

An aerial photograph of a highway interchange in a rural or semi-rural area. The interchange features multiple roads and green embankments. In the background, there's a mix of green fields, clusters of trees, and distant buildings under a blue sky with scattered white clouds.

# 2017 ANNUAL REVIEW

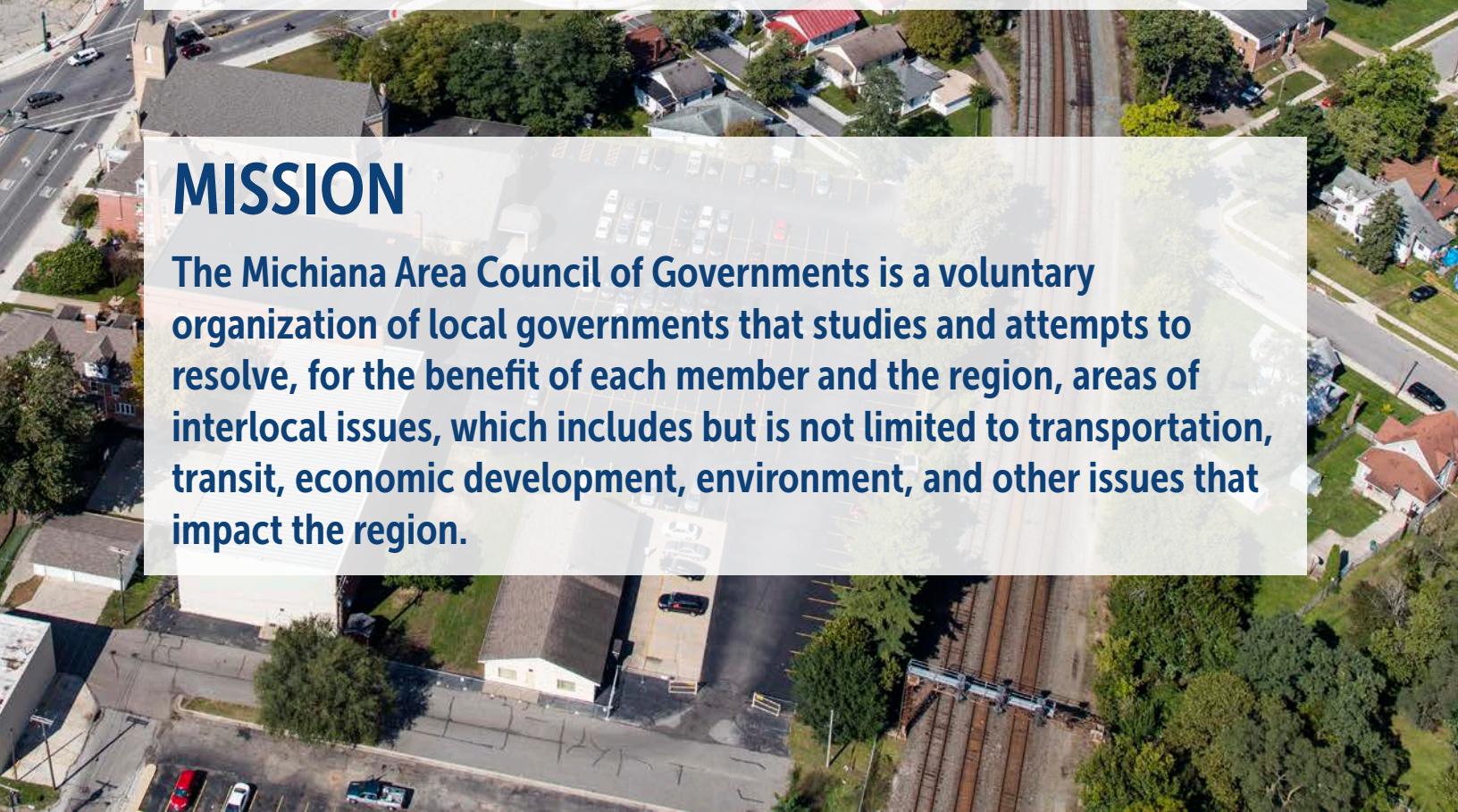
**Michiana Area Council of Governments**





## **VISION**

**The Michiana Area Council of Governments contributes to the advancement of the Region's economic vitality, enhanced quality of life, strong sense of place, and expanded opportunities that attract and retain talented individuals and organizations to the Michiana Region.**



## **MISSION**

**The Michiana Area Council of Governments is a voluntary organization of local governments that studies and attempts to resolve, for the benefit of each member and the region, areas of interlocal issues, which includes but is not limited to transportation, transit, economic development, environment, and other issues that impact the region.**



# CONTENTS

## ANNUAL REVIEW

This is an opportunity for MACOG to reflect on our activities throughout the preceding year and to inform our Policy Board, community partners, and other stakeholders about our work and accomplishments.

The annual review is organized into five (5) programs:

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# TRANSPORTATION

*Serving as the Metropolitan and Rural Planning Organization, MACOG has a long-standing record of contributing to transportation planning in northern Indiana. All modes of transportation are essential for the movement of goods and people through the region and beyond. Through data collection and development of our Transportation Improvement Program and Long Range Transportation Plan, MACOG strives to establish priorities and guide investments to implementing a transportation network that is safe, efficient, connected, equitable, and accessible.*

MACOG assists and coordinates with our communities to ensure that priority transportation projects are implemented efficiently and effectively. MACOG shares various data including traffic counts and crash data to ensure that our communities have the best information to make the most informed decisions for improvements to the transportation network.

