INDOT of activities performed.

700 Budget Summary: FY 2021 (Red denotes new funding in 2021.)

Total RPO Program	SPR	INDOT	Local	Total Cost
Element 700.1	\$51,304.00	\$0	\$12,826.00	\$64,130.00
Element 700.2	\$10,556.00	\$0	\$2,639.00	\$13,195.00
Element 700.1	\$12,320.00	\$0	\$3,080.00	\$15,400.00
Total	\$74,180.00	\$0	\$18,545.00	\$92,725.00

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Financial Summary

Madison County Council of Governments

BUDGET SUMMARY

Total Budget Summary: FY 2021-2022 *(Red denotes new funding in 2021; Black denotes carryover budget funds)*

Funds	PL	STBG	HSIP	CMAQ	SPR	Federal Share	Local Share	INDOT Share	Total Costs
	\$251,796	\$1,109,645		\$70,000		\$1,431,441	\$357,860		\$1,789,301
			\$49,000			\$49,000	\$5,444		\$54,444
	\$15,000					\$15,000	\$3,750		\$18,750
		\$760,000				\$760,000	\$190,000		\$950,000
			\$43,500			\$43,500	\$4,833		\$48,333
					\$155,000	\$155,000	\$38,750		\$193,750
Totals	\$266,796	\$1,869,645	\$92,500	\$198,000	\$155,000	\$2,453,941	\$600,6372		\$3,054,578

Summary of Current (Active) Purchase Orders: (Note: Balances as of 03/30/2020 billing per MCCOG through January FY 2020)

PO # - PL	Date Of PO	Beginning Balance	Remaining Balance	Status
20022816	07/19/2019	\$234,266.38	\$87,854.05	Active
Total PL			\$87,854.05	
PO # - STBG	Date Of PO	Beginning Balance	Remaining Balance	Status
18800675	07/12/2017	\$1,200,060.00	\$573,494.90	Active
20022816	07/19/2019	\$775,000.00	\$752,700.79	Active
Total STBG			\$1,326,195.69	
PO # - CMAQ	Date Of PO	Beginning Balance	Remaining Balance	Status
18800675	07/12/2017	\$120,000.00	\$76,538.01	Active
			\$76,538.01	
PO # - HSIP	Date Of PO	Beginning Balance	Remaining Balance	Status
18800675	07/12/2017	\$49,000.00	\$5,930.61	Active
20022816	07/19/2019	\$45,000.00	\$45,000.00	Active
Total HSIP			\$50,930.61	
Total Balances			\$1,541,518.36	
<p>NOTES: It is anticipated that all PL funds will be expended by 6/30/2020.</p> <p>STBG PO 18800675 will be expended as of 6/30/2020 once all invoices are submitted.</p> <p>STBG PO 20022816 will have approximately 20% of these funds expended by 6/30/2020. Pictometry was scheduled to be flown this spring which would have utilized the 30% of the remaining balance of this PO; however, due to weather Pictometry did not complete all required ortho-photography.</p> <p>CMAQ PO 17808209 will be expended as of 6/30/2020.</p> <p>CMAQ PO 18800675 may need the PED extended for 90 days beyond 6/30/2020.</p> <p>HSIP PO 18800675 will be expended by 6/30/2020.</p> <p>HSIP PO 20022816 will be expended by 6/30/2021. The staff personnel that was doing this work did not receive a continued Visa and returned home. That work has been picked up on a reduced basis by a new staff member.</p>				

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Work Anticipated Results/Activities Summary

Madison County Council of Governments

100 SERIES

Element 101: Administration, Management & Coordination

Product: To produce the following items/activities: preparation of progress reports; billing statements; completion reports; certification reports; any necessary work program amendments and justifications; participation in program audits; certification reviews; DBE certifications; Title VI annual updates; assist with PRRCOM revisions with INDOT and the MPOs; coordination and attendance at the MPO TAC and Policy Boards and Regional Economic Development and land use meetings; and attending Federal, State, and MPO-sponsored transportation meetings in FY 2021 and FY 2022.

