

DELAWARE-MUNCIE
METROPOLITAN
PLAN COMMISSION



MAKING



PROGRESS



HAPPEN

UPWP
UNIFIED
PLANNING
WORK
PROGRAM

FY
2023-2024

May, 2022

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PREFACE

PUBLICATION NOTICE

This program is the result of tax supported initiatives and as such is not subject to copyright. It has been financed in part through a grant from the United States Department of Transportation.

WORK PROGRAM FULFILLMENT

The Fiscal Year 2023-2024 Unified Planning Work Program fulfills in part Work Element Number 100 of the Delaware-Muncie Metropolitan Plan Commission's Fiscal Year 2021-2022 Unified Planning Work Program (UPWP). The purpose of Program Number 100 hereby fulfilled is to produce a document which identifies all planning activities that will be undertaken by the Delaware-Muncie Metropolitan Plan Commission during Fiscal Years 2023-2024.

CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER

The federal identification number for all PL/STBG/CMAQ/HSIP funding for the FY2023-2024 work program planning activities is CFDA# 20.205

DELAWARE-MUNCIE METROPOLITAN PLAN COMMISSION/ METROPOLITAN PLANNING ORGANIZATION STAFF

Marta Moody, Executive Director

Vacant, Principal Transportation Planner

Lorey Stinton, Environmental Planner

Billi Keister, Secretary

Cheryl McGairk, Transportation Planner

Brandy Ingerman, Office Manager

Fred Daniel, GIS Planner I/System Development

Mary Ann Pope, Planning Technician

Tom Fouch, Building Commissioner/Zoning Administrator

METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION COMMITTEES AND AFFILIATIONS

TRANSPORTATION POLICY COMMITTEE

<ul style="list-style-type: none"> 1) Muncie Mayor: Daniel Ridenour Represented by Adam Leach 2) MITS General Manager: Amanda Price-Clark 3) MPO Director: Marta Moody 4) INDOT: Clark Packer Represented by Nathan Sturdevant 5) County Commissioner: Sherry Riggins 6) Ball State University: Jim Lowe 7) Delaware County Council: Ryan Ballard 8) Muncie City Council: Troy Ingram 9) Yorktown Town Council: Dan Flanagan Represented by Pete Olson 	<p>Recording Secretary: Cheryl McGairk</p> <p>Advisors:</p> <ul style="list-style-type: none"> Steven Minor, FHWA Principal Planner, DMMPC Angie Moyer, County Engineering Dept.
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TECHNICAL ADVISORY COMMITTEE

1) Muncie City Engineer/Street Supt.	9) Ball State University facilities engineer
2) Delaware County Engineer/Project Director	10) Town of Selma representative
3) Exec. Director/MPO Director, DMMPC	11) Town of Parker City representative
4) INDOT Greenfield District Office	12) Chamber of Commerce representative
5) Transportation Planner, DMMPC	13) Town of Gaston representative
6) Yorktown Town Manager	14) Town of Albany representative
7) Muncie Indiana Transit System	15) Town of Eaton representative
8) Principal Planner, DMMPC	
<p>Advisory/Ad Hoc Members: INDOT Central Office, FHWA Indiana Division representative, DMMPC Staff, Delaware County Airport representative, Public Utility representatives – MSD, AEP, DC Regional Wastewater, Liberty Wastewater, Vectren, IAWC, & AT&T</p>	

ABBREVIATIONS

The following are commonly used abbreviations appearing in this document and other transportation planning documents:

ADA	- AMERICANS WITH DISABILITIES ACT
ARRA	- AMERICAN RECOVERY REINVESTMENT ACT
CGI	- CARDINAL GREENWAYS INCORPORATED
CBD	- CENTRAL BUSINESS DISTRICT
CIRTA	- CENTRAL INDIANA REGIONAL TRANSPORTATION AUTHORITY
CY	- CALENDAR YEAR (January to December)
DCUHNS	- DELAWARE COUNTY UNIFORM HOUSE NUMBERING SYSTEM
DMMPC	- DELAWARE-MUNCIE METROPOLITAN PLAN COMMISSION
DMTIP	- DELAWARE-MUNCIE TRANSPORTATION IMPROVEMENT PROGRAM
ECIRPD	-EAST CENTRAL INDIANA REGIONAL PLANNING DISTRICT
EMA	- EMERGENCY MANAGEMENT AGENCY
FAST	- FIXING AMERICA'S SURFACE TRANSPORTATION ACT
FHWA	- FEDERAL HIGHWAY ADMINISTRATION
FTA	- FEDERAL TRANSIT ADMINISTRATION
FY	- FISCAL YEAR (July to June State; October to September Federal)
GASB 34	-GOVERNMENTAL ACCOUNTING STANDARDS BOARD STATEMENT 34
GIS	- GEOGRAPHIC INFORMATION SYSTEM
HSIP	-HIGHWAY SAFETY IMPROVEMENT PROGRAM
HPMS	- HIGHWAY PERFORMANCE MONITORING SYSTEM
INDOT	- INDIANA DEPARTMENT OF TRANSPORTATION
ITS	- INTELLIGENT TRANSPORTATION SYSTEMS
LEPC	- LOCAL EMERGENCY PLANNING COUNCIL
LPA	- LOCAL PUBLIC AGENCY
LUCA	-LOCAL UPDATE OF CENSUS ADDRESSES
MAP -21	-MOVING AHEAD FOR PROGRESS IN THE 21 ST CENTURY ACT
MITS	- MUNCIE INDIANA TRANSIT SYSTEM
MOU	- MEMORANDUM OF UNDERSTANDING
MPA	- METROPOLITAN PLANNING AREA
MPO	- METROPOLITAN PLANNING ORGANIZATION
MPTC	- MUNCIE PUBLIC TRANSPORTATION CORPORATION
MTP	-METROPOLITAN TRANSPORTATION PLAN
NEPA	- NATIONAL ENVIRONMENTAL POLICY ACT
PDP	- PROGRAM DEVELOPMENT PROCESS
PEA	- PLANNING EMPHASIS AREAS
PL	- METROPOLITAN PLANNING FUNDS
SIP	-STATE IMPLEMENTATION PLAN
SRTS	-SAFE ROUTES TO SCHOOL
STBG	- SURFACE TRANSPORTATION BLOCK GRANT (Federal Funds)
STIP	- INDIANA STATE TRANSPORTATION IMPROVEMENT PROGRAM
TAC	- TECHNICAL ADVISORY COMMITTEE
TAP	-TRANSPORTATION ALTERNATIVES PROGRAM
TCSP	- TRANSPORTATION AND COMMUNITY AND SYSTEM PRESERVATION
TDP	- TRANSIT DEVELOPMENT PLAN
TIP	- TRANSPORTATION IMPROVEMENT PROGRAM
TPC	- TRANSPORTATION POLICY COMMITTEE
TRANSCAD	- THE NETWORK MODELING SOFTWARE SHARED BY INDOT & MPOs.
UEA	- URBAN ENTERPRISE ASSOCIATION
UPWP	- UNIFIED PLANNING WORK PROGRAM
URA	- UNIFORM RELOCATION ASSISTANCE

INTRODUCTION

I. UNIFIED PLANNING WORK PROGRAM

The Unified Planning Work Program (UPWP) sets forth the total planning activities to be undertaken by the Delaware-Muncie Metropolitan Plan Commission (DMMPC), the Metropolitan Planning Organization (MPO), during the state fiscal year.

The UPWP, in its basic formulation and structure, serves as a guide to the total planning effort. By detailing planning activities, the UPWP establishes a program which eliminates duplication of effort; interrelates transportation planning, land use planning, and other elements of the comprehensive planning process; and provides a basis for federal and state funding. Most of the work elements are continuing programs. As a result, similar descriptions appear from one year to the next.

II. TRANSPORTATION PLANNING PROGRAM

The continuing transportation planning program is intended to (1) ensure progress toward implementation of the adopted transportation improvement program, (2) monitor and evaluate changes in development and travel, (3) keep data up-to-date, and (4) maintain certification for the urbanized area.

There are two committees which help carry out the transportation related functions of the Metropolitan Planning Organization. The Transportation Policy Committee serves as the policy committee for the DMMPC and carries out the formulation of policies related to the continuing transportation planning program as well as granting final approval of required documents and the use of federal transportation funds. The Technical Advisory Committee serves in an advisory capacity to the Transportation Policy Committee on the technical aspects of the planning program. The Delaware-Muncie Metropolitan Plan Commission staff actually performs or coordinates work being conducted under the continuing program.

The Transportation Policy Committee chair is elected annually. The Technical Advisory Committee is chaired by the Executive Director of the DMMPC. The Transportation Planner acts as secretary to both of these Committees to facilitate continuing program record keeping and ensure the most efficient transfer of transportation related information.

The transportation planning program is guided by the federal transportation authorization act and is administered through the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Indiana Department of Transportation (INDOT) and the DMMPC as the MPO. The transportation planning staff is part of the DMMPC staff and is under the direction of the Executive Director, who serves as the MPO Director. Transportation planning efforts are undertaken primarily by the Principal Planner, Transportation Planner, and Planning Technician with other staff members being involved periodically.

III. PLANNING EMPHASIS AREAS (PEAs)

Federal/State: For FY 2023, the particular areas of emphasis from FHWA and FTA include:

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

The Indiana FHWA Division and FTA Region V Office will work with INDOT, the MPOs, and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. We encourage INDOT and the MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation ; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit [FHWA's Sustainable Transportation](#) or [FTA's Transit and Sustainability Webpages](#) for more information.

This emphasis area has been added to Element 600.

Equity and Justice40 in Transportation Planning

The FHWA Indiana Division and FTA Region V Office will work with INDOT, the MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations. To support the initiatives outlined in [Executive Order 13985](#) and [Executive Order 14008](#) our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care. The FHWA Indiana Division and FTA region V Office will maximize plan reviews to encourage the advancement of Federal investments to disadvantaged communities.

This emphasis area will be covered primarily under Element 500.

Complete Streets

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network. The FHWA Indiana Division and FTA Region V Office will work with INDOT, the MPOs, and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users, and to ensure they include provisions for safety in future transportation infrastructure, particularly those outside automobiles. Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

This emphasis area is covered under Element 500.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. The FHWA Indiana Division and FTA Region V Office will continue to encourage MPOs, INDOT, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

This emphasis area is covered under Element 100.

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions

of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. [The 64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#). The FHWA Indiana Division and FTA Region V Office encourage the MPOs and INDOT to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.

This emphasis area is covered under Element 400.

Federal Land Management Agency (FLMA) Coordination

The FHWA Indiana Division and FTA Region V Office encourage MPOs and INDOT to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies can focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

This emphasis area is covered under both Elements 300 and 400.

Planning and Environment Linkages (PEL)

The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's

transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. The FHWA Indiana Division and FTA Region 5 Office encourage INDOT, the MPOs, and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. More information on PEL is available [here](#).

This emphasis area is covered under Element 400.

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, the FHWA Indiana Division and FTA Region V Office encourage INDOT, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making at the State, MPO, regional, and local levels for all parties.

This emphasis area is covered under Elements 200 and 300.

TIP/STIP Development and Maintenance

There have been many documented discussions with INDOT and the MPOs over the last two years related to TIP/STIP development and maintenance (i.e. amendments and modifications). In order to reduce inconsistencies between the TIPs and STIP, and to expedite project programming and delivery, the FHWA Indiana Division Office and the FTA Region V Office highly recommend that INDOT and the MPOs coordinate and work together to jointly develop and implement a documented process for developing and making changes to the TIPs and STIP in accordance with 23 CFR 450.218(n) and 23 CFR 450.326 (p).

This emphasis area is covered under Element 300.

Metropolitan Planning Area & Urbanized Area Boundaries

INDOT and the MPOs should continue to work together to prepare updates to the Metropolitan Planning Area Boundaries as well as any adjusted Urbanized Area Boundaries as a result of the 2020 Census data. Language has been added to UPWP Work Element 200-06 that addresses this PEA.