# TRANSPORTATION IMPROVEMENT PROGRAM

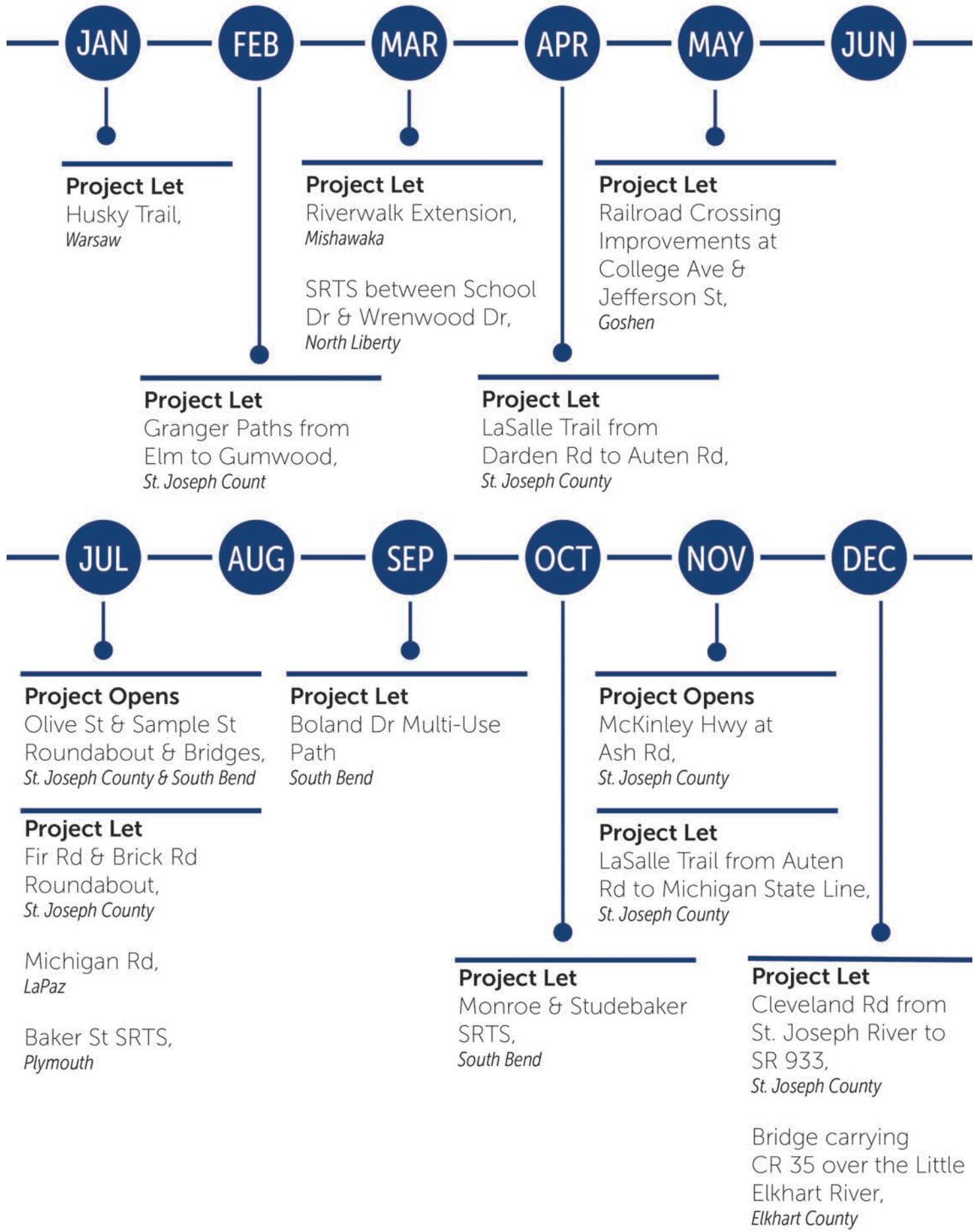
A primary function of MACOG is to distribute federal funding, created from the gas tax and other sources, to improve our region's transportation system. The Transportation Improvement Program (TIP) is a tool to track federal funding and outline the next four (4) years of funding for our region. MACOG generates a new TIP biannually and developed the Fiscal Year (FY) 2018 to FY 2021 TIP, which was adopted by the Policy Board in May 2017.

Our region had 14 federally funded local transportation projects let (awarded for construction) representing \$19.6 million in transportation investments for calendar year 2017. MACOG allocated \$15.7 million for the construction of these transportation projects in the urbanized area. Additionally, \$3.9 million was allocated by INDOT for rural transportation projects.

**2017 Investments  
\$19.6M  
for 14 local transportation  
projects in the region**



# 2017 TIP TIMELINE



# COMMUNITY CROSSINGS MATCH GRANT PROGRAM

Over the last two years, the state's Community Crossings Program has put a major emphasis on local governments to systematically inventory, assess and improve their transportation infrastructures such as roads and bridges. Local Public Agencies (LPAs) wanting to take advantage of this grant opportunity are required to develop a Road Asset Management Plan and Bridge Asset Management Plan, if applicable.