Element 102: Staff Conditioning and Development

Activity: To develop and maintain a professionally trained planning staff in FY 2021 and FY 2022.

Element 103: Annual Work Program (UPWP)

Product: To complete the FY 2021 and FY 2022 Unified Planning Work Programs.

Element 104: Citizen Participation

Product/Activity: To develop a planning process that is more accessible, responsive, and informed as to views of the community and the agency through the activities denoted in the method in FY 2021 and FY 2022. To review and update the Participation Plan (PPP) in FY 2021. The MPO will be revamping its entire CMAQ awareness program and educational campaign to tie health awareness and alternative transportation modes together by engaging health partners and businesses more than in the past; as part of this effort, materials will be developed and designed in-house for various media forms of outreach. Media efforts will include publication of materials, billboards, and other media outlets, including radio; it will also engage a marketing, or engagement consultant, for the campaign. Other efforts will provide promotional materials such as handouts, t-shirts and other items promoting the campaign. And, to assist all governmental units in the MPA with Title VI requirements.

100 Budget Summary: FY 2021-2022 *(Red denotes new funding in 2021; Black denotes carryover funds)*

Funds	PL	STBG	HSIP	CMAQ	Federal Share	Local Share	Total Cost
	\$57,000	\$45,000			\$102,000	\$27,500	\$127,500
	\$8,000	\$20,000			\$28,000	\$7,000	\$35,000
				\$70,000	\$70,000	\$17,500	\$87,500
Totals	\$65,000	\$65,000		\$70,000	\$200,000	\$50,000	\$250,000

200 SERIES

Element 201: Transportation & GIS Data Base Maintenance

Product/Activity: To update and to maintain transportation, transit, ADA, environmental (NEPA), and census data bases and mapping with specific emphasis on projects which build capacity and support monitoring the 2045 Plan and air quality conditions, Element 401 (2045 /MTP), current study efforts as well as the continued development of enhanced economic and census data bases for integration into development efforts and studies. Several new focus areas for this work program include the integration of health datasets as part of an effort to expand health impact assessment into our decision-making process, TAZ-Census integration, and a crime dataset. Additional work will be continued on the GIS orthophotography project for cadastral, environmental, infrastructure, safety and MIRE, rail inventory, functional classification, NHS and truck networks, and security mapping, including new orthophotography through participation in the statewide project. End products will include map graphics, design information, new data layers, an updated rail crossing inventory, intersection geometry, and improved programming capabilities for the management systems, asset management, and GIS. MCCOG intends to purchase computer equipment, software, coordinate technology hardware, added planimetric mapping, and mapping data collections and upgrades to meet present and future needs which are compatible with existing hardware and software. Updated orthophotography and LiDAR will be integrated into the GIS during the program years through the state and Pictometry update programs. Also, the agency may procure asset management services in the program period. The agency intends on procuring new hardware and software programs, and volume counters.

Element 202: Traffic Volume Counting

Product: To collect and to summarize each count location, and an area map with count locations and 24-hour average summaries shall be listed by street segment name, count station, and volume. Adjustment factors for season and axle will also be listed on the 24-hour summary page. All traffic count data will be submitted to the INDOT as well as be used for special studies, monitoring the MTP, and for improvements to the existing 2045 MTP network. Intersection analysis, including turning movements, will be used to support HPMS, special studies, crash analysis, and updating the rail inventory. Equipment necessary to carry out the program will be purchased for this element.

Element 202.1: Traffic Volume Counting: INDOT

Product: To collect and to summarize each count location, and an area map with count locations and 24-hour average summaries shall be listed by street segment name, count station, and volume. Adjustment factors for season and axle will also be listed on the 24-hour summary page. Approximately twelve hundred counts for INDOT are scheduled each year for inclusion in the FY 2021-FY 2022 Traffic Count Programs. All traffic count data will be submitted to the INDOT as well as be used for special studies and monitoring the MTP, and the 2045 MTP network.