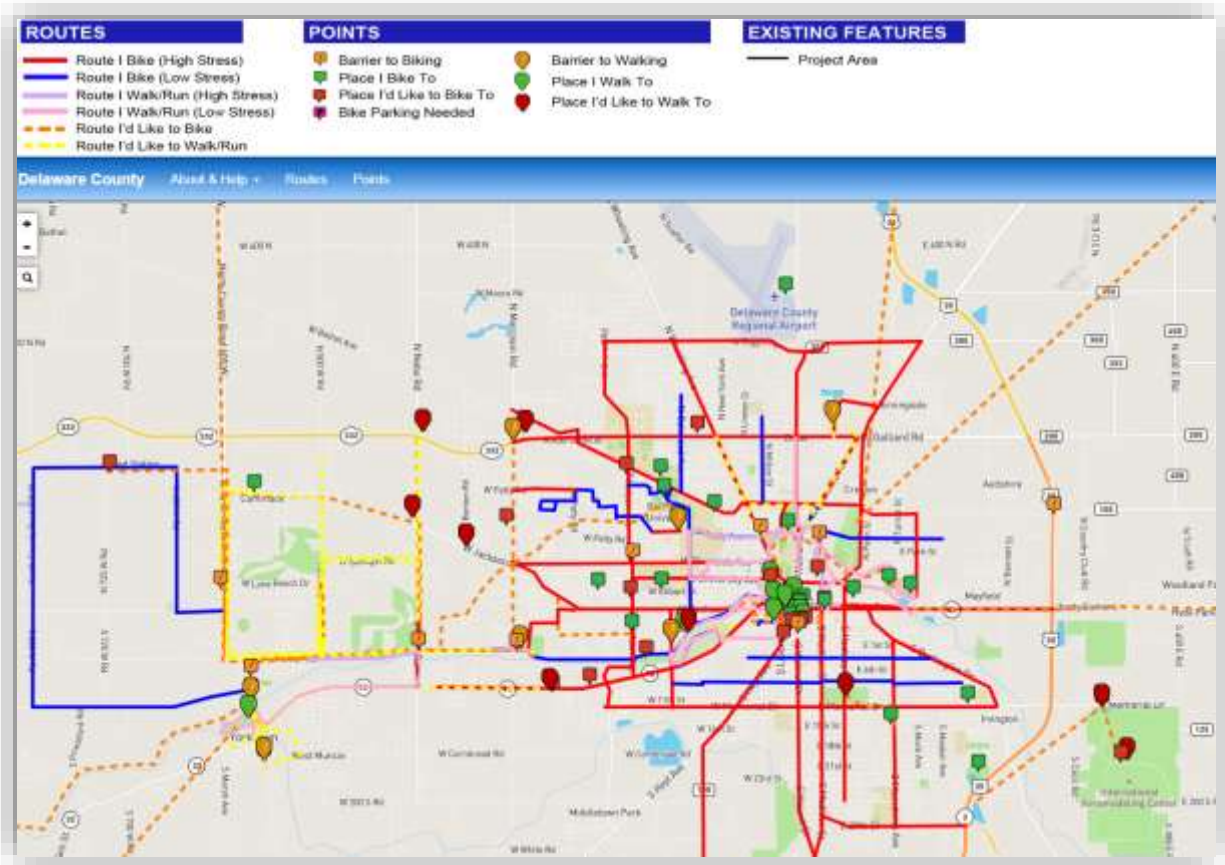
This emphasis area is covered under Element 200.

Past Planning Emphasis Areas will still be included in the various Work Program activities and are considered of local importance, including:

- **National Performance-Management Measures**
- **Pedestrian Safety**
- **Bus Stop Inventories and ADA Assessments**
- **Ladders of Opportunity for Essential Services Connections**

- **Red Flag Investigations as part of the PEL Initiative**
- **Quarterly Project Tracking**
- **American Disabilities Act Transition Plans/ Title VI of the Civil Rights Act**
- **Pavement Management System**
- **Environmental Justice**
- **Livable and Sustainable Communities**

Local: Continually advancing our technology and the ability to use it for public involvement, data sharing/analysis and planning studies is a local/DMMPC priority. Emphasis will continue on GIS development and using technology to inform the public. Assistance with pavement management systems for all LPA's in the MPO area will be emphasized. Training and gaining modeling experience with TransCad are considered extremely important. As a Plan Commission, the DMMPC's emphasis is on achieving seamless coordination between land use planning, sustainability initiatives and transportation planning with a bike/ped focus. GIS technology and the acquisition of data provides the ideal mechanism to do that and to aid in informing and gathering input from and to the public and state and federal partners as shown by the graphic below which utilized GIS on-line mapping with the DMMPC bike/ped plan project.



FAST Act Planning Factors:

FAST Act: Ten Planning Factors	Connections to Transportation Planning Process
1. Support Economic Vitality	In general, good infrastructure and community amenities reflect economic vitality. Main connections are found in GIS activities (on-line mapping applications such as paving, asset management, traffic counts, trail & bike mapping), bicycle and pedestrian activities (trail mapping, projects such as the Kitselman Gateway on the east side of Muncie, and work with the Cardinal Greenway) and the comprehensive plan update.
2. Increase Accessibility	ADA compliant pedestrian ways and public transportation are key to accessibility. Our local transportation planning activities include items such as participation in the Muncie-Delaware County ADA Council, assisting the LPA's with ADA plans, GIS mapping of sidewalks, CIRTAs and their County Connect program, transferring FHWA funds to our transit system for sidewalk repairs, and quarterly meetings for our Coordinated Transportation Committee.
3. Promote System Efficiency	Maintaining acceptable levels of service and dealing with congestion (identifying congested areas & solutions) are both aimed at system efficiencies. As a small MPO, our system routinely operates at an LOS of A through C with a few areas falling below. We also have very few true congestion problems. Our planning activities using Highway Capacity Software, TransCad modeling, accident analysis, turning movement counts, network traffic counts and ITS projects are all used to promote system efficiencies.
4. Increase Safety	Reducing accidents and the severity of accidents is the primary measure of a safe transportation system. Accidents are analyzed on an annual basis with input from the TAC and the Policy Committees and improvements made by the LPA's as applicable such as signage, intersection controls, pavement markings, signal timing changes, etc. GIS mapping is used to show bike/ped accident densities so efforts and improvements can be focused on problem areas.
5. Protect and Enhance the Environment	The environment includes natural features and the built environment. Protection begins with identification and enhancement begins with regulations, laws and ordinances as well as community groups dedicated to improving the physical environment. Our GIS is used to identify natural features (floodplains, wetlands, waterways, brownfields, etc.) and local efforts dealing with trails, community gardens, greenspaces and similar initiatives. The extensive GIS data layers are used for red flag and general environmental reviews. The MPO is also

	the Plan Commission which deals with items such as the zoning ordinance and landscape requirements and the parks & rec. plan (activities which are not reimbursed with federal dollars).
6. Emphasize System Preservation	Asset management systems and improvements based on such systems are critical to system preservation. Our MPO has facilitated asset management data collection for the LPA's within Delaware County and the Metropolitan Long Range Transportation Plan shows most projects are preserving/reconstructing our existing system – reflecting community desire to fix the existing before expanding.
7. Increase Security	Security measures to maintain safe and operable modes of transportation are primarily handled through other agencies such as the transit operator, emergency management, Indiana American Water Co., police and fire departments. The MPO participates in the Local Emergency Planning Council which conducts disaster response exercises (usually for spill responses and other hazmat drills). GIS has been used to map coverage areas for ambulance service and fire departments, plume effects from hazmat fire events requiring evacuations, and road closures/re-routing from flooding events.
8. Enhance Integration and Connectivity	Integrating efforts and operations along with implementing goals of connectivity are regular functions within transportation planning. The various committees include public transit representatives and highway/street/engineering departments. The bicycle and pedestrian plan is aimed at improving connectivity and the bus stop inventory work will be used to identify priorities.
9. Resiliency and Reliability	A resilient and reliable transportation system is of critical importance to creating a safe and healthy community that can deal with disasters which for our area typically involve weather – floods and tornados. Pavement, culvert and bridge inventories and management plans are key elements. The MPO assists with the funding and creation of this data.
10. Enhance Travel and Tourism	Well-maintained infrastructure creates attractive communities and a robust system of alternative transportation (transit, pedestrian ways and biking facilities) is an added enhancement. The MPO has worked, for many years, on the creation of major greenways (the Cardinal and the White River), bike lane opportunities and sidewalk improvements. Such work will continue and is seen as an essential function of transportation planning that serves to enhance travel and tourism into the Muncie-Delaware County area.

IV. SUMMARY OF WORK PROGRAM CHANGES FOR FY 2023

Most program activities carry over from one year to the next. The changes made for the FY 2023 UPWP are as follows:

Program 100 Administration/Public Participation

Added references to Virtual Public Involvement. Dollar amount remained the same.
FY 2023 PL/Local: \$130,000/ \$32,500

Program 200 Data Collection/Analysis

Added some language on commitment to data sharing. Dollar amount remained the same.
FY 2023 PL/Local: \$25,000/\$6,250

Program 300 Short Range Planning/Management Systems

Added language on working with INDOT to coordinate the TIP/STIP schedules. Included coordination with Federal Land Management Agencies. Dollar amount remained the same.
FY 2023 PL/Local: \$35,000/\$8,750

Program 400 Long Range Planning

Reference was added for a new 2050 Metropolitan Transportation Plan. References were also added for coordination with the Strategic Highway Network/DOD and with Federal Land Management Agencies. Dollar amount was supplemented with FY 2021 funds and FY 2023 funds were increase in anticipation of utilizing consulting services for the Transportation Plan and Conformity work activities.
FY 2023 PL/Local: \$30,000/\$7,500; Unused FY 2021 PL/Local: \$100,000/\$25,000

Program 500 Transit and Active Transportation

Language was added dealing with complete streets planning and creating a policy. Dollar amount was increased.
FY 2023 PL/Local: \$18,324/\$4,581

Program 600 Other Planning Initiatives/Special

A new Element 600-05 was added for Climate Action Planning. Dollar amounts were creased for FY 2023 funds and FY 2021 funds were added to assist with consulting services to create a comprehensive infrastructure design manual and to update the ADA plans for the Muncie Urbanized Area jurisdictions.
FY 2023 PL/Local: \$40,000/\$10,000; Unused FY 2021 PL/Local: \$149,425/\$37,356

Program 700 & 800 Other Administration & Other Planning

These non-MPO activities remain the same and are 100% locally funded.

2023-2024 WORK PROGRAM

PROGRAM 100 – Administration/Public Participation

Purpose. The purpose of this series of activities will be to provide for the overall administration of the transportation planning program, promote participation by the citizenry in the program, and further develop the planning skills of those involved in the transportation planning process.

Method. The methods used to successfully carry out this program include activities of an administrative nature, citizen involvement and education, and staff development. The methodology is apparent from a survey of the following activities.

01 ADMINISTRATIVE FUNCTIONS

1. Monthly Transportation Policy Committee meeting attendance, preparation of minutes and agenda, and related correspondence.
2. Monthly Technical Advisory Committee meeting attendance, preparation of minutes and agenda, and related correspondence.
3. Preparation of progress reports, necessary financial billings, work related to audit compliance, and work related to the certification in review by INDOT, FTA and FHWA including updates to the new by-laws and restructuring of the local approval process.
4. Meeting attendance, correspondence, phone calls and reading concerning transportation planning issues or the transportation planning process and the development of projects, including consultation, where possible, with non-metropolitan planning officials. These activities also include efforts to comply with federal laws as they apply to transportation planning, carrying out statewide programs, Indiana MPO Council business, Cardinal Greenway, the Bicycle and Pedestrian Committee, the Local Emergency Planning Council, the ECIRPD, the EMA and the E-Scooter/ADA Committee.
5. Updating of all required agreements and memorandums.
6. Meeting attendance, correspondence, and other necessary activities related to INDOT Committees and other INDOT &/or FHWA initiatives including activities related to updating the Planning Roles and Responsibilities Cooperating Operating Manual (PRRCOM).
7. Review and preparation of amendments, as needed, to ensure compliance with the new transportation act, including emphasis on public participation.
8. Work activities related to development of CMAQ, HSIP, STBG projects, eligibility

determinations and work program amendments, as applicable, as well as agreements and project management/oversight.