Since the inception of the Community Crossings Program, MACOG has provided assistance to numerous LPAs in the region. This has included assessing nearly 6,000 lane miles of roads using the Pavement Surface Evaluation Rating (PASER) system, helping LPAs to develop their Road and Bridge Asset Management Plans and providing technical assistance with Community Crossings applications. In 2016, MACOG directly assisted 12 communities and helped secure \$11.2 million for projects in the region, equating to 94 center line miles of improvement. In 2017, MACOG directly assisted 13 communities and helped secure nearly \$10 million for projects in the region, totaling 81 center line miles of improvement.

## ASSESSING PAVEMENT CONDITION

Pavement deteriorates at a faster rate as it ages. It is important to have an up-to-date inventory and assess the condition of the roads. MACOG assists its regional partners in collecting pavement condition data using the PASER system. The PASER system is a visual assessment that rates the condition of the road from 1 (failing) to 10 (excellent). With this information, local governments are able to project future conditions of the pavement and plan for the most effective treatment.



**Pavement condition on Pond Street  
in the Town of Argos**



**Pavement condition on College Street  
in the Town of New Carlisle**

**Assessed  
6,000  
lane miles**

**Secured  
\$11.2M  
in 2016**

**Secured  
\$10M  
in 2017**

# TRAFFIC COUNTS

MACOG actively counts traffic on approximately 4,100 road segments, the majority of which are on a three-year cycle, collecting volume and often times vehicle type. In 2017, MACOG counted traffic at 1,110 locations.

This year MACOG started to incorporate Miovision Scout units to count road segments. Miovision Scout units are a portable, battery-powered, DVR system. Video footage is captured on site and then uploaded to Miovision for processing through their software. 16 of these locations were captured as stand-alone road segment counts and 146 were captured at intersections. The benefit of capturing the video at intersections is two-fold. First, you can do more with less. Video footage captured at 38 intersections generated 146 road segment counts. Second, we are also able to capture turning-movement data. Turning-movement data identifies whether vehicles

traveling through the intersection, turn right, or turn left.

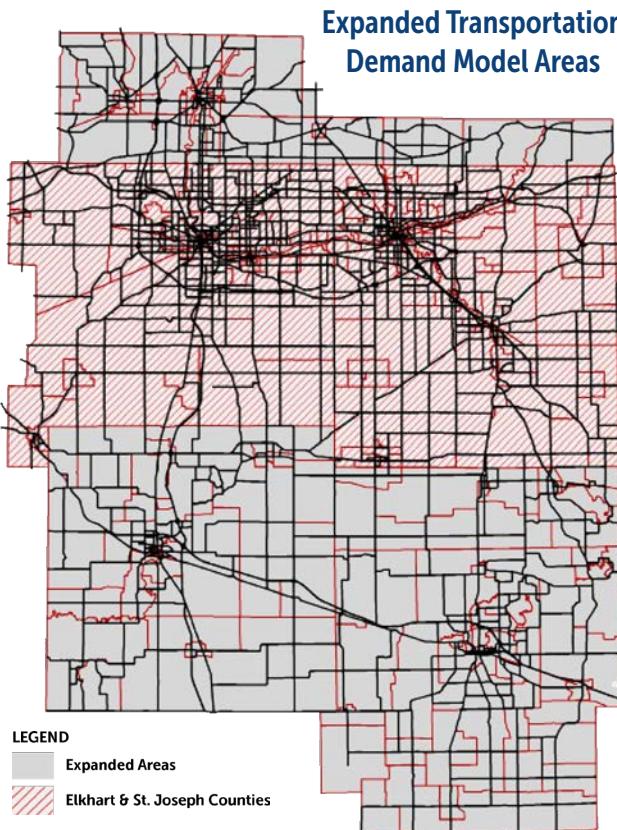
Additional turning-movement counts were completed using Travel Monitors from L2 Data Collection. Altogether, MACOG completed 27 turning-movement counts utilizing travel monitors, which are the same basic concept as the Miovision Scouts, except the video is processed manually by MACOG staff.

MACOG also released an updated Regional Traffic Count Site that is available to the public. This tool is designed to provide insights on traffic statistics throughout a nine-county area. Being able to utilize information about the amount of traffic, the types of vehicles and other statistics, help officials make more informed decisions about how and where to invest in infrastructure. Such planning activities use data points on the site like Average Annual Daily Traffic (AADT), daily total truck traffic, 85 percentile speeds and peak hours of traffic.

**2017 Traffic  
Count Season**      **944**      **Road Tube Counts**      **166**      **Miovision Counts**

## TRANSPORTATION DEMAND MODEL EXPANSION

Over the past year, MACOG has been working in cooperation with Resource Systems Group (RSG) and the Michigan Department of Transportation in order to improve traffic forecasting between Niles, Michigan and the City of South Bend, as well as along the Indiana-Michigan state line. As part of the model expansion, MACOG took the opportunity to expand the existing network into Kosciusko and Marshall Counties, enhancing the planning tools available in the rural areas of the region. To more accurately portray the travel patterns of our region, MACOG used cellular data collected from Streetlight Insight to supplement the 2013 Household Travel Survey. The expanded model allows for better analysis of regional projects to meet the needs of performance-based planning efforts in the development of the next regional transportation plan.



# NATIONAL COMPLETE STREETS TECHNICAL ASSISTANCE

In 2017, MACOG took steps toward advancing Complete Streets in the region and establishing the organization as a resource for Complete Streets information and assistance by partnering with the National Complete Streets Coalition (NCSC). NSCS staff came to the region in June 2017 to meet with local leaders to discuss their vision, goals, and concerns around Complete Streets. From these conversations came a new Complete Streets workshop model, where MACOG and NCSC conducted a competitive application process to identify communities in the region who were motivated to learn about Complete Streets. After reviewing applications, MACOG and the Coalition selected three communities – City of Goshen, City of Plymouth, and City of Warsaw & Town of Winona Lake.