200 Budget Summary: FY 2021-2022 *(Red denotes new funding in 2021; Black denotes carryover funds)*

Funds	PL	STBG	SPR	Federal Share	Local Share	INDOT Share	Total Cost
	\$81,000	\$545,645		\$626,645	\$156,661		\$783,306
		\$350,000		\$350,000	\$87,500		\$437,500
			\$80,000	\$80,000	\$0		\$80,000
Totals	\$81,000	\$895,645	\$80,000	\$1,056,645	\$244,161		\$1,300,806

300 SERIES

Element 301: Management/Monitoring Systems

Product/Activities: To develop a list of recommended improvements for the system through integration of the other 301 sub-elements in FY 2021 and FY 2022.

Element 301.1: Pavement Management System

Product/Activities: To collect and to provide data for utilization and analysis of pavement conditions for maintenance and project planning and selection. Also, the possible acquisition of software for a PMS or improvements to the GIS for this integration.

Element 301.2: Safety Management System

Product/Activities: To provide summary data for utilization and analysis for decision making for local units of government and law enforcement agencies and project selection in FY 2021 and FY 2022. In addition, to review performance measures for safety, to work on the development of a Traffic Incident Management Program (TIM), to develop a quick response intersection analysis program from our crash database, to work on improvements to the MIRE database for roadway name cleanup and the approach dataset, and to assist where needed with Local Road Safety efforts.

Element 301.3: Transportation Security/Resiliency

Product/Activities: To monitor and improve on security/resiliency factors from the 2045 MTP, review needs for updating the ITS Plan, with the intent to update it in 2022, and increasing coordination with the emergency agencies, as noted in Element 301.2 for working on TIM development within the planning area in FY 2021 and FY 2022.

Element 301.4: Congestion Management System

Activities: To identify problem areas for project planning and needed TSM improvements or system additions through the monitoring and benchmarking program in FY 2021 and FY 2022.

Element 301.5: Intelligent Transportation System & Architecture

Activities: To review needs for update the ITS Plan in FY 2022, to monitor and improve on coordination efforts that will lead to implementation of the ITS plan, and GIS deployment in FY 2021 and FY 2022. The GIS databases will be improved to provide opportunities for this effort and its integration with the larger central Indiana region.

Element 302: Transportation Improvement Program

Product: To maintain and/or develop a four-year program of projects for implementing transportation plans focusing upon, and, including amendments and a new TIP for FY 2021-2024, as required during Fiscal Years 2021 and 2022 for FAST Act requirements. Performance Measures will be utilized in evaluation for project selection as well as other criteria developed by the MPO. Part of this effort will include work toward integrating health impact and equity analysis into the decision-making process.

300 Budget Summary: FY 2021-2022 *(Red denotes new funding in 2021; Black denotes carryover funds)*

Funds	PL	STBG	HSIP	CMAQ	Federal Share	Local Share	Total Cost
	\$53,000	\$65,000	\$49,000		\$167,000	\$34,944	\$201,944
	\$7,000	\$12,000	\$43,500		\$62,500	\$9,583	\$72,083
Totals	\$60,000	\$77,000	\$92,500		\$229,500	\$44,527	\$274,027

400 SERIES

Element 401: Metropolitan Transportation Plan (MTP)/Environmental Planning

Product: To monitor the 2045 Plan for setting the framework for a minor update into this plan in this work program timeframe with emphasis toward the 2050 Plan. Efforts will focus on developing micro-simulation modeling capacity utilizing TransModeler, integration of the 2020 Census and NETS, expansion of the internal zone structure to include Delaware County, and improvements to our scenario planning process. Additionally, the focus will work to coordinate plan update timelines with adjacent MPOs in Indianapolis and Muncie as well as to coordinate on future household travel surveys with these partners. Other efforts will include monitoring the functional class system, to update the NHS and truck network, to update air and water/stormwater quality improvements, to participate in the Intergovernmental Coordinating Group on air quality for both central Indiana and Delaware County. Another focus is continued efforts to work on performance measures per MAP-21/FAST Act requirements and to continue working with other central Indiana counties in FY 2021 and FY 2022. New outreach and coordination efforts are anticipated with other environmental agencies and regional local governments within and adjacent to the planning area for coordinated road and transit improvements, environmental impacts, and economic development.