9. Work activities related to development of transportation projects, quarterly project tracking, and project reporting.
10. Work activities related to the new LPA Project Development Process including work with the LPA employee in responsible charge of local projects to assist in monitoring the funding and project development progress.
11. Work activities related to the preparation and distribution of the 2025-26 Unified Planning Work Program and the annual Cost Allocation Plans. Prepare and process amendments to the FY 2023-2024 UPWP as needed. Prepare and submit annual certification documents. Activities related to completion of a planning review conducted by INDOT, FTA and FHWA. Preparation and distribution of Annual Completion Reports.

02 NATIONAL PERFORMANCE MANAGEMENT MEASURES

Work activities related to all of the National Performance Measures for key areas such as safety, infrastructure conditions, congestion, system reliability, emissions, freight movement, as well as public transit safety and stat-of-good repair. The INDOT and the DMMPC will work cooperatively together to set performance measures and targets, policies, procedures, and agreements.

03 TRANSPORTATION AND PUBLIC INVOLVEMENT COORDINATION

1. **NEIGHBORHOOD COORDINATION:** the attendance at and participation in scheduled meetings with various neighborhood and interest groups on transportation planning issues such as gaps in connectivity and services. All efforts will be undertaken and maintained to involve low-income, minorities, elderly, and persons with disabilities in the planning process.
2. **Public Engagement Tools:** The composing, publishing and distribution of digital newsletters to keep the public abreast of local planning issues and activities. Incorporation of new strategies such as social media and virtual involvement tools will be pursued using in-house and consulting services, as needed.
3. **WEB PAGE:** The development and maintenance of the County website, including bandwidth, and the DMMPC Web Page to provide planning information, meeting dates to the general public, and internet publication of the Transportation Plan and the Transportation Improvement Program.
4. **PUBLIC PARTICIPATION PLAN:** Updating, ongoing oversight and implementation of the Public Participation Plan for the DMMPC, in compliance with requirements of the Reauthorization Act and in consultation with all interested parties. Preparation and processing of subsequent amendments.

5. PUBLIC PARTICIPATION:

- a) Public notification and meeting participation to ensure public input for transportation improvement programs and transportation plans.
- b) Evaluate and update the Public Involvement Procedures to determine the effectiveness of local strategies in engaging low-income and minority communities and make adjustments to assure that their input is acquired, documented, and considered in the decision-making process.
- c) Work will begin to include Virtual Public Involvement tools along with coordination with the public library which offers access to computers.
- d) Expand participation efforts to include new consultation partners, as outlined in MAP-21 and the FAST Act, including regulatory and resource agencies dealing with matters such as, but not limited to, historic preservation and natural resources. Expand participation efforts to include Gaston, Eaton and Albany.

04 STAFF DEVELOPMENT / COMPUTER SUPPORT

1. Attendance by the DMMPC at various courses, seminars, webinars and conferences to develop in-house expertise in transportation and related planning. Major conferences would be the annual MPO conference (3-4 planners attending; cost range \$1,500-\$1,700), the annual ESRI conference (1-2 planners attending; cost range \$2,000-\$4,000), and the annual APA conference (2-3 planners attending; cost range \$4,000-\$6,000).
2. Provision of federal funds toward the cost of training set up jointly for the MPO's within Indiana.
3. Continual development of in-house computer capabilities to enhance the transportation planning process. This includes the purchase of software, GIS on-line mapping credits, the in-house development of computer/mapping applications for local planning needs, purchase of desktop computer equipment for the transportation planning staff, and the continual training of the DMMPC staff with existing and future software.

Output. The Public Participation Plan will be updated. An endorsed FY 2025-26 Unified Planning Work Program, annual certification documents, the preparation of the FY 2024 supplement to the FY 2023-2024 UPWP, UPWP amendments and Unified Planning Work Program Completion Reports. The revamped website will be maintained. Standard output will continue to be quarterly billings, audit resolutions, minutes and agendas, and related materials as set forth under activity 100/01.

Responsible Agency. Delaware-Muncie Metropolitan Plan Commission.

Federal PL Funds

FY 2023 PL/Local: \$130,000/\$32,500

FY 2024 PL/Local: \$130,000/\$32,500 (Estimate)

PROGRAM 200 – Data Collection/Analysis

Purpose. The purpose of this series of activities is to provide for the ongoing collection, maintenance, monitoring and analysis of demographic data, traffic counts, traffic accidents, rail/air initiatives, traffic control features, Highway Performance Monitoring System (HPMS) Intersection & Permanent Traffic Count Station Analysis and the mapping essential for an effective transportation planning process.

Method. The methods employed in the pursuit of the following activities will be that of an inventory, analysis and monitoring nature utilizing the local GIS and computer systems, traffic counting equipment and on-site inventories. The activities follow the true spirit of the 3C's (comprehensive, cooperative and continuous) planning process and are invaluable.

The DMMPC will maintain a separate database of HPMS data and will progress in three phases:
Phase 1 – The DMMPC will develop its HPMS analytical skills by evaluating 10% of the data in its MPA.
Phase 2 – DMMPC staff will be trained on the HPMS database software and become proficient in data manipulation.
Phase 3 – The DMMPC will maintain the HPMS database and submit the data to INDOT for inclusion into the statewide HPMS data submittal.

01 BACKGROUND DATA UPDATING

1. Maintenance of demographic and other data files regarding school enrollment, and SRTS survey data, employment, development, building permits, and land use for the transportation planning program.
2. Obtain and process the demographic data and find/display trends that could affect traffic volumes and patterns.

02 TRAFFIC COUNTING

1. Monthly and weekday adjustment factors will be calculated using the year-round count data from Indiana Department of Transportation (INDOT) telemetering traffic count stations within the Muncie Urbanized Area. Traffic counts for the Traffic Count Program will be adjusted using these factors and using available axle adjustment factors from the turning movement counts.
2. Traffic counts will be taken as specified in the area's approved traffic volume count manual to include 51 traffic counts from a combined 153 triennial count stations that represent 126 coverage counts and 98 triennial HPMS sampling locations. All Annual Average Daily Traffic volumes will be updated annually and one third of the samples will be reviewed annually as well. One third of the counts will be recounted and the other two thirds will be factored to the reporting year. Other traffic counts will be taken such as in the Central Business District downtown, as needed when requested by local officials or by the State for locations under scrutiny for improvements within the Metropolitan Planning Area.

Speed data will be collected to determine the 85-percentile speed on road segments as needed and the data will be incorporated into the appropriate database. The coverage count locations will be adjusted when needed for better coverage and analysis of functional classification system.

3. The Traffic count program may be expanded to assist INDOT in collecting count data for State Routes and functionally classified local roads located in Delaware County and/or selected surrounding counties.
4. Traffic counts will be taken as needed in the Westwood Historic District and, in particular, at the intersections: Meadow/ Riverside, Meadow/Petty, Warwick/Riverside, Briar/Riverside, Briar/Petty and Petty/ McKinley. Traffic counts will be taken in future fiscal years to compare with the baseline 2009-2010 volumes.
5. Traffic volume counts from this work element will be seasonally adjusted and submitted annually to INDOT, with emphasis on HPMS data.
6. A summary of traffic count data from the Traffic Count Program will be maintained on the website and in reproducible form for the provision of information to the general public. This will include a summary listing of traffic volume information that is continually adjusted to reflect past and current counts.
7. Purchase, installation, and operational maintenance of portable stations to be placed on the local and regional trail system for input from users and collection of user characteristics statistics. The data will be used toward developing and maintaining a regional bicycle and pedestrian system.
8. Routine maintenance and repair of traffic count equipment, purchase of new equipment and purchase of necessary supplies for this equipment. The upgrading of traffic count equipment will allow the DMMPC to do more counts and collect more types of traffic data while requiring less labor for data collection than in the past.
9. Turning movement traffic counts will be taken at major intersections within the Muncie Urbanized Area including signalized intersections on HPMS street segments and other intersections as needed for analyzing the transportation network. The data from these turning movement counts will be analyzed for capacity and delay information using the Highway Capacity Manual software. A copy of the data for HPMS sampling signalized intersections will be submitted to the Indiana Department of Transportation (INDOT).

03 TRAFFIC ACCIDENTS

1. Obtain and process traffic accident record data for all accidents occurring in the Delaware-Muncie area and collect accident data as needed, capitalizing on INDOT's new accident data collection system.
2. Analyze data for high accident locations, use accident rates to determine which locations

require further analysis for the Traffic Safety & Congestion Management System and work with INDOT to develop projects eligible for safety funding.

04 INTERMODAL INITIATIVES

1. Maintain a rail crossing inventory using periodic field surveys and vehicle traffic counts. Collect data for the inventory and update it to meet current needs.
2. Monitor rail activity and rail/highway grade crossing improvements.
3. Monitor and/or inventory bicycle and pedestrian facilities.
4. Monitor and compile data on truck traffic and facilities. Analyze truck travel patterns and review local truck routes to determine appropriate changes to truck routes and the road network for safety and efficiency purposes.
5. Monitor airport activity in terms of proposed expansion and improvements that may impact the transportation network and maintain data on air traffic as needed.

05 TRAFFIC FACILITY FEATURES

1. The collection of pavement management data for Activity **300/07** such as pavement conditions and appurtenant features affecting pavement conditions such as drainage culverts, side ditch characteristics, and availability of right-of-way.
2. Collect bridge data as needed for Activity **#300/08**.
3. Continual updating of the traffic operational and control features data in the Delaware-Muncie area and computer analysis of said data. This data will be utilized in traffic control device location decisions and for Activity **300/09**.
4. Data collection concerning parking and analysis of its effect on the transportation system. Analysis of parking alternatives. Emphasis will be given to the CBD.

06 MAP UPDATING

1. The updating of transportation related base maps will continue to ensure that adequate information is available from a cartographic standpoint.
2. Changes involving development, corporate limits, and the street network will be updated on the transportation maps.
3. The development of the adjusted 2020 Urban Area Boundary and functional classification maps, adjustments to the Metropolitan Planning Area boundaries as needed and other in-house map applications on the DMMPC's computers for incorporating map features and transportation data. As a part of the functional classification review, the MPO will review

the appropriate roads to be a part of the National Highway System and will work with INDOT to examine the National Truck Network in the Planning Area.

4. Every attempt will be made to ensure a coordinated effort with the INDOT and other agencies so that no map updates duplicate any other initiatives.

07 CENSUS PARTICIPATION

1. Provision of continued assistance that improves access to and use of Census data including new 2020 reporting. The DMMPC will provide post-census information and mapping as requested, and will be represented at various workshops sponsored by the Bureau of the Census concerning usage and processing of census data.
2. Work activities related to the 2020 census data and other initiatives aimed at ensuring accurate data for the Muncie Urbanized Area and Delaware County.

08 DATA INTEGRATION/COLLECTION/REPORTING

1. Creating reports, maps, and other products using the data processed within this program element such as, but not limited to, truck route mapping, bike/pedestrian facility mapping, noise sensitive airport areas, and equity analysis.
2. The DMMPC is committed to sharing data collected and compiled under this program element and coordinating data sharing with other MPO partners. The DMMPC also is committed to utilizing our GIS to facilitate data sharing with on-line mapping, etc.

09 TRANSPORTATION PLANNING VEHICLE

1. Maintenance and gasoline costs for the vehicle used for transportation planning activities. This activity is in this element because the vehicle will be used in traffic data collection efforts. An intermittent use will be for travel to attend transportation related planning courses and meetings.

Output. The documents anticipated in FY 2023-2024 from this element are up-to-date County Traffic Volume Mapping. Also, updated maps in the adjusted 2020 Urban Area Boundary, the Metropolitan Planning Area, and the functional classification of roadways.

Responsible Agency. Delaware-Muncie Metropolitan Plan Commission.

Anticipated Purchases. Purchase of inventory equipment for recording management data such as GPS devices and/or video recording equipment. Purchase of traffic count equipment (for vehicles and bike/ped) and related software.