These communities took part in a workshop this past fall to receive technical assistance regarding how to design and build safe, more complete streets in their communities. Emiko Etherton,

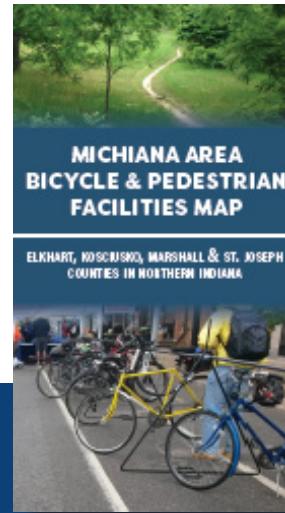
Director, and Mae Hanzlik, Program Associate, at the National Complete Streets Coalition, along with Jeff Riegner, an engineering consultant at Whitman, Requardt & Associates lead the conversations and worked with these communities on Complete Streets policy development as well as strategies to communicate, measure, and implement a policy. Tools received in this workshop will help develop active transportation policies that further economic, health, safety, and livability goals in the region.

The Coalition also helped MACOG staff start developing strategies for the creation of a regional Complete Streets Policy as well as implementation. 2017 proved to be a big step in bringing communities together who are interested in making the entire region safer and more convenient for everyone, no matter their age, ability, income, race, or how they choose to travel.



# BIKE AND PEDESTRIAN FACILITIES MAPS

Every year, MACOG is able to distribute a Regional Bike and Pedestrian Map as well as a Safety Brochure to area schools and various businesses and organizations. In 2017, MACOG updated the map to include the most current facilities and distributed the map and safety guide to over 15,100 4th and 5th graders. Over 2,100 maps were also distributed to area businesses, organizations, and events as a way to showcase Michiana's existing facilities such as the Pumpkinvine Nature Trail, Mapleheart Greenway, Indiana Michigan River Valley Trail, and Capital Avenue Trail – for residents and businesses alike.



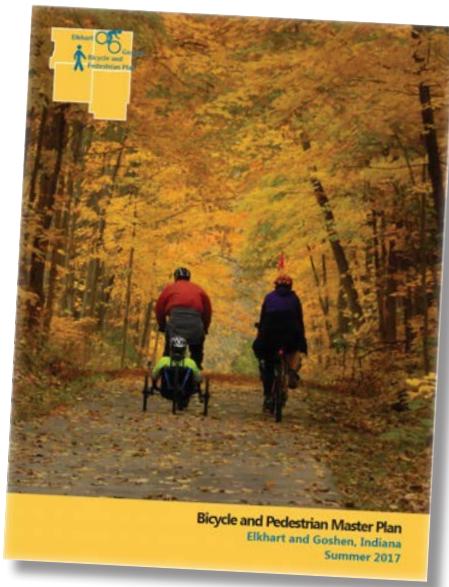
Over **17,000**  
Bike and Pedestrian Maps Distributed

## ELKHART AND GOSHEN BIKE AND PEDESTRIAN PLAN

In a show of regional collaboration, MACOG and the Cities of Elkhart and Goshen partnered together to work on a Bike and Pedestrian Master Plan that grew upon the efforts of the regional Active Transportation Plan – using a grant awarded by the Indiana State Department of Health (ISDH) Division of Nutrition and Physical Activity (DNPA). The Plan outlines existing bicycle and pedestrian facilities in the cities and provides recommendations to improve conditions to ultimately increase bicycling and walking in the area.

The document was produced over a year-long planning process which included community

engagement through a steering committee of local stakeholders, as well as public input through an online survey, web-based comment map, and three public meetings. Two of the meetings took place in April at the Goshen Farmer's Market and Elkhart Arbor Day Celebration and engaged approximately 50 residents. A formal public meeting was held on July 6th at the Dunlap United Methodist Church, where residents were presented with the plan's draft recommendations and other findings. The Plan will go before each City's Councils in Spring 2018 to be amended into their respective Comprehensive Plans.





# TRANSIT

***MACOG is committed to providing a multi-modal transportation system that is efficient and accessible for all users and needs. Through coordination and planning with other regional public transit providers, MACOG strives to ensure the region's transportation system is safe, reliable, accessible, and supportive for a greater economy, better environment, and higher quality of life for northern Indiana residents and visitors.***

For nearly two decades, MACOG has administered public transit services in Elkhart, Goshen, and surrounding areas through the Interurban Trolley and the paratransit Access service. This has ensured all populations have safe, efficient, equitable, and accessible means of transportation to businesses, healthcare, employment, and other opportunities. MACOG has successfully operated the Interurban Trolley by acquiring and allocating various local, state, and federal funding opportunities and through the issuance of passenger fares.

# THE INTERURBAN TROLLEY

The Interurban Trolley provides bus service to the general public; operating five fixed-routes. The Trolley provides an efficient and affordable transit service in Elkhart and Goshen to ensure residents and visitors has access to jobs, healthcare, shopping, recreation, and other opportunities in the region. The Interurban Trolley operates eight (8) vehicles; running approximately between 5:00 am and 8:00 pm on weekdays, and 5:00 am to 7:00 pm on Saturdays, with no service offered on Sundays or major holidays.