Element 402: Land Use Analysis & Development

Product: To develop refinements to the Urban Footprint land analysis modeling tool and to continue participation with the Indianapolis MPO on the Land Use Advisory Panel. Efforts will focus on improving the methodology and forecast capacity for better coordination and integration. Additionally, to maintain, update, and develop land use inventories for the regional area for input into the 2050 Plan, including integrating that data into the GIS, as well as the development of area comprehensive plans, Thoroughfare Plans, and land use and development ordinances for coordination of proposed development patterns and projects in FY 2021 and FY 2022.

400 Budget Summary: **FY 2021-2022** (Red denotes new funding in 2021; Black denotes carryover funds; Green denotes increase of \$200,000 from 200 Series transfer)

Funds	PL	STBG	HSIP	CMAQ	Federal Share	Local Share	Total Cost
	\$60,796	\$330,000			\$390,796	\$97,670	\$488,495
		\$119,000			\$119,000	\$29,750	\$148,750
Totals	\$60,796	\$449,000			\$509,796	\$127,420	\$637,245

500 SERIES

Element 501: Multi-modal/Active Living/Livable Communities Activities

Activities:

The agency will continue past efforts on road diets and projects, set the framework for a new Pedestrian/Trail Plan, work on a new technical assistance effort for ADA Transition Plan updates, including plans for several LPAs, start to develop a Sustainability Plan with updates to the Energy Plan, work on environmental planning efforts for future plans, to start work on a new Parking Study for downtown Anderson, and to work on an Eco-Park framework for future development. Additional efforts will continue on design guidelines and graphics, mapping, and public education and materials which support and build upon past efforts. To work on design standards for potential new development areas and provide workshops for local officials. In addition, to continue website improvements on livable communities. New efforts will include energy conservation planning that encourages conservation, alternative modes of travel, the use of renewable energy sources, and travel demand management programs (TDM) that reduce vehicle miles traveled (VMTs) while promoting a vibrant regional economy. In addition, efforts will be made to begin the development of an integrated vision for the planning area with an emphasis on the I-69 corridor and the larger central Indiana region in FY 2021 and FY 2022. This will be coordinated with the SR 13/Exit 214 Sub-Area microsimulation Study and the land use measures for the SR 13 Corridor already underway in FY 20.

Additionally, to provide a more comprehensive approach to regional coordination, continued education and promotion on alternative travel and safety, interface between multi-modal providers, and the integration of development activities into the planning process in FY 2021 and FY 2022. Work will also continue defining both off-road links and gaps in the existing pedestrian and bike networks. This will serve as the groundwork inventory for completing a new regional Pedestrian/Trail Plan and updates to the Bike Plan. A separate more detailed plan will be developed for Anderson that will be incorporated into the regional plans. The agency will continue educational and training opportunities that promote alternative travel options and the benefits of these options.

Element 502: Transit Activities

Activities:

To develop and update recommendations and alternatives for opportunities to connect to regional mass transit alternatives based on the 2045 Plan efforts. The agency will also work to develop surveys for the 2022 program year for both the urban and rural systems in the MPA. This will include initial work on updating the coordinated public transit-human services transportation plan in FY 2021-2022. Additional efforts will include improving collection and analysis of transit system data for existing providers to assist with the implementation of strategies and options from the operational improvements. As part of this element, the agency intends on researching possibilities for park and ride and commuter service to the Indianapolis area. MCCOG will continue active participation in the Central Indiana Regional Transportation Authority (CIRTA) and provide some financial and technical support.