Federal PL Funds.

FY 2023 PL/Local: \$25,000/\$6,250

FY 2023 STBG/Local: \$6,139.58/\$1,534.90 (Unused from FY 2020-2021)

FY 2024 PL/Local: \$25,000/\$6,250 (Estimated)

PROGRAM 300 – Short Range Planning/Management Systems

Purpose. To develop, update and maintain a four-year program of transportation improvement projects from the short and long range components of the planning process for the Metropolitan Planning Area. Enhancing the technical capabilities of planning processes to support public understanding and decision-making for a better allocation of resources in maintaining and upgrading the transportation network, including development and implementation of the Muncie ITS architecture and meeting federal standards related to the Manual for Uniform Traffic Control Devices.

Method. The Delaware-Muncie Transportation Improvement Program (DMTIP) is prepared using federal aid transportation improvement project information from the local and state agencies for locations within the DMMPC Planning Area, all based on the long range (20+ year) Transportation Plan. The DMTIP is submitted to INDOT so the projects can be incorporated into the State Transportation Improvement Program (STIP) and be eligible for federal funding. The DMTIP coordinating committee, composed of the agencies submitting projects and the planning agencies reviewing projects, sets the project priorities for each funding type requested.

The DMTIP is reviewed by the Technical Advisory Committee and is approved by the Policy Committee. A public hearing is held for comment on the DMTIP. This hearing is publicized in the local newspapers and the website, including Facebook. The transit private providers are specifically notified of these meetings and the public hearing so they can provide comment.

Build and utilize the GIS through continual creation and updating of data layers, compilation and incorporation of data tables, and development of applications such as the infrastructure inventories compiled through the pavement management project. Databases will be developed for ease in analyzing the transportation network and maintaining a viable network. The factors/characteristics of the transportation network will be analyzed and reports will be prepared to guide efforts for managing the transportation network.

01 DMTIP DOCUMENT/REPORTS

1. Initiate, coordinate and generally implement necessary contacts and information, at the local, INDOT District and INDOT Central Office levels, for maintaining the FY 2022-2026 DMTIP. Development of the FY 2024-2028 DMTIP, in coordination with the Transportation Plan, to include adoption by the Transportation Policy Committee and approval by the Governor before May of 2023. Activities will include use of enhanced public access to TIP/STIP project information, including potential innovations in virtual public involvement as well as coordination with Federal Land Management Agencies, as applicable. The Muncie MPO will work cooperatively with INDOT to maintain TIP's and STIP's that are on the same schedule, ideally every two years.
2. Development of performance-based criteria for the DMTIP project selection process and update that process as needed. Development of methods and participation in training to improve project cost estimating.

3. The DMTIP projects will be drawn from the most current approved Transportation Plan and its supporting documents. The DMTIP project information will be prepared to outline the timing, work planned, funds to be used, and other pertinent information. The DMMPC prepares financial resources information concerning projects for the DMTIP and use fiscal constraints within the project selection process. We require the implementing agencies competing for specific federal funds to reach consensus on the projects that will fit within available funding.
4. The financial information will be updated in the DMTIP. The MPO will work with INDOT, and FHWA as needed, to maintain an accurate MPO funds tracking report that will include monthly reviews/reporting.
5. A financial analysis of funding sources for DMTIP projects will be prepared, showing that the funds programmed in the DMTIP are reasonably expected to be available to implement the DMTIP and that there are adequate funds provided for the operation and maintenance of the existing highway and transit systems. This analysis will be incorporated into the DMTIP.
6. The DMTIP will include an evaluation of environmental justice fairness of the combination of projects in the DMTIP for Tract/Block Groups from the most current Census using the low-income and minority household criteria specified in the updated Public Involvement Process & Policy Plan.
7. The TAC and Transportation Policy Committee will review and endorse the DMTIP and its amendments. The DMMPC-MPO will hold a public hearing whenever the DMTIP is updated. The DMMPC-MPO will accept and record public comment on the DMTIP when it is updated, including comments from the public hearing. Responses to public input/comment will be incorporated into the DMTIP.
8. Prepare and process amendments to the DMTIP as needed. The DMMPC-MPO has established a change order policy and will monitor its effectiveness.

02 ANNUAL LISTING OF OBLIGATED PROJECTS

1. Within 90 calendar days following the end of a program year, work with INDOT's Office of Finance, the district program funds manager, the transit operators and the FHWA in order to prepare a report with an annual listing of transportation improvement projects for which federal funds were obligated in the previous year and provide the listing to the public on paper and on the Delaware County website. This report will also provide information on the status of TIP projects for which federal funds were obligated, but the project was not yet reported as completed. The status will indicate whether the project is completed, construction is pending, scheduled for construction at a later date or dropped from the TIP with federal obligation removed. The project progress will be reported for projects moving toward the construction phase. The listing will also include pedestrian and bicycle transportation facilities for which funds under 23 USC or 49 USC Chapter 53 were obligated in the preceding program year.

03 PROGRAM DEVELOPMENT AND PRODUCTION SCHEDULE COORDINATION

1. Work will be done to create and maintain a five year production schedule of projects to ensure federal funds are obligated in a timely manner. The DMMPC will work with the MPO Council and INDOT to update and carry out regional program development and production scheduling.

04 QUARTERLY PROJECT TRACKING

1. The DMMPC has implemented a quarterly project tracking process. The emphasis will be on the relationship the DMMPC has with the INDOT Districts to ensure project schedules are kept consistent and up-to-date. The MPO will continue to work with the District LPA Coordinator, who maintains SPMS and makes changes based on the quarterly tracking meetings. Work will begin to track the number of projects going to construction in accordance with what is shown in the TIP. Work will include tracking individual project change orders and other activities needed to move projects forward.

05 PLANNING & ENVIRONMENTAL LINKAGES

1. Activities related to the coordination of environmental issues early in the transportation planning process and use of information and analysis conducted in planning in the NEPA process. Activities will also include work as needed to assist with the FHWA Every Day Counts Innovative Initiative. These activities will include producing a Red Flag Investigation (RFI) Report for new projects in either the TIP or the Transportation Plan. RFI Reports will also be pursued for existing projects in the Transportation Plan that are scheduled for later years.

06 GEOGRAPHIC INFORMATION SYSTEM

1. Develop transportation planning user-friendly computer applications for the Delaware County Geographic Information System (GIS) including ArcGIS on-line mapping.
2. Transfer transportation-related data from older software formats to a more useable database format and connect the databases to the GIS.
3. Purchase hardware, peripherals and software, including annual license/maintenance fees, as needed to upgrade the GIS storage, performance capabilities, and website/internet applications for transportation planning purposes and deployment of data to the public and units of government.
4. Using consulting and contractual services along with in-house efforts, develop and maximize the use of the Delaware County GIS with the following activities:
 - a) Obtain, develop and maintain digital parcel mapping of Delaware County, digital ortho-photography, Pictometry oblique photography, planimetrics, LIDAR, and 2-

foot contours as needed (contract and in-house).

- b) Review, verify, and oversee the above services and products and incorporate approved digital information into the GIS (contract and in-house) and ARC on-line mapping applications.
- c) Oversee and implement necessary programs and applications for use of the data for transportation planning purposes (contract and in-house).
- d) Develop GIS databases, permitting and event tracking capabilities for all units of local government (contract and in-house).
- e) Conduct and participate in training and conferences to remain up-to-date with software and technology innovations.
- f) Create visualization techniques utilizing the GIS in conjunction with available technology.

07 PAVEMENT/CULVERT MANAGEMENT

- 1. Integrate data collected in Activity 200/05 into the GIS.
- 2. Purchase MicroPAVER, or similar, software and software training, as needed, for data analysis and system management.
- 3. Utilizing in-house and consulting services, work will emphasize development of pavement management systems and a complete culvert management program. Work will include inventories and analysis to determine the pavement and pavement related improvements needed such as resurfacing, reconstruction, drainage culverts and side ditching.

08 BRIDGE MANAGEMENT

- 1. Integrate the bridge data collected in Activity 200/05 into the GIS.
- 2. Inventory and monitoring of Historic Bridge structures.
- 3. Provide support data for the Bridge Reinspection Report which is done as part of a DMTIP project every two years. The report will be used to plan for implementing bridge improvements, including costs and timing.

09 SAFETY, CONGESTION & MOBILITY MANAGEMENT

- 1. Place traffic data from Element #200 in the proper format in an appropriate database for inclusion in the GIS.
- 2. Purchase software such as upgrades for Highway Capacity Software for data analysis and

system management.

3. Analyze data and determine the highway performance and safety improvements needed.
4. Prepare a traffic and safety congestion analysis report to develop options in upgrading highway performance and safety for public roads in the MPA. The report will be used to develop operational and management strategies for implementing highway congestion and safety improvements, including project funding and scheduling in the Transportation Plan and TIP.
5. Assist agencies and Rural Planning Organizations in developing Local Road Safety Plans (LRSP's) to be used as a tool for reducing fatalities and serious injuries.
6. Conduct Safety Audits at high accident and other appropriate locations (schools) and sign inventories and project submittals to INDOT using consulting services and a local committee; preparation of HSIP application submittals; activities related to carrying out the audits, and resulting projects; and purchase of equipment as needed such as retroreflectometers, speed measuring devices/signs, and safety barriers.
7. Activities related to Traffic Incident Management (TIM) such as:
 - Market TIM to elected officials
 - Facilitate TIM Responder Training
 - Facilitate working groups and activities
 - Foster relationships
 - Facilitate After Action Reviews
 - Fund ITS Projects
 - Compile data for Performance Measures

10 ITS ARCHITECTURE

1. Activities necessary for development and implementation of the Muncie ITS architecture and the Delaware County ITS Plan, including utilizing available INDOT and FHWA assistance and software.

11 SECURITY

1. Planning efforts toward enhanced security within the metropolitan transportation systems on an as-needed basis including participation with the Emergency Management Agency (EMA) and the LEPC.
2. Preparation of maps, routing, and reports directed toward transportation system security.

Output. An up-to-date financially constrained FY 2022-2026 DMTIP and a new FY 2024-2028 DMTIP that is consistent with the STIP, an annual report on federally obligated DMTIP projects and an up-to-date 5- year production schedule. The GIS and three management systems listed as activities within this program element will be set up and provide the necessary reports to compare alternative options in planning for the maintenance and upgrading of the transportation network within the Metropolitan Planning Area. There will be cooperation with INDOT on setting up analysis factors and sharing of information.

Responsible Agency. Delaware-Muncie Metropolitan Plan Commission, using consulting

services, as needed, and public/private partnerships (MSD, LEPC).

Federal PL Funds

FY 2023 PL/Local: \$35,000/\$8,750

FY 2023 STBG/Local: \$250,948.29/\$62,737.07 (Unused from FY 2020-2021)

FY 2024 PL/Local: \$35,000/\$8,750 (Estimated)

PROGRAM 400 – Long Range Planning/Management Systems

Purpose. The purpose of this program is to provide for the analysis of the multi-modal transportation network in the Metropolitan Planning Area in order to maintain an up-to-date Transportation Plan. Such analysis shall include integration of all transit planning activities, transportation studies, other multi-modal planning activities and land use/development activities. The transportation network analyses will be used to determine how best to upgrade the network for short- and long-range transportation needs. Studies are intended to follow federal guidelines addressing purpose and need, etc., and streamlining NEPA requirements.

Method: 1) Transportation network analyses, 2) Transportation Plan and amendments, 3) air quality conformity, 4) planning & environmental linkages, 5) Strategic Highway Network/U.S. Department of Defense coordination, and 6) Federal Land Management Agency coordination. The network analyses will use GIS software, network modeling software and emission software with traffic, land use and census data to simulate traffic patterns and show how various changes affect segments of the transportation network. The documentation from the transportation studies and network analyses will be used in efforts to amend the Official Thoroughfare Plan and the Functional Classification System on an as needed basis. All activities will promote and assist in the maintenance of an up-to-date transportation plan. Work may be conducted in-house or through consulting services.