The Interurban Trolley provided over 389,800 passenger trips in 2017, an eight (8) percent decrease in ridership from 2016. The decrease can likely be attributed to Elkhart County's

economic growth since the county is currently at peak employment and low gasoline prices. This is comparative to the national decrease in transit ridership according to the American Public Transportation Association.

The vast majority of Interurban Trolley passengers pay their fares as single-rides at one dollar per boarding. In 2017, MACOG began offering 1-Day, 14-Day, and 31-Day passes. MACOG sold a total of 2,381 passes, which were used by riders over 24,600 times.

For more information on the Trolley visit [www.interurbanTrolley.com](http://www.interurbanTrolley.com).

2017 Ridership  
**389,000** total rides

**3,381** passes sold  
used **24,600** time



# THE INTERURBAN TROLLEY ACCESS SERVICE

The Interurban Trolley Access provides door-to-door paratransit service to riders unable to use fixed-route transit in compliance with the Americans with Disability Act (ADA). Individuals found eligible for the Interurban Trolley Access service may schedule rides for \$2 within the Interurban Trolley's ADA corridor. The corridor, shown below, is a 1.5 mile area surrounding the Interurban Trolleys five (5) fixed routes.

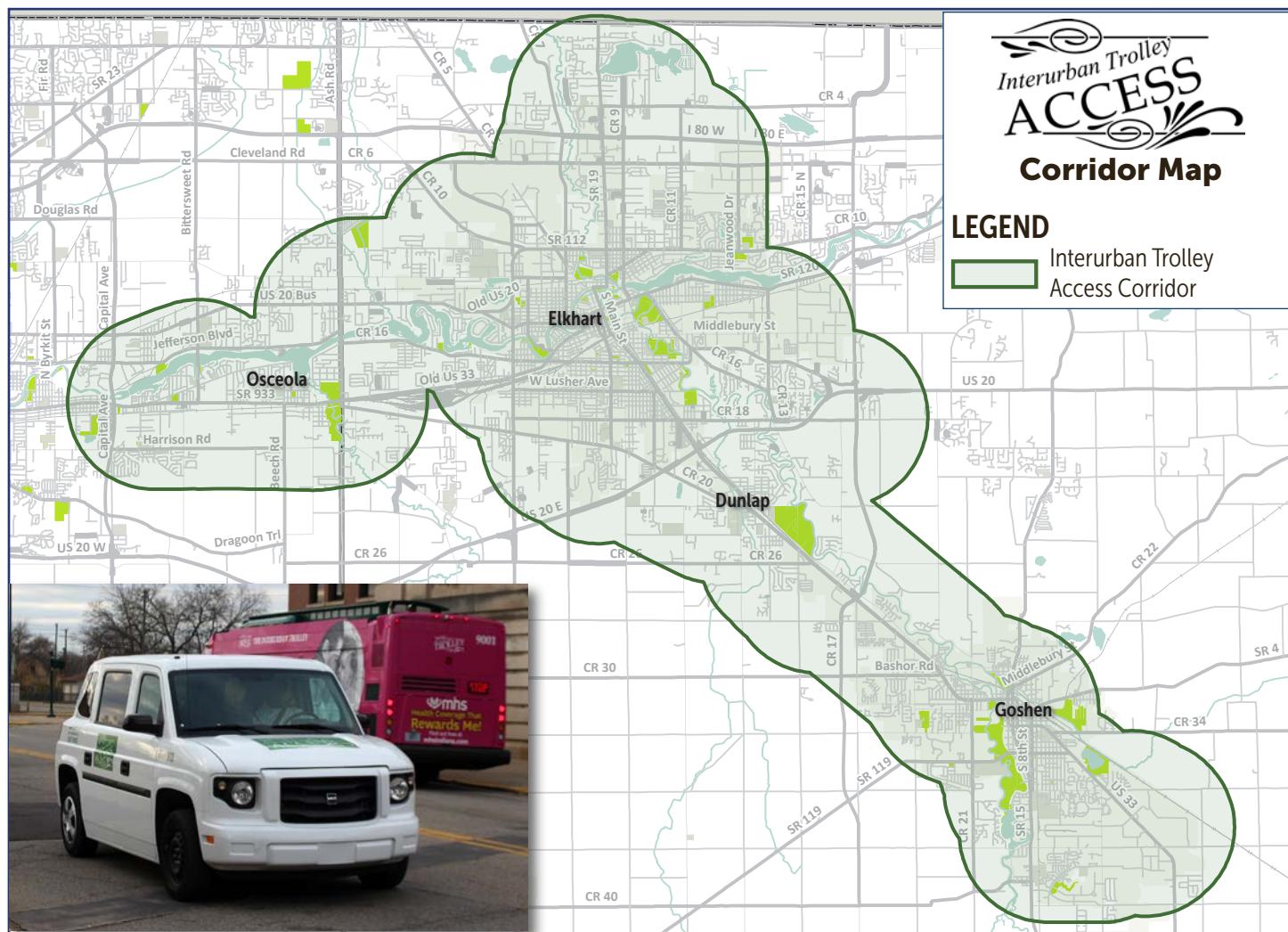
Eligibility is determined through an application process and can range from physical to cognitive reasons for not being able to access the fixed route Trolley. Eligible riders can take trips for any reason such as access to medical appointments, jobs, shopping, and other opportunities. In 2017, MACOG certified 290 new individuals to use the Access service.