500 Budget Summary: FY 2021-2022 *(Red denotes new funding in 2021; Black denotes carryover funds)*

Funds	PL	STBG	HSIP	CMAQ	Federal Share	Local Share	Total Cost
		\$89,000			\$89,000	\$22,250	\$111,250
		\$95,000			\$95,000	\$23,750	\$118,750
Totals		\$184,000			\$184,000	\$46,000	\$230,000

600 SERIES

Element 601: 67th Street Analysis Study

Product: To complete a document containing summary data as well as appropriate alternative recommendations for the long-range development and improvement of the area in FY 2021 between Anderson and Pendleton.

Element 602: Corridor Study/Traffic Assignment

Product/Activity: To complete a document containing summary data as well as appropriate alternative recommendations for the long-range development and improvement of the area in FY 2021 and FY 2022.

Element 603: SR 13/Exit 214 Sub-Area Study

Product: To complete a microsimulation study along the SR 13 Corridor from CR 900 South to SR 38 in FY 2021 that builds off of the earlier efforts on land development and access control. This effort will set a framework for a larger corridor study in FY 2022 from Fortville to Lapel.

600 Budget Summary: **FY 2021-2022** *(Red denotes new funding in 2021; Black denotes carryover funds)*

Funds	PL	STBG	HSIP	CMAQ	Federal Share	Local Share	Total Cost
		\$35,000			\$35,000	\$8,750	\$43,750
		\$164,000			\$164,000	\$41,000	\$205,000
Totals		\$199,000			\$199,000	\$49,750	\$242,214

700 SERIES

Element 700: Rural Traffic Volume Counting

Product: To collect and to summarize each count location, and an area map with count locations and 24-hour average summaries shall be listed by street segment name, count station, and volume. Adjustment factors for season and axle will also be listed on the 24-hour summary page. Three hundred (300) counts for INDOT are scheduled for inclusion in the FY 2021 program. All traffic count data will be submitted to the INDOT as well as be used for special studies and monitoring the Long-Range Plans for the area.

Element 700.1: Rural Traffic Count Program Coordination & Data Activities

Product: To collect, summarize, enter, and process the volume count data collected and to submit that information to INDOT, the Indianapolis and Columbus MPOs, and local LPAs. All data submissions will be coordinated with INDOT to affirm, correct, or add where necessary to the data submission. In addition, to provide INDOT with road segment mapping that shows current volumes.

Element 700.2: Rural Transportation Planning Support to INDOT

Product: To provide planning support, data transmittal, and meeting coordination with INDOT, MCCOG, and other entities in the planning process; also, to provide updated functional classification data to INDOT.

Element 700.3: Rural Transportation Planning Support to LPAs

Product: To provide planning support, data transmittal, special requests and meeting coordination with INDOT, MCCOG, and LPAs involved in the planning process.

Budget Summary: **FY 2021-2022** *(Red denotes new funding in 2021; Black denotes carryover funds)*

Funds	PL	STBG	HSIP	SPR	Federal Share	Local Share	Total Cost
				\$75,000	\$75,000	\$18,750	\$93,750
Totals				\$75,000	\$75,000	\$18,750	\$93,750