01 NETWORK ANALYSES

1. Obtain traffic counts and prepare information for bringing the Transportation Plan, Official Thoroughfare Plans, and Functional Classification System transportation networks into agreement with each other as applicable.
2. Adjust and further calibrate as needed, the Muncie Urbanized Area network model and Transportation Plan long-range network model for TRANSCAD computer analyses using data sources such as the completed open-to-traffic projects, the corridor studies, traffic count program, transit route information, and updated ES 202 data.
3. Develop GIS information using analysis through TransCAD processes.

02 TRANSPORTATION PLANS AND AMENDMENTS

1. Work related to preparing an up to date conforming Transportation Plan including development of the 2050 Transportation Plan update. Work will include addressing

environmental mitigation and operational and management strategies aimed at congestion relief and increasing safety and mobility. Work will include addressing performance measures for mobility, freight, safety, bridges, CMAQ, and pavement for compliance with MAP-21 and the FAST Act.

2. Prepare the appropriate amendments and modifications to the Official Thoroughfare Plans and Functional classification system, using the results of the Corridor studies and/or network analyses. Submit the amendments through the local endorsement/approval process and to INDOT and FHWA.
3. Consider all factors influencing transportation planning analysis and development of the Transportation Plan including consideration of areas of emphasis such as but not limited to ITS, environmental justice and social equity. Work activities would also include applicable consultations with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. There will also be coordination with state and local agencies for natural disaster risks reductions with the goal of reducing vulnerability of the existing transportation infrastructure to natural disasters.
4. Work will be conducted to analyze and identify potential environmental mitigation activities applicable to Transportation Plan projects. Such work will include consultation with appropriate Federal, State, local and Tribal wildlife, land management and regulatory agencies.

03 AIR QUALITY CONFORMITY

1. If needed, continue with air quality activities and consultation including use of the Memorandum of Understanding that will guide the Transportation Conformity process.
2. Work related to education regarding air quality such as website development, workshops, posters, and brochures covering basic information, bike/ped use benefits/mapping, videos, etc.

04 PLANNING & ENVIRONMENTAL LINKAGES

1. Activities related to the coordination of environmental issues early in the transportation planning process and use of information and analysis conducted in planning in the NEPA process. Activities will also include work as needed to assist with the FHWA Every Day Counts Innovative Initiative. These activities will include producing a Red Flag Investigation (RFI) Report for new projects in either the TIP or the Transportation Plan. RFI Reports will also be pursued for existing projects in the Transportation Plan that are scheduled for later years (>2028).
- 2.

Output. Transportation Plan update; Red Flag Investigations and conformity consultations and documentation

Responsible Agency. Delaware-Muncie Metropolitan Plan Commission utilizing professional consulting as needed for studies, conformity and the Metropolitan Transportation Plan update.

Federal PL Funds

FY 2023 PL/Local: \$30,000/\$7,500; Unused FY 2021 PL/Local: \$100,000/\$25,000

FY 2024 PL/Local: \$30,000/\$7,500 (Estimate)

PROGRAM 500 – Transit and Active Transportation

Purpose. The purpose of this program is to provide for the monitoring of the local transit systems, various local transit related initiatives and active transportation focusing on bicycle and pedestrian plans/facilities. There will be emphases on: ladders of opportunity, upgrading the street and pedestrian facilities to accommodate transit service; providing accessible transit services to individuals with disabilities; development of complete streets and related policies, and planning for the financial needs of transit services and active transportation.

01 SPECIAL EFFORTS

1. The implementations of special efforts by the DMMPC and MITS to review existing planning processes to ensure that all factors listed in MAP-21, the FAST Act and Title VI of the Civil Rights Act are adequately considered and, where necessary, modify and supplement such processes to encompass all factors, including methods to expand and enhance transit services and capital investments resulting in increased security and non-discrimination.
2. The DMMPC will coordinate with MITS regarding the Transit Asset Management (TAM) Plan, including implementing a TAM-related performance-based planning process for prioritizing investments meeting targets for State of Good Repair and inclusion in the Metropolitan Transportation Plan and the Transportation Improvement Program.

The DMMPC will also coordinate and assist, as needed, in development of a Public Transportation Agency Safety Plan (PTASP) that will include procedures for implementing a Safety Management System.

3. Private sector participation opportunities in transit will be monitored and relevant notifications will be made through the following private sector initiatives:
 - a) Maintain a complete and current list of local private-sector transportation providers.
 - b) Recruit and maintain a private sector transit representative to participate on the Technical Advisory Committee.
 - c) Encourage private sector transit by providing information on transit opportunities that become available to serve local needs.
4. Provide assistance to MITS, Eaton EMTS and other transportation providers in their efforts to maintain transit service that complies with the provisions of the Americans with Disabilities Act (ADA).

5. The MPO will continue to work with the Muncie Indiana Transit System to collect bus stop inventory data that includes a physical description as well as identification of any components that do not meet current accessibility standards. The data will be shared with INDOT and used to develop a strategy for barrier removal and transit stop improvements aimed at improving ADA compliance.

02 TRANSIT SERVICE MONITORING

1. Monitoring and planning assistance concerning MITS and other transportation providers so service standards will continue. This effort will be concentrated in the following areas:
 - a) Transit service performance including: public information on available transit services, the satisfaction of local demand/needs for public transportation, passenger amenities, and the maintenance of an efficient transit fleet.
 - b) The provision of planning assistance including, but not limited to, demographic data for service area.
 - c) Risk management/safety efforts to reduce transit provider liability and better enable the provision of adequate casualty and liability insurance.
2. Public input toward the transit planning process will be monitored.
3. Attendance at Public Transportation Corporation meetings, other transportation provider meetings, relevant public hearings, and other transit service meetings.

03 COORDINATED PUBLIC TRANSIT

1. Participate in the regional human services transportation coordination effort and in encouraging service connections between transit services. A DMMPC staff member liaisons with both services and is available for planning assistance.
2. Facilitate and assist in implementation, and updates, of the Coordinated Public Transit-Human Services Transportation Plan with an emphasis on better access to essential services and compliance with federal planning regulations. Staff will work with the INDOT sponsored consultant as applicable, in order maintain an updated Coordinated Plan.
3. Assist/cooperate with other entities dealing with commuter rail/public transit service between Muncie and Indianapolis, or other areas of the state, including participation with the Central Indiana Regional Transportation Authority (CIRTA) through planning activities and membership fee assistance.

04 BIKE/PEDESTRIAN PLAN

1. Efforts to implement the Bike/Pedestrian Master Plan, incorporated into the Transportation Plan, will be pursued. Work will continue with Cardinal Greenway, Inc. Bike/pedestrian plan amendments will go through the local review and approval process.

2. Coordinate and assist in the preparation and implementation of local, regional and statewide bike/pedestrian plans, inventories, and projects aimed at promoting a comprehensive bicycle and pedestrian transportation network building on the Cardinal and White River Greenways.
3. An inventory of Brownfield sites will be created and their purchase and reuse as public areas will be considered when appropriate for augmenting the bicycle and pedestrian systems. Environmental assessments as needed to pursue opportunities to purchase land for the expansion of bicycle and pedestrian networks and promote redevelopment of Brownfield sites, including coordination efforts with the Muncie Sanitary District (MSD) and other agencies.
4. Using in-house and consulting services, preparation of a study document aimed at quantifying the economic, health and environmental benefits of alternative transportation with an emphasis on the Cardinal and White River Greenway systems.
5. Development and production of trail maps for the Yorktown Trail System, Cardinal Greenway, the White River Greenway and the Bike/Pedestrian system in total. Also, development/production of trail/greenway/and park system maps. Development and production of Bike Route – Share the Road signs and information/directional signage. Mapping will also be placed on the website.
6. Education, materials and efforts toward a bike-friendly community program and a walkable community program. Activities will include facilitating the Bicycle and Pedestrian Advisory committee.
7. Using in-house and consulting services, develop a complete streets policy and a pedestrian safety action plan, both incorporating micromobility modes & their impact on the pedestrian environment.

05 SAFE ROUTES TO SCHOOL(SRTS)

1. Activities to provide a safe environment for children walking and bicycling to schools with the cooperation of school administrators, parents and the community. Activities related to implementing and updating the Safe Routes to School Master Plan for the City of Muncie.

06 LADDERS OF OPPORTUNITY

1. 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 identify criteria for underserved populations, such as low income, minorities, elderly, Limited English Proficient Individuals, and persons with disabilities, and identify essential services, map connectivity, and identify existing gaps in transportation services, such as, health care facilities, schools, supermarkets, employment 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.

07 MOBILITY MANAGEMENT NETWORK

The MPO will assist INDOT, as necessary and as requested, in developing mobility management strategies and options that may be used to encourage independent living and to advance the health, economic vitality and self-sufficiency of communities. In developing a mobility management network, the MPO will coordinate/combine efforts to update the Coordinated Public Transit-Human Services Transportation Plan, to implement the Bicycle and Pedestrian Master Plan, and the updated Comprehensive Plan. The MPO is involved in various existing groups, such as the Muncie-Delaware County ADA Council, the Healthy Community Alliance and the Delaware County Transit Coordination Committee, and will use them to gather input.

Output. Amendments, if needed, to the Coordinated Public Transit-Human Services Transportation Plan. A complete streets policy. Bike/Ped maps.

Responsible Agency. Delaware-Muncie Metropolitan Plan Commission.

Federal PL Funds

FY 2023 PL/Local: \$18,324/\$4,581

FY 2023 STBG/Local: \$80,000/\$20,000 (Unused from FY 2020-2021)

FY 2024 PL/Local: \$18,324/\$4,581 (Estimated)

PROGRAM 600 – Other Planning Initiatives/Special

Purpose. Enhancing the technical capabilities of planning processes to determine how best to upgrade the network for short and long-range transportation needs for corridor studies, land use activities, ADA transition plans, and climate action plans/activities. Studies are intended to follow federal guidelines addressing purpose and need, etc., and streamlining NEPA requirements.

Method. Databases will be developed for ease in analyzing the transportation network and maintaining a viable network. The factors/characteristics of the transportation network will be analyzed and reports will be prepared to guide efforts for managing the transportation network.

01 TRANSPORTATION STUDIES

1. Collect traffic data including: average daily traffic, turning movements, vehicle delays, travel times, measured traffic patterns, road characteristics, and accident histories. Land-use, zoning, and utility factors will be used to help determine future travel needs.
2. Analyze each transportation subarea or corridor as to how it fits into the current network and Transportation Plan long range network using travel demands measured during the study and travel demands projected twenty-five (25) years into the future.

3. Analyze alternative short- and long- range improvements to each subarea or corridor to determine the types of upgrade, if any that will be most appropriate for the anticipated travel needs.
4. Prepare the transportation studies document containing the specified data, analyses, and suggested street/network improvements. Obtain local endorsement for each study document and submit it to INDOT and FHWA.
5. Submit proposed short-range/maintenance improvements to the appropriate city, county, and/or state agencies for consideration and implementation.
6. The transportation corridor studies listed below are not in any order of priority and may begin if adequate labor and resources are available:
 - ❖ CBD parking and traffic circulation
 - ❖ Tillotson Ave. (White River Blvd. To Bethel Avenue)
 - ❖ Centennial Avenue (Wheeling Avenue to MLK)
 - ❖ McGalliard Road (Tillotson to Bypass)

Other study areas may arise in conjunction with the scoping of projects in the Transportation Plan.

7. Participate in State Corridor Studies and the State Long Range Transportation Plan.
8. Conduct studies and/or analysis of the existing system and transportation options to improve access to essential services particularly for underserved populations in keeping with the Ladders of Opportunity planning emphasis area.

02 LAND USE & TRANSPORTATION COORDINATION

1. Work activities aimed at coordinating/combining the Comprehensive Land Use Plan and the Transportation Plan to achieve consistency between transportation infrastructure projects and planned growth and economic development plans for areas such as business/industrial parks, downtown Muncie and the I-69 Corridor. Work will continue on implementing the new TogetherDM Comprehensive Plan and development areas that will impact the transportation system, including the Prairie Creek area and Downtown Muncie.
2. Work will continue on plan implementation activities including revisions to the Subdivision and Zoning Ordinances, coordinated with work conducted to update the Transportation Plan and the city and county thoroughfare plans, capital improvement plans, and a comprehensive design manual for streets, bike/ped facilities, ADA compliance, drainage, access, etc. for all LPA's in the MPA. Work will also be conducted dealing with sustainability initiatives, updating the Muncie Action Plan, and carrying out the Muncie Action Plan.