In 2017, MACOG provided over 32,000 passenger

Access trips for 442 eligible individuals. This was a seven (7) percent increase in trips from 2016, and a less than one (1) percent decrease in individuals (443) using the Access service in 2016.

over  
**32,000** trips  
for 442 eligible individuals

For more information on the Access service visit [www.interurbanTrolley.com](http://www.interurbanTrolley.com).



# "RIDE TROLLEY" INFORMATIONAL SYSTEM LAUNCHED

"Ride Trolley" is the Interurban Trolley's GPS tracking system, allowing riders to track the arrival of their bus in real-time. This data can be accessed by the Ride Systems Mobile App or through text message. Additional "Ride Trolley" signs were added to the Interurban Trolley stops with stop IDs giving riders the information they need to use this service. Visit [Ride.InterurbanTrolley.com](http://Ride.InterurbanTrolley.com) to view a map of the Trolley's location in real-time.



## FOUR NEW MV-1S PURCHASED FOR ACCESS

MACOG purchased four (4) new MV-1s for the Access Service in 2017. The MV-1s are the first accessible van built from the ground up and are made locally in Mishawaka. The MV-1s are able to carry larger wheelchairs than the existing minivans and are designed for the rigors of everyday transit use, unlike the minivans they replaced.



## NEW TROLLEY ADVERTISING WRAPS

2017 marked the introduction of exterior vinyl advertising on the Interurban Trolleys. MACOG had two (2) Interurban Trolleys wrapped in vinyl advertising. These wrapped Trolleys are providing additional opportunities to advertise on the Trolley. The advertising program gives MACOG an additional revenue source for the operation of the Interurban Trolley.



# FTA TRIENNIAL REVIEW

Every three (3) years, the Federal Transit Administration (FTA) examines MACOG, as a recipient of program funds, on the performance and compliance with FTA requirements and policies. In July of 2017, MACOG had a successful FTA Triennial Review, with no finding issued in the 17 program areas!

## GOSHEN COLLEGE PARTNERSHIP LAUNCHED

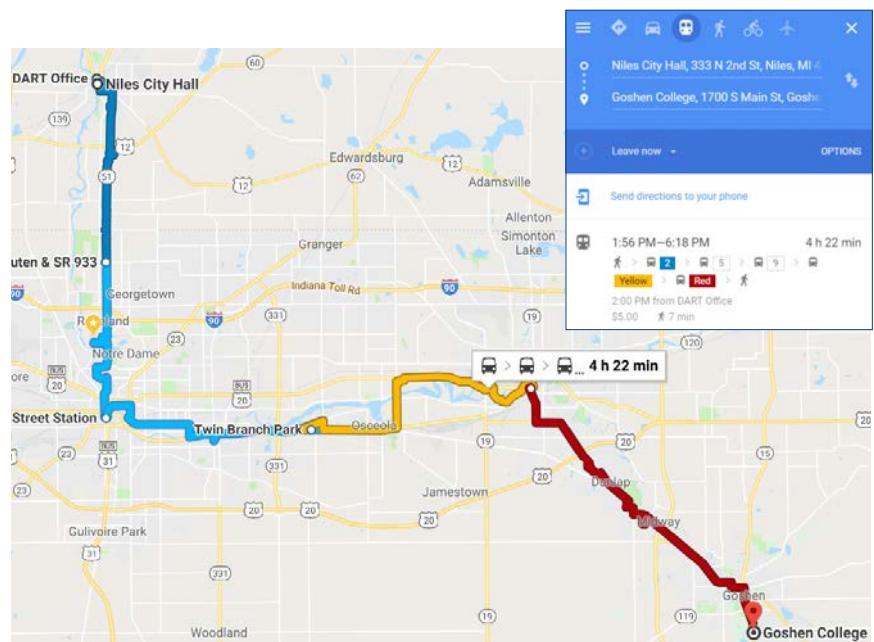
In February of 2017, MACOG launched a partnership with Goshen College to allow students, faculty, and staff to ride the Interurban Trolley for free. At the end of 2017, 1,079 rides were made by 113 riders from Goshen College. This partnership is similar to the one launched in 2015 with Ivy Tech Community College. Nearly 3,000 rides were taken by riders from Ivy Tech in 2017, 11 more riders than in 2016.



**1,079** Goshen College rides from **113** riders

## NILES DIAL-A-RIDE NOW ON GOOGLE MAPS

MACOG staff created a General Transit Feed Specification (GTFS) data for the Niles Dial-A-Ride fixed-route, and continued maintaining and updating the South Bend Transpo's GTFS data. These feeds allow the general public to plan transit trips throughout the MACOG region and to other regions (such as to Chicago, via the South Shore Line and other intercity transportation providers) directly using Google Maps.



## HELPING THE REGION'S TRANSIT DRIVERS RECEIVE PASS TRAININGS

MACOG has staff certified to teach Passenger Assistance Safety and Sensitivity (PASS) training through the Community Transportation Association of America (CTAA). In March of 2017, after receiving requests from Council's on Aging and non-profits in the region for PASS training to be offered more frequently and locally to drivers, MACOG was successful in reaching out to INDOT, the Indiana Rural Transit Assistance Program (RTAP), and the CTAA to launch a pilot training program based on the CTAA's PASS training system. In April of 2017, drivers from the Marshall County Council on Aging were the first to successfully receive and complete the training from MACOG staff.