*Unified Planning Work Program
Fiscal Years 2021 & 2022*

Program Work Schedule

Madison County Council of Governments

Program Work Schedule: FY 2021

Element	2020						2022					
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
101-Admin.X	X	X	X	X	X	X	X	X	X	X	X	
102-Staff	X	XX			X						X	
103-UPWP							X	XX	X	X		
104-Participation	XXX	XXX	XXX	XXX	XXX	XX	XXX	XXX	XX	XXX	XXX	X
201-Database	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX
202-Vol. Ct.	XXX	XXX	XXX	XXX	XX				XXX	XXX	XXX	XXX
202.1-Vol. Ct.	XXX	XXX	XXX	XXX	XXX				XXX	XXX	XXX	XXX
202.2-6 - Vol. Ct	X	XX	XX	XX					XX	XX	XX	XX
301-Man. Systems	XXX	XXX	XXX	XX	XX	XX	XX	XX	XX	XXX	XXX	XX
302-TIP	XX	XX	XX	XX	XX	XX	XXX	XXX	XXX	XX	XX	XX
401-Long Range	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XX
402-Land Use	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX
501-Multi-modal	XXX	XXX	XXX	XXX	XXX	XX	XX	XX	XX	XX	XXX	XXX
502-Transit Act..	XX	XX	XXX	XXX	XXX	XXX	XX	XX	XXX	XXX	XXX	XX
601-67th St Area	XXX	XXX	XXX	XXX	XX	XXX	XX	XX	XXX	XXX	XXX	XX
602-Corridor	XX	XX	XX	X	XX	XX	X	XX	XX	XX	XX	XX
603-SR 13	XXX	XXX	XXX	XXX	XXX	XX	XX	XXX	XXX	XXX	XXX	XX

X - Low Level of Effort (Less than 5 days)

XX - Medium Level of Effort (6 to 12 days)

XXX - High Level of Effort (13 to 22 days)

X - MCCOG

Program Work Schedule: FY 2022

Element	2021						2022					
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
101-Admin.X	X	X	X	X	X	X	X	X	X	X	X	
102-Staff	X	XX			X						X	
103-UPWP							X	XX	X	X		
104-Participation	XXX	XXX	XXX	XXX	XXX	XX	XXX	XXX	XX	XXX	XXX	X
201-Database	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX
202-Vol. Ct.	XXX	XXX	XXX	XXX	XX				XXX	XXX	XXX	XXX
202.1-Vol. Ct.	XXX	XXX	XXX	XXX	XXX				XXX	XXX	XXX	XXX
202.2-6 - Vol. Ct	X	XX	XX	XX					XX	XX	XX	XX
301-Man. Systems	XXX	XXX	XXX	XX	XX	XX	XX	XX	XX	XXX	XXX	XX
302-TIP	XX	XX	XX	XX	XX	XX	XXX	XXX	XXX	XX	XX	XX
401-Long Range	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XX
402-Land Use	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX
501-Multi-modal	XXX	XXX	XXX	XXX	XXX	XX	XX	XX	XX	XX	XXX	XXX
502-Transit Act..	XX	XX	XXX	XXX	XXX	XXX	XX	XX	XXX	XXX	XXX	XX
602-Corridor Area	XX	XXX	XXX	XXX		X	X	X	X	XX	XX	
603--SR 13	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX

X - Low Level of Effort (Less than 5 days)

XX - Medium Level of Effort (6 to 12 days)

XXX - High Level of Effort (13 to 22 days)

X - MCCOG

MCCOG DAYS BUDGETED BY ELEMENT & POSITION

[illegible]

*Unified Planning Work Program
Fiscal Years 2021 & 2022*

Appendix A

Madison County Council of Governments



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N955
Indianapolis, Indiana 46204

PHONE: (317) 232-5485
FAX: (317) 232-1499

Eric Holcomb, Governor
Joe McGuinness, Commissioner

February 4, 2020

Jerry Bridges, Executive Director
Madison County Council of Governments
739 Main Street
Anderson, Indiana 46016

Dear Mr. Bridges,

INDOT has reviewed the FY 2021 Cost Allocation Plan presented by Anderson MPO for the period of July 1, 2020 through June 30, 2021.

In accordance 2 CFR 200.331, the Indiana Department of Transportation (INDOT), acting as the pass-through entity for the Federal Highway Administration (FHWA) approved the following indirect and fringe rates which will be monitored with respect to your Unified Planning Work Program Grant. Please include a copy of this letter in your UPWP for future reference. Should the indirect rates change during the FY 2021 grant period, please provide the revised information for re-approval and inclusion of the new rate letter as modification/inclusion in your UPWP Appendix. The approved rates are as follows:

Fringe	52.53%
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Indirect	30.48%
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Please feel free to contact me if you have any questions or concerns regarding these rates.