03 ADA TRANSITION PLANS PART II

1. When considering transportation planning funding for an LPA with more than 50 employees, the DMMPC will endeavor to ensure that LPA's comply with the American Disabilities Act (ADA) requirements. The DMMPC will monitor the LPA's to determine if they have an ADA plan and when it was approved; in the absence of an ADA plan, the DMMPC will determine when one will be developed and approved and will endeavor to assist the LPA's through planning activities and financial assistance to complete and update ADA Transition Plans.
2. The DMMPC will need to report a completion status of the ADA transition Plans for those entities with greater than 50 employees to FHWA and to INDOT. The MPOs should also work to identify entities within their metropolitan planning area (MPAs) with fewer than 50 employees. For these entities, the MPO should review INDOT's 18-month letting list for projects, and also determine the status of these entities transition plans (accessibility plans) to ensure funding is forwarded only to those who have the required plans.

04 TITLE VI PROGRAM MANAGEMENT

1. When considering federal-aid highway funding for a local transportation project, the DMMPC will endeavor to ensure the Local Public Agencies (LPAs) comply with their Title VI nondiscrimination requirements. The DMMPC will survey local governments and 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 will be taken to provide technical assistance for the development and implementation of such a plan.
2. Work activities related to preparation of a Title VI plan for the DMMPC.

05 CLIMATE ACTION PLANNING

1. The DMMPC will continue with developing a climate action plan for the jurisdictions within the Planning Area, with emphasis on the City of Muncie. Once an action plan is completed, the DMMPC will assist with implementation of the Plan, including future updates to the green house gas inventory conducted by the DMMPC in 2019.

Output. As needed: Transportation corridor and ADA Transition Plan amendments; mapping and print material related to land use activities; Comprehensive Plan implementation; a Title VI plan for the DMMPC, a Muncie Climate Action Plan, and an LPA Infrastructure Design Manual.
Responsible Agency. Delaware-Muncie Metropolitan Plan Commission, using consulting services, as needed, and public/private partnerships (MSD, LEPC).

Federal PL Funds

FY 2023 PL/Local: \$54,602/\$13,651; Unused FY 2021 PL/Local: \$149,425/\$37,356

FY 2023 STBG/Local: \$59,008/\$14,752 (Unused from FY 2020-2021)

FY 2024 PL/Local: \$40,000/\$10,000 (Estimated)

PROGRAM 700 - Other Administration

Purpose. This series of program activities provides for the non-transportation related administrative and staff development activities in which the DMMPC office participates on an on-going basis. These activities support the overall planning process.

01 ADMINISTRATIVE FUNCTIONS

1. Meeting attendance, preparation of agendas and minutes, and related information correspondence for DMMPC entities involved in the zoning, subdivisions, and house numbering portions of the local planning process. The preparation of agendas, minutes and information for the Delaware-Muncie Metropolitan Plan Commission and the Delaware-Muncie Board of Zoning Appeals.

02 ANNUAL REPORT

1. Preparation and production of the non-transportation portions of an annual report summarizing the historic activities of the planning process from the preceding year.

03 STAFF TRAINING / COMPUTER SUPPORT

1. Attendance by the DMMPC at various courses, seminars, and conferences to develop in-house expertise in zoning and other non-transportation planning areas.
2. Continual development of in-house computer capabilities for zoning, subdivisions, and house numbering; and the purchase of software as needed to upgrade planning tasks.

04 OFFICE SUPPORT

1. Maintenance of attendance and personnel records, and management of the general office files, records, supplies and resource materials. Budget preparation, processing of payrolls and claims, and the maintenance of the office accounting systems.
2. Workshops, meetings and seminars to improve their capabilities in handling administrative tasks and in the management of the office.
3. Attendance by DMMPC staff at work-shops, meetings and seminars that cover issues encompassing overall planning efforts.
4. Meeting attendance with various public organizations and correspondence with various groups in the community for acquiring public input toward the non-transportation portion of the DMMPC's planning effort and informing the public concerning those efforts.

05 COMMUNITY PARTICIPATION

1. Meeting attendance with various public organizations and correspondence with various groups in the community for acquiring public input toward the non-transportation portion of the DMMPC's planning effort and informing the public concerning those efforts.

06 PERMITS AND ENFORCEMENT

1. Activities related to the issuance of permits and code enforcement.

Responsible Agency. Delaware-Muncie Metropolitan Plan Commission.

Funding Source & Cost.

FY 2023 Unmatched Local: \$150,000

FY 2024 Unmatched Local: \$150,000

PROGRAM 800 - Other Planning Initiatives

Purpose. This series of program activities provide for the non-transportation related planning activities of the DMMPC office. The following activities are not eligible for transportation planning funds, but are part of the overall planning process.

01 ZONING / SUBDIVISIONS

1. Review and processing of applications for zoning changes, zoning appeals and variances, and subdivision plats. The preparation of reports and visual aids concerning such cases and the provision and presentation of these materials.
2. Provision of information on zoning, subdivisions, and flood plains. The preparation and production of booklets containing this information for areas of Delaware County. The updating of zoning maps.
3. Preparation and processing of zoning and subdivision ordinance amendments. The preparation and production of updated zoning and subdivision ordinances.

02 ADDRESS SYSTEM

1. Review of address and street name information and the preparation of information on the changes required to make addresses in Delaware County conform to the Delaware County Uniform House Numbering System (DCUHNS).
2. Issuing of addresses conforming to the DCUHNS to new and existing structures, and preparing the related correspondence.
3. Processing address and street name information on paper and computer files, and the provision of information from those files. The updating of address/street name maps.
4. Preparation and processing of street name ordinances and any other ordinances required to put the DCUHNS into effect.

03 MAP MAINTENANCE

1. The maintenance of reproducible and paper maps in a retrieval system that includes a computerized map index. The updating of base maps. The production of paper copies of maps for non-transportation purposes.

04 OTHER LOCAL PLANNING

1. The fulfillment of any specific local planning tasks not included in the other activities of the program elements in this document. Any special projects/programs requested will have to be financed by the entity making such a request.

Responsible Agency. DMMPC.

Funding Source & Cost.

FY 2023 Unmatched Local: \$100,000

FY 2024 Unmatched Local: \$100,000

SUMMARY OF ANTICIPATED FY 2023-2024 PRODUCTS

Primary products anticipated from the DMMPC's Work Program during FY 2023-24 are listed, along with a tentative date, below. Based on the work activities, other products will be produced throughout FY 2023-2024.

Element #100: Public Engagement Tools: The composing, publishing and distribution of digital information to keep the public abreast of local planning issues and activities. Date: quarterly in FY 2023 and 2024.

Element #100: Preparation of progress reports and financial billings and work related to audit compliance. Date: quarterly in FY 2023 and 2024.

Element #100: The development and maintenance of the County website and the DMMPC Web Page. Date: On-Going.

Element #100: Annual Completion Reports. Date: September, 2022 and 2023.

Element #100: FY 2023-2024 Unified Planning Work Program Amendments; FY 2025-2026 UPWP update. March/April, 2024.

Element #200: Purchase of traffic count and data collection equipment. Date: On-going.

Element #200: Delaware County Traffic Volume Maps: updated maps in the adjusted 2020 Urban Area Boundary, the Metropolitan Planning Area, and the functional classification of roadways. Date: On-Going.

Element #300: FY 2022-2026 DMTIP amendments. Date: As needed. New FY 2024-2028 DMTIP adopted by the TPC and approved by the Governor. Date: May, 2023

Element #300: Annual Listing of Obligated Projects. Date: September of each year.

Element #300: Conformity Determination. Date: As needed.

Element #300: New Oblique and Ortho Photography. Date: As needed. Culvert inventories and Pavement Asset Inventories. Date: 2023-2024

Element #400: Transportation Plan Update, Comp Plan amendments, Red Flag Investigations; and a Conformity Determination. Date: June 2021.

Element #500: Amendments to the Coordinated Transportation Plan. Date: As needed. Updates for the Bicycle and Pedestrian Master Plan. Date: As needed. Complete Streets Policy. Date: FY 2023.

Element #600: Transportation corridor and ADA Transition Plan amendments and Red Flag Investigations; mapping and print material related to land use activities. Date: As needed. New Infrastructure manual. Date: FY 2023. Implementation activities/materials per the Muncie Climate Action Plan. Date. On-going.

FY 2023-2024

WORK PROGRAM BUDGET

FUNDING RATIONALE

The Delaware-Muncie Metropolitan Plan Commission (DMMPC) uses combined FTA and FHWA (PL) funding for its Unified Planning Work Program (UPWP). The funds are listed as PL because the larger portion of the combined funding is PL, but funds from both sources are being spent. The use of combined FTA/PL to fund the work program simplifies book-keeping and budgeting calculations, thus saving time and effort in preparing claims for the reimbursement of the federal portion of transportation planning costs and in auditing such records. The costs of each element are paid 80-percent federal and 20-percent local tax dollars with the federal portion being reimbursed after the expenses are incurred. Federal funding sources and local match for various elements are shown on the following tables.

PROGRAM FUNDING SOURCES

The sources of funding for each program element in FY 2023 are listed in Table 1A below. This table shows the local funding required to match the federal transportation planning program (Elements #100-600). Program Elements 700 and 800 deal with activities not related to the federal transportation planning program.

TABLE 1A - FUNDING SOURCE FISCAL YEAR 2023

Program Element	2023 PL 80% Federal	Local 20% Match	2021 PL* 80% Federal	Local 20% Match	STBG** 80% Federal	Local 20% March	Other Local	TOTAL
100	130,000	32,500	0	0				162,500
200	25,000	6,250	0	0	6,139.58	1,534.90		38,924.48
300	35,000	8,750	0	0	250,948.29	62,737.07		357,435.36
400	30,000	7,500	100,000	25,000				162,500
500	18,324	4,581	0	0	80,000	20,000		122,905
600	54,602	13,651	149,425	37,356	59,008	14,752		328,794
700							150,000	150,000
800							100,000	100,000
TOTAL	292,926	73,232	249,425	62,356	396,095.87	99,023.97	250,000	1,423,058.84

***Funds in this column reflect the amount of PL funds that were available but unused for the FY 2021 year as set forth in the FY 2021 Annual Completion Report. They are being incorporated into FY 2023 per Resolution 22-03 of the Transportation Policy Committee.**

****Funds in this column reflect the remaining STBG balances from the FY 2020-2021 UPWP.**

TABLE 1B - FUNDING SOURCE FISCAL YEAR 2024*

Program	PL 80% Federal	Local 20% Match	STBG 80% Federal	Local 20% March	Other Local	TOTAL
100	130,000	32,500				162,500
200	25,000	6,250				31,250
300	35,000	8,750				43,750
400	30,000	7,500				37,500
500	18,324	4,581				22,905
600	40,000	10,000				50,000
700					150,000	150,000
800					100,000	100,000
TOTAL	278,324	69,581			250,000	597,905

***Funds in this table are estimates based on the FY 2023 allocations. Dollar amounts will be adjusted during the FY 2024 UPWP Update.**

FY 2023 TABLE 2A - FUNDING USE BY PERFORMING AGENCY

PROGRAM	DMMPC- Federal	DMMPC- Local Match	TOTAL
100	130,000	32,500	\$162,500
200	31,139.58	7,784.90	38,924.48
300	285,948.29	71,487.07	357,435.36
400	130,000	32,500	162,500
500	98,324	24,581	122,905
600	263,035	65,759	328,794
TOTAL	938,446.87	234,611.97	1,173,058.84

FY 2024 TABLE 2B - FUNDING USE BY PERFORMING AGENCY - ESTIMATED

PROGRAM	DMMPC- Federal	DMMPC- Local Match	TOTAL
100	130,000	32,500	\$162,500
200	25,000	6,250	31,250
300	35,000	8,750	43,750
400	30,000	7,500	37,500
500	18,324	4,581	22,905
600	40,000	10,000	50,000
TOTAL	278,324	69,581	597,905



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758 PL
Indianapolis, Indiana 46204

PHONE: (317) 232-5485
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Eric Holcomb, Governor
Joe McGuinness, Commissioner

February 1, 2022

Marta Moody, Executive Director
Delaware-Muncie Metropolitan Plan Commission
Delaware County Building
100 West Main Street
Muncie, IN 47305

Dear Ms. Moody,

INDOT has reviewed the FY 2023 Cost Allocation Plan presented by Muncie MPO for the period of July 1, 2022 through June 30, 2023.