# COMMUNITY DEVELOPMENT

*As a regional planning organization, MACOG seeks to engage communities to think about the synergies between community programs, projects and assets, and how each can have a great impact on the entire community and region. MACOG strives to create community plans that are holistic in design, realistic to the community, strategic, and feasible for implementation. MACOG has a strong history of regional planning and is committed to providing exceptional and innovative community planning in northern Indiana.*

Planning is a collaborative process that empowers communities to envision the future, address the challenges, and create solutions that offer better choices for where people live, work, and play, and how they move through the region. MACOG provides technical services to empower communities to establish a vision, define core values, and formulate strategic solutions. This is accomplished through the development of community plans and/or conducting various studies.

# ENVISION BOURBON 2030 COMPREHENSIVE PLAN

BOURBON, INDIANA

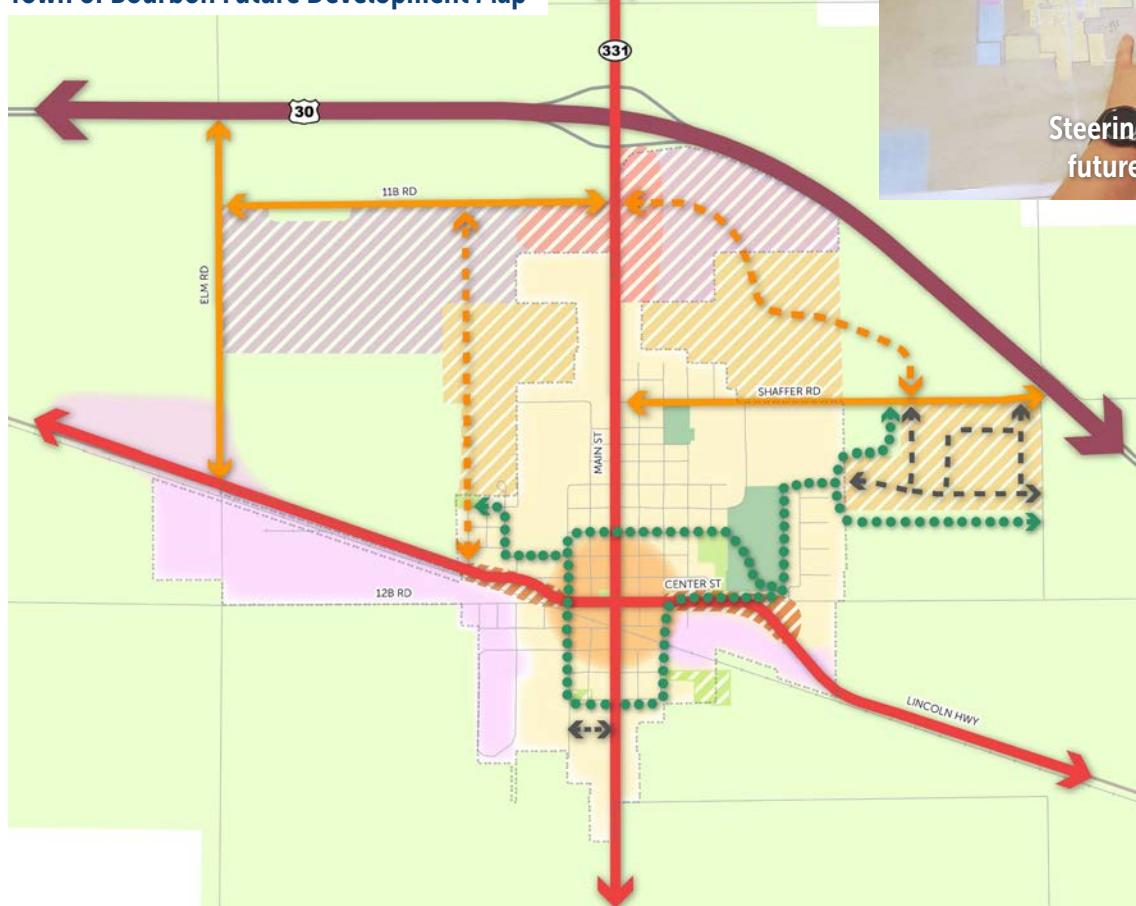


Envision Bourbon  
2030 Comprehensive Plan

MACOG was selected to develop the Town of Bourbon's first comprehensive plan. The plan established a holistic community vision and core values to guide local decision makers in making land use and development decisions over the next 10 to 15 years. MACOG worked with the Steering Committee to identify the opportunities and strengths the community can build upon, the key challenges the Town needs to improve to enhance the attractiveness of the small town charm, and an action strategy program. The planning process was built on the foundation of engaging the community through multiple facets including interviews with stakeholders, hosting several public meetings, and input surveys. The culmination of these efforts led MACOG to create a plan that is reflective of all residents interests, a valuable resource to guide land use decisions, provides realistic and achievable strategies, and is a digestible plan that everyone can stand behind.