Sincerely,

Emmanuel I. Nsonwu
Transportation Planner
Technical Planning & Programming Division
Indiana Department of Transportation

CC: R. Dirks
R. Nunnally
J. Mitchell
File

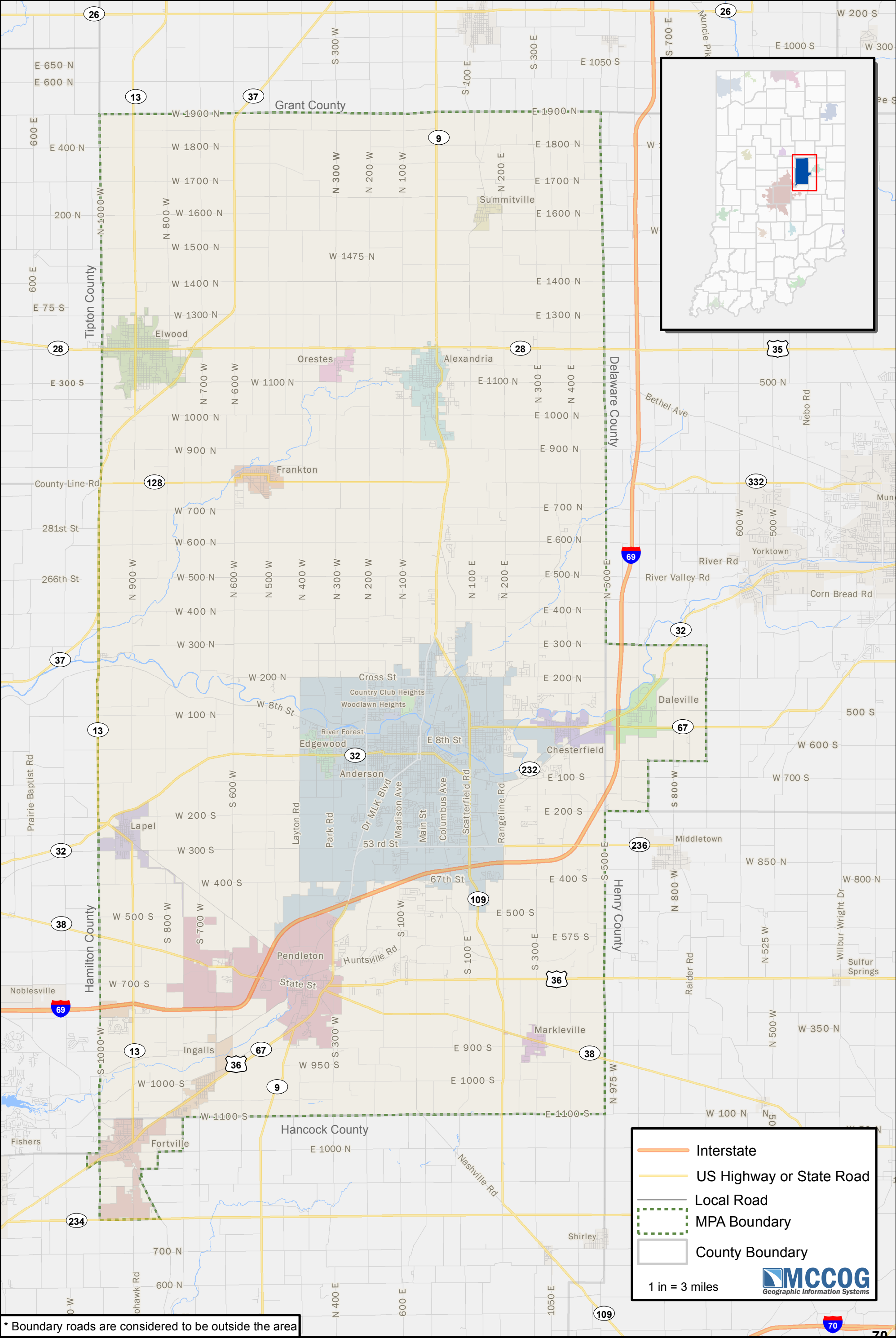
*Unified Planning Work Program
Fiscal Years 2021 & 2022*