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 2023 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	91.30%
Indirect	75.80%

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: S. Minor
R. Nunnally
J. Mitchell
File

DELAWARE-MUNCIE METROPOLITAN PLAN COMMISSION
(Muncie, Indiana MPO)

FISCAL YEAR 2023
July 1st 2022 through June 30th 2023

COST ALLOCATION PLAN

INTRODUCTION

The purpose of this report is to implement a cost allocation plan for the Delaware-Muncie Metropolitan Plan Commission (DMMPC) in accordance with OMB Circular A-87. The plan defines which costs shall be considered direct or indirect and establishes a rationale for allocating such cost.

The Indirect Cost Rate and the Fringe Benefit Rate are calculated as fixed rates. The difference between the estimated and actual cost for the period covered is “carried forward” as an adjustment to future rates. The rates for FY 2023 are as follows:

1. An indirect cost rate of 75.8 % as computed on page 8.

The direct and indirect labor is identified on page 3 and calculated on page 6.

2. A fringe benefit rate of 91.3 % as computed on page 7.

GENERAL CONSIDERATIONS

- 1) The purpose of this plan is to allocate costs in compliance with OMB Circular A-87, Cost Principles for State, Local, and Indian Tribal Governments in a manner to assure consistency.
- 2) Direct chargeable salaries for full-time (fringe-benefit eligible) positions form the basis for computing the fringe benefit rate and the indirect cost rate. Part-time wage costs are not included in these calculations because part-time workers do not receive fringe benefits or paid time off. Part-time wage costs are billed as a direct cost. A cost objective must have direct chargeable salary time before it can be charged with indirect costs or fringe benefit costs.
- 3) Direct costs are those which can be identified with a specific grant, contract or other cost objective.
- 4) Indirect costs are those incurred for a common purpose benefiting more than one cost objective and which are not readily assignable to the specific cost objective without efforts disproportionate with the results.
- 5) The DMMPC's general system of accounting has been approved by the State Board of Accounts.
- 7) Salary costs used in this report have been extracted from the approved DMMPC budget for Calendar Year (CY) 2022
- 8) The fringe benefit costs presented in this proposal are applicable to CY 2022. A fuller discussion of these costs appears on page 6.
- 9) Central service costs for the agency have been assembled from Delaware County's federally approved Central Services Cost Allocation Plan. The estimated CY 2021 central service costs from this plan are based on CY 2019 financial data. An adjustment is made in the indirect cost rate to reflect the difference in between the 2019 actual cost and the estimated 2019 cost based on 2017 actual cost
- 10) The remaining expenses cited in this report are based on actual DMMPC expenditures in CY 2021.

SPECIFIC CONSIDERATIONS

Salaries. The following staff salaries will be charged exclusively to direct cost objectives:

Principal Planner
Transportation Planner
Environment & Development Planner
Demographics & Zoning Appeals Planner
Planning Technician
Building Commissioner
Secretary

One staff salary will be charged directly for labor that can be identified with a specific cost objective and indirectly for all other labor. The proportion of these salaries identified as direct or indirect are based on labor recorded during Calendar Year 2019. The resulting direct and indirect labor percentages are as follows:

Executive Director	0 % Direct,	100.0 % Indirect
Office Manager -	36.2 % Direct,	63.8 % Indirect

Fringe Benefits. Fringe benefits for the agency have been computed as a rate, which will be applied directly to work elements based on direct labor charges to that element.

Building Commissioner. These costs are direct and will be directly charged to the cost objective benefited.

Part-time Secretary. The costs under this item are for part-time wages. These costs are direct and will be directly charged to the cost objective benefited.

Office Supplies. Office supplies will be directly charged to the cost objective benefited when possible. Expenses which cannot be easily assigned to a specific cost objective will be included in the indirect cost allocation.

Travel & Gasoline. Travel & Gasoline costs will be directly charged to the cost objective benefited whenever possible. Travel & Gasoline costs which cannot be readily identified with a specific cost objective will be included in the indirect cost allocation.

Communications/Transport. Communications and transport costs for the Building Commissioner will be a direct expense. This is funded 100% by local funds (with no federal reimbursement).

Attorney & Legal Fees. The retainer fee for the Plan Commission attorney will be treated as a direct cost as will the legal fees required in filing cases involving the Plan Commission. These fees are for land-use/zoning planning purposes under Program 800 – Other Planning Initiatives, which is funded 100% by local funds (with no federal reimbursement).

Subscriptions and Dues. Subscriptions and dues will be treated as a direct cost and will only be included in a reimbursement request if accompanied by verification that no part of the cost claimed includes lobbying activities.

Schooling. Expenses for seminars and conferences will be directly charged to the cost objective benefited when possible. These costs may include course fees, meals, and lodging. Expenses which cannot be easily assigned to a specific cost objective will be included in the indirect cost allocation.

Equipment Repairs. Equipment repair costs will be included in the indirect cost allocation unless such costs can be readily assigned to a specific cost objective.

Repair & Maintenance. The repair and maintenance costs of the Building Commissioner's vehicle will be charged as a direct cost, but the repair and maintenance of the Plan Commission Office's vehicle will be included in the indirect cost because it is used toward all program activities, including those related to transportation planning.

Computer Support. The purchase of computer equipment or software will be charged directly to the cost objective benefited whenever possible. Computer supplies, expenses incurred in maintaining computer equipment, and computer expenses without an easily identified specific cost objective will be included in the indirect cost allocation.

Machinery & Equipment. The purchase of machinery and equipment for our office will be an indirect cost.

Public Meetings. The cost of public meetings for the Comprehensive Plan or other documents will be a direct expense.

Printing. Printing costs will be directly charged to the cost objective benefited when possible. Expenses which cannot be easily identified with a specific cost objective will be included in the indirect cost allocation.

Unsafe Buildings. Unsafe Buildings is a Building Commissioner expense and will be treated as a direct (non-transportation planning) expense.

Central Service Cost. The 2021 central service cost is an estimate derived from data in *Fiscal 2019 Cost Allocation Plan for the Period Ending December 31, 2019* prepared by Dossett Consulting and kept on file in the Delaware County Auditor's Office. It is an indirect expense.

Note: Central Service Costs include building maintenance, building security, human resource services, utilities, postage, etc.

DELAWARE - MUNCIE METROPOLITAN PLAN COMMISSION CALCULATION OF FRINGE BENEFIT COST RATE

CALENDAR YEAR 2022 FRINGE BENEFITS

Holidays. Present DMMPC policy provides employees with fifteen (15) paid holidays per year.

Vacation. Present policy provides each employee with twenty years seniority with twenty-five (25) vacation days per year. The other full-time employees get twenty (20) vacation days per year

Sick Leave. Present policy provides each employee with six (6) sick days per year. Employees are not paid for unutilized sick days. For purposes of calculating the fringe benefit rate, six days per year per employee was utilized.

Personal Days. Present policy entitles employees to five (5) paid personal days per year.

F.I.C.A. Social Security benefits have been calculated utilizing a rate of 7.65 % for 2021.

P.E.R.F. Present policy for participating in the Indiana Public Employee's Retirement Fund currently calls for a 11.2 % contribution by Delaware County for the gross salary of each employee. Participation in the program is mandatory after the first year.

Insurance. Employees are automatically enrolled in a county-wide health insurance program, including some disability and term life insurance. The employees receive basic coverage for themselves and may opt to include their spouse and/or dependent children. Each employee pays a portion of the actual cost of health coverage. Delaware County pays the rest of the costs of coverage for the health insurance program.

Note: All of the salary data in the tables on the next two pages are from budgeted Calendar Year 2022 salaries for the Delaware-Muncie Metropolitan Plan Commission staff.

CALCULATION OF CHARGEABLE (NET) SALARY & HOURLY RATE

2021 Position	Salary	Net Fringe		Net Salary	Rate/Hour
		Leave			
Executive Director	\$48,943.00	9,600.24		39,342.76	28.96
Principal Planner	43,441.00	8,521.08		34,919.92	25.70
Transportation Planner	43,196.00	8,473.14		34,722.86	25.56
Environment & Development Planner	42,271.00	7,478.68		34,792.32	25.01
Demographics & Zoning Appeals Planner	41,751.00	8,189.58		33,561.42	24.70
Office Manager	35,214.00	6,230.24		28,983.76	20.84
Planning Technician	36,005.00	7,062.48		28,942.52	21.30
Building Commissioner	38,471.00	5,326.92		33,144.08	22.76
	-----	-----		-----	-----
TOTALS	\$329,292.00	\$60,882.36		\$268,409.64	

*Note: The Secretary is a part-time employee and, as such, does not receive fringe benefits and is not listed here.

Released Time is the fringe benefit portion of salary as detailed on the next page. Rate/Hour equals the salary divided by 1690 hours (260 weekdays x 6.5 hours/day) in Salary Year 2022. The County Employee Handbook states that a workday is 6.5 hours, not including 1 hour for an unpaid lunch. The hourly rate is calculated using 6.5 hours per day, which is the actual time working. The Delaware County Salary Year 2022 is December 16, 2022 to December 14, 2023. The hourly rate based on the Salary Year figures will be applied to the labor based on the Calendar Year.

DIRECT VS. INDIRECT PORTIONS OF NET SALARIES

2021 Net Salary	Direct	Indirect	% Direct	% Indirect
Executive Director		39,342.76		100.0%
Principal Planner	34,919.92		100.0%	
Transportation Planner	34,722.86		100.0%	
Envir. & Dev. Planner	34,792.32		100.0%	
Dem. & Zoning App. Planner	33,561.42		100.0%	
Office Manager	10,492.12	18,491.64	36.2%	63.8%
Planning Technician	28,942.52		100.0%	
Building Commissioner	33,144.08		100.0%	
	-----	-----	-----	-----
TOTALS	\$210,575.24	57,834.40		

Note: The total of the direct portion of the chargeable (net) salaries is used as the base for the calculations for both the fringe and indirect cost rates.

FRINGE BENEFIT PORTION OF SALARIES (RELEASED TIME)

INSURANCE PORTION OF FRINGE BENEFITS

<u>Insurance</u>	<u>Costs Update</u>
Health	66,366.60
Group STD & LTD	2,197.20
Life Insurance	793.80
Total	69,357.60

STD & LTD is short-term and long-term disability.

CALCULATION OF FRINGE RATE

$$\begin{aligned}
 \text{Fringe Rate} &= \text{Total Fringe} / \text{Total Direct Chargeable Salaries} \\
 &= \$192,311.49 / \$210,575.24 \\
 &= 0.9133 \\
 &= 91.3\%
 \end{aligned}$$

<u>Fringe Benefit</u>	<u>Cost</u>	<u>Percent</u>	
Holiday	\$ 18,997.65	9.0 %	
Vacation	27,953.10	13.3 %	
Sick Leave	7,599.06	3.6 %	Note: The Fringe Rate Percentage equals the total fringe benefit cost divided by the Total Direct Chargeable Salaries (\$210,575.24 : see page 6). The table here specifies how much of the fringe rate comes from each fringe benefit item.
Personal	6,332.55	3.0 %	
FICA	25,190.83	12.0 %	
PERF	36,880.70	17.5 %	
Insurance	69,357.60	32.9 %	
FY 2020 Adjustment	0.00	0.0 %	
TOTALS	\$ 192,311.49	91.3 %	

FY 2021 rates were based on CY 2020 costs. The adjustments are for cost changes in CY 2021.
 *The County PERF contribution was the same in CY 2020 and 2021.