Town of Bourbon Future Development Map



**Existing Character Areas**

- Employment Center
- Downtown
- Neighborhood Living
- Triton School Park Facilities
- Park
- Rural Management

**Proposed Character Areas**

- Employment Center
- Community Commercial
- Transitional Mixed-Use
- Mixed Residential
- Public Park

#### Transportation Connections

- Principal Arterial Corridor
- Arterial Corridor
- Collector Corridor
- Proposed Collector Corridor
- Proposed Local Road
- Proposed Bicycle & Pedestrian Corridor

# ARGOS 2030 COMPREHENSIVE PLAN

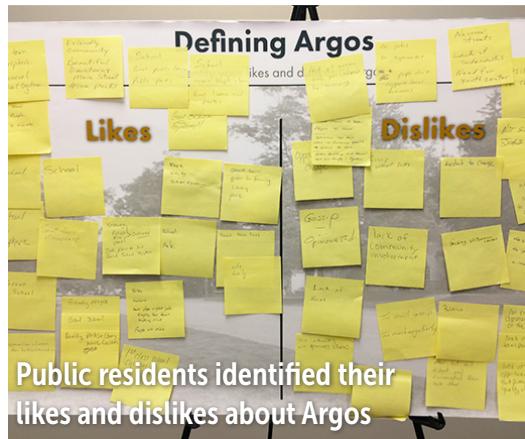
ARGOS, INDIANA

Over the last 25 years, the Town of Argos' population has steadily grown at a slow rate while its school enrollment has been declining. Community leaders approached MACOG to update their 2003 Comprehensive Plan to better reflect the needs and values of the community, and develop strategies that attract future economic development opportunities, more residents, build upon their community assets, and enhance the Town's quality of life. The planning process was designed to engage residents of the Argos community to develop a vision for the Town's future, identify the building blocks the Town values the most, identify the major opportunities and challenges, and finally action strategies to serve as a guide for local and private decision-making. MACOG facilitated a series of steering committee meetings, conducted stakeholder interviews, and engaged community residents through open houses and an input survey to garner their values, aspirations, and needs to be a thriving, vibrant small-town. The Argos 2030 Comprehensive Plan was approved and endorsed by the Argos Plan Commission and Town Council in October 2016. Today, the Argos 2030 Comprehensive Plan serves as the Town's guiding policy document that seeks to not deter growth but efficiently balance growth, build a prosperous economy, create places that enhance the Town's quality of life, and provide alternative transportation choices to promote active, healthy lifestyles.



## Logo Competition

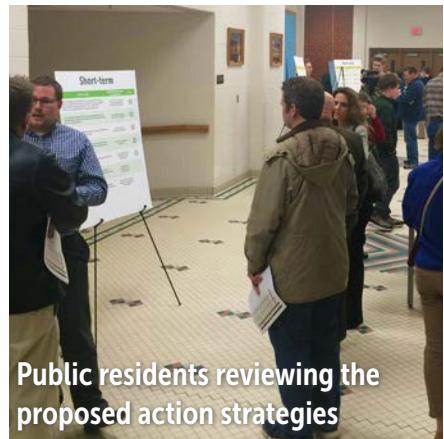
In an effort to engage the youth in the planning process, MACOG and the Steering Committee issued a logo design competition. Students were asked to think about their vision for the Town of Argos, what makes Argos unique and best represents the Town's character. The Steering Committee reviewed the entries and selected the winning design at their November 29, 2016 meeting. The winning student was senior, Baily Nifong, whose design was the inspiration for the Plan's logo.



Public residents identified their likes and dislikes about Argos



Steering Committee identifying strengths and challenges



Public residents reviewing the proposed action strategies

# DOWNTOWN PLYMOUTH PARKING STUDY

PLYMOUTH, INDIANA

MACOG is working with the City of Plymouth to conduct a parking study in their downtown. The parking study will help the City understand their current and future parking needs. The study will provide maps and data to help the City visualize the supply and use of parking during the fluctuating peak business hours throughout the day. It will analyze future parking demand based on the type of land use and foreseeable projects, and garner stakeholder (business owners, employees, and public residents) needs through an online survey. We received nearly 240 responses to the Business Owner and Public Resident Input Surveys. In 2018, the City and MACOG will use the aforementioned information to develop parking management strategies that meet the stakeholders and City's parking needs, as well as provide an opportunity to receive public comments on the Study.



Public Parking Lot off LaPorte Street



Parking at the Marshall County Courthouse



Downtown Plymouth



# SUSTAINABILITY

*Across our region, we breathe the same air, share water resources, and contribute to impacts on our landscape. Our region benefits economically when contaminated land is put back to productive use and the benefits of renewable energy and clean energy jobs are harnessed locally. Quality of life for all residents is enhanced by access to healthier, safer, and cleaner transportation options.*

MACOG strives to strengthen the sustainability and resilience of communities in north central Indiana by identifying ways to make a larger collective impact, access funding, support the work of local government staff, and plan for future environmental changes and infrastructure needs. MACOG seeks to improve the quality of air, water, land, energy, and transportation through:

**Air** – Promoting voluntary action to clean the air and awareness of unhealthy air days through the Partners for Clean Air program.

**Water** – Foster cooperative planning and coordinated management of water resources by supporting the St. Joseph River Basin Commission.

**Land** – Facilitating regional collaboration to access Brownfields funding.

**Energy** – Catalyzing solar energy growth through SolSmart and Solarize.

**Transportation** – Improving the environmental performance of fleets through the Northern Indiana Green Fleet program in partnership with South Shore Clean Cities.

## SOLSMART

In the first half of 2017, MACOG hosted a SolSmart Advisor to provide technical assistance to the cities of South Bend, Goshen, and Nappanee to achieve Department of Energy SolSmart designation. The SolSmart program aims to help cities and counties capture the economic opportunities associated with solar energy. Funded through the U.S. Department of Energy SunShot Initiative and its Solar Powering America by Recognizing Communities funding opportunity, SolSmart provides national recognition to leading solar cities and counties and