Appendix B

Madison County Council of Governments

Anderson MPO Metropolitan Planning Area

Resolution #20-12 - October 11, 2012



* Boundary roads are considered to be outside the area

*Unified Planning Work Program
Fiscal Years 2021 & 2022*

Appendix C

Madison County Council of Governments

Resolution 03 - 2020

**ENDORSEMENT OF FY 2021-2022
DRAFT TRANSPORTATION UNIFIED PLANNING WORK PROGRAM**

WHEREAS, each urban area participating in the programs of the Federal Highway Administration and the Federal Transit Administration must assure that relevant transportation plans are maintained through a process that is comprehensive, cooperative, and coordinated, and

WHEREAS, the Madison County Council of Governments is the agency designated by the Governor to maintain those plans for the Anderson Urbanized Area/Metropolitan Planning Area, and

WHEREAS, the basis for transportation planning and improvement programming in the Anderson Urbanized Metropolitan Planning Area continues to be the Year 2045 Plan, and the FY 2020-2023 Transportation Improvement Program, as amended, and

WHEREAS, the planning process maintained by the Madison County Council of Governments staff has assured that those plans, and subsequent improvement projects, are consistent with the comprehensively planned development of the Anderson Urbanized Metropolitan Planning Area as well as federal policies and priorities.

NOW, THEREFORE, BE IT RESOLVED THAT the Madison County Council of Governments hereby certifies that the plans, program, and process of its transportation planning effort comply with Title 23 of the Code of Federal Regulations, Part 450.420, as revised on December 4, 2015, the Fixing America's Surface Transportation Act (FAST Act), the 1990 Clean Air Act Amendments (CAAA), and that the Transportation Unified Planning Work Program for FY 2021-FY 2022, a summary of which is attached hereto, understanding that changes will be made based on comments received from the reviewing agencies, is hereby approved.

ADOPTED by the Madison County Council of Governments Policy Committee, this 6th day of February, 2020.



President
Madison County Council of Governments

Resolution 08 - 2020

**ENDORSEMENT OF FY 2021-2022
TRANSPORTATION UNIFIED PLANNING WORK PROGRAM**

WHEREAS, each urban area participating in the programs of the Federal Highway Administration and the Federal Transit Administration must assure that relevant transportation plans are maintained through a process that is comprehensive, cooperative, and coordinated, and

WHEREAS, the Madison County Council of Governments is the agency designated by the Governor to maintain those plans for the Anderson Urbanized Area/Metropolitan Planning Area, and

WHEREAS, the basis for transportation planning and improvement programming in the Anderson Urbanized Metropolitan Planning Area continues to be the Year 2045 Plan, and the FY 2020-2023 Transportation Improvement Program, as amended, and

WHEREAS, the planning process maintained by the Madison County Council of Governments staff has assured that those plans, and subsequent improvement projects, are consistent with the comprehensively planned development of the Anderson Urbanized Metropolitan Planning Area as well as federal policies and priorities.

NOW, THEREFORE, BE IT RESOLVED THAT the Madison County Council of Governments hereby certifies that the plans, program, and process of its transportation planning effort comply with Title 23 of the Code of Federal Regulations, Part 450.420, as revised on December 4, 2015, the Fixing America's Surface Transportation Act (FAST Act), the 1990 Clean Air Act Amendments (CAAA), and that the Transportation Unified Planning Work Program for FY 2021-FY 2022, a summary of which is attached hereto, understanding that changes will be made based on comments received from the reviewing agencies, is hereby approved.

ADOPTED by the Madison County Council of Governments Policy Committee, this 2nd day of April, 2020.

President
Madison County Council of Governments