**DELAWARE-MUNCIE METROPOLITAN PLAN COMMISSION
CALCULATION OF INDIRECT COST RATE**

DIRECT & INDIRECT PORTIONS OF ANNUAL OPERATIONAL COSTS

Cost Items	Direct	Indirect	Subtotal
Chargeable Salaries (1)	210,575.24	57,834.40	268,409.64
Fringe Benefits (2)	192,311.49		192,311.49
Part-time Labor (1)	18,500.00		18,500.00
Office Supplies		2877.19	2877.19
Travel & Gasoline	1,521.89		1,521.89
Comm/Transport	851.33		851.33
Attorney & Legal Fees	5,000.00		5,000.00
Dues & Subscriptions	2,089.00		2,089.00
Schooling	157.72		157.72
Equipment Repairs		0.00	0.00
Repair & Maintenance		94.92	94.92
Computer Support	1,500.00		1,500.00
Machinery & Equipment		0.00	0.00
Public Meetings	642.94		642.94
Printing	4055.00		4055.00
Unsafe Buildings	10.00		10.00
Central Service Cost (3)		99,240.00	99,240.00
2020 Adjustment		(-)337.92	(-)337.92
Totals	\$437,214.61	\$159,708.59	\$596,923.20

Adjustments = 2021 Actual Costs - 2020 Costs (used to estimate 2021 costs for FY 22 CAP)
 = 2021 Office Supplies + Equipment Repairs + Repair & Maintenance
 = (2877.19 – 2,571.34) + (0.00 - 731.19) + (94.92 - 7.50)
 = 305.85 + (-)731.19 + 87.42
 = (-)337.92

Indirect Rate = Total Indirect Costs / Total Direct Chargeable Salaries
 = \$ 159,708.59 / \$210,575.24
 = 0.7584
 = 75.8 %

(1) Chargeable Salaries are the net Calendar Year 2022 salaries determined by deducting net fringe leave costs from salaries. The Secretary is paid from Part-time Labor.

(2) Figures reflect total Calendar Year 2022 office fringe benefits as determined on previous page.

(3) This figure is the estimated Calendar Year 2021 cost from the Central Service Cost Allocation Plan for Delaware County, based on actual Calendar Year 2019 costs, used for FY 2022 costs.

NOTE: All other figures in this table are actual costs for Calendar Year 2021.


CERTIFICATION

This is to certify that:

- 1 I have reviewed the indirect cost allocation plan proposal submitted herewith and to the best of my knowledge and belief:
- 2 All costs included in the proposal for Fiscal Year 2023 to establish billing or final indirect cost rates are allowable in accordance with the requirements of the grant(s), contract(s), and agreement(s) to which they apply and the provisions of the Code of Federal Regulations, Chapter II Part 200 (2 CFR 200).
- 3 Unallowable costs have been adjusted for in allocating costs and indicated in the cost allocation plan.
- 4 This proposal complies with the requirements and standards on lobbying costs for OMB Circular A-122 or Federal Acquisition Regulations (FAR), Part 31, where such cost principles are applicable to the award.
- 5 All costs included in this proposal are properly allocable to Federal Awards on the basis of a beneficial or casual relationship between expenses incurred and the agreements to which they are allocated in accordance with the applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently and the Federal Government will be notified of any significant accounting changes affecting the direct cost rate.

Subject to the provisions of the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et. Seq.), the False Claims Act (18 U.S.C. 287 and 31 U.S.C. 3729), the False Statement Act (18 U.S.C. 1001); I declare that, to the best of my knowledge, the foregoing is true and correct.

Authorized Official: Marta Moody, DMMPC Executive Director

Signature: 

Organization: Delaware Muncie Metropolitan Plan Commission

Date: Jan. 28, 2022

CERTIFICATION OF AUDIT COMPLIANCE

The Delaware-Muncie Metropolitan Plan Commission (DMMPC) is the designated Metropolitan Planning Organization (MPO) for the Muncie Urbanized Area and, as such is a subrecipient of Federal financial assistance. Under the Single Audit Act of 1984, P.O. 98-502, and in accordance with OMP Circular A-133, the Delaware-Muncie Metropolitan Plan Commission is required to ensure that an independent audit of its financial operations is conducted. Further, the audit is to review internal control systems and compliance with the provisions of applicable federal laws and regulations. The audit is usually conducted on an annual basis.

To comply with the Single audit Act of 1984, the Indiana State Board of Accounts conducts a financial, internal control and compliance review audit of the said Plan Commission on a calendar year basis along with an audit of all Delaware County departments. Upon completion of the 2019 audit, an exit conference was held with the Auditor and Commissioners of Delaware County, Indiana. There were no problems in existence with the audit of the Delaware-Muncie Metropolitan Plan Commission that warranted any comment in the Report.

Now, therefore, this is to certify that the Delaware-Muncie Metropolitan Plan Commission is in compliance with the Single Audit Act of 1984, P.L. 98-502, through December 31, 2019 and that the DMMPC has not expended more than \$750,000 in federal awards in any calendar year.



Marta Moody, Executive Director
Delaware-Muncie Metropolitan Plan Commission

APPENDIX

TRANSPORTATION PLANNING PROCESS CERTIFICATION FY 2023

In accordance with 23 CFR 450.336, Self-Certifications and Federal Certifications, the Indiana Department of Transportation and the Delaware Muncie Metropolitan Plan Commission hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

**Delaware Muncie Metropolitan
Plan Commission**


Marta Moody

**Executive Director, Delaware Muncie
Metropolitan Plan Commission**
Title

3/21/2022
Date

Indiana Department of Transportation


Roy S. Nunnally

**Director, INDOT
Technical Planning & Programming**
Title


3/24/2022
Date

**FEDERAL TRANSIT ADMINISTRATION
CIVIL RIGHTS ASSURANCE**

The Delaware-Muncie Metropolitan Plan Commission HEREBY CERTIFIES THAT, as a condition of receiving federal financial assistance under the Federal Transit Administration Act of 1964, as amended, it will assure that:

1. No person on the basis of race, color, religion, sex, sexual orientation, gender identity, age, disability, income status, limited English proficiency, or national origin will be subjected to discrimination on the level or quality of transportation services and transit-related benefits.
2. The Delaware-Muncie Metropolitan Plan Commission will compile, maintain, and submit in a timely manner Title VI information required in FTA Circular 4702.1B and in compliance with the Department of Transportation Title VI Regulations, 49 CFR Part 21.9.
3. The Delaware-Muncie Metropolitan Plan Commission will make it known to The public that those person or persons alleging discrimination on the basis of race, color, or national origin as it relates to the provision of transportation services and transit-related benefits may file a complaint with the Federal Transit Administration and/or U.S. Department of Transportation.

The person whose signature appears below is authorized to sign this assurance on behalf of the grant applicant or recipient.

Signature: 

Marta Moody, Executive Director
Delaware-Muncie Metropolitan Plan Commission

DATE: 2/28/2022

**DRUG-FREE WORKPLACE ACT CERTIFICATION
FOR A PUBLIC OR PRIVATE ENTITY**

- I. The Delaware-Muncie Metropolitan Plan Commission (DMMPC) certifies that it will provide a drug-free workplace by:
- (a) Publishing a statement notifying employees that unlawfully manufacturing, distributing, dispensing, possessing or using a controlled substance in the Recipient's workplace is prohibited and specifying the actions that will be taken against employees for violation of such prohibition.
 - (b) Establishing a drug-free awareness program to inform employees about:
 - (1) The dangers of drug abuse in the workplace;
 - (2) The Recipient's policy of maintaining a drug-free workplace;
 - (3) Any drug counseling, rehabilitation, and employee assistance programs that are available; and
 - (4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace.
 - (c) Making it a requirement that each employee to be engaged in the performance of the grant or cooperative agreement be given a copy of the statement required by paragraph (a).
 - (d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant or cooperative agreement, the employee will:
 - (1) Abide by the terms of the statement; and
 - (2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such a conviction.
 - (e) Notifying the Federal sponsoring agency within ten days after receiving notice under subparagraph (d) (2), from an employee or otherwise receiving actual notice of such conviction.
 - (f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee so convicted:
 - (1) Taking appropriate personnel action against such an employee, up to and including termination; or

- (2) Requiring such an employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State or local health, law enforcement, or other appropriate agency.
 - (g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f).
2. The Recipient's headquarters is located at the following address. No other work-places are currently maintained by the Recipient.

Name of Recipient: Delaware-Muncie Metropolitan Plan Commission

Street Address: 100 W. Main St., Rm 206, Delaware County Building
City: Muncie
County: Delaware
State: Indiana
Zip Code: 47305-2827

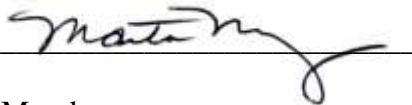
Signature: 
Marta Moody, Authorized Official

Title: Executive Director DMMPC

Date: 2/28/2022

ENVIRONMENTAL JUSTICE ORDER FOR THE URBAN TRANSPORTATION PLANNING PROCESS

Per signature, this agency assures compliance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, February 11, 1994. This compliance will be incorporated in the 20-Year Transportation Plan update, under separate section titled “Environmental Justice”. This compliance follows guidelines established in the Executive order and the President’s February 11, 1994 Memorandum on Environmental Justice. The goals of the Executive Order will be developed within the framework of existing requirements, primarily the National Environmental Policy Act (NEPA), Title VI of the Civil Rights Act of 1964, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended (URA), Moving Ahead for Progress in the 21st Century (MAP21), FAST Act and other DOT applicable statutes, regulations and guidance that concern planning, social, economic, or environmental matters, public health or welfare, and Public Involvement.

Signature: 

Name: Marta Moody

Title: Executive Director, Delaware-Muncie Metropolitan Plan Commission

Date: 2/28/2022



DELAWARE-MUNCIE METROPOLITAN PLAN COMMISSION

Delaware County Building, 100 West Main Street, Room 206, Muncie, Indiana 47305

TRANSPORTATION POLICY COMMITTEE OF THE

DELAWARE-MUNCIE METROPOLITAN PLAN COMMISSION

RESOLUTION 22-08

WHEREAS, the Delaware-Muncie Metropolitan Plan Commission (DMMPC) is the Metropolitan Planning Organization (MPO), as designated by the Governor of the State of Indiana, for the Muncie Urbanized Area; and

WHEREAS, the Delaware-Muncie Metropolitan Plan Commission (DMMPC) is responsible for developing an FY 2023-2024 Unified Planning Work Program (UPWP); and

WHEREAS, the FY 2023-2024 UPWP has incorporated the FY 2023 PL appropriation estimates, the new planning emphasis areas as released by FHWA, the unused PL and STBG balances from the FY 2021-2022 UPWP; and

WHEREAS, the FY 2023-2024 UPWP, including FY 2023 funding and updated planning activities with updated planning emphasis areas, has been submitted to the Indiana Department of Transportation for state and federal review and was reviewed and approved by the Transportation Policy Committee by email vote on March 25, 2022 as set forth herein.

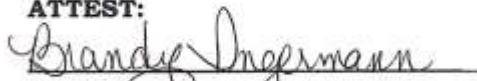
NOW, THEREFORE, BE IT RESOLVED by the Transportation Policy Committee of the DMMPC as follows:

Section 1. That the Fiscal Year (FY) 2023-2024 Unified Planning Work Program (UPWP) is approved as presented with the understanding that the approval is subject to incorporating any minor modifications that may be required by INDOT, FHWA and/or FTA.

Section 2. That the PL and STBG funding shall be inserted, as a modification, into the Delaware-Muncie Transportation Improvement Program under Des #2101674.

Approved this 25nd day of March, 2022.

ATTEST:



Brandy Ingerman, Office Manager

DMMPC

TRANSPORTATION POLICY COMMITTEE

BY:



Marta Moody, Chairperson

Transportation Policy Committee

Phone: 765.747.7740 Fax: 76.747.7744 website: www.dmmpc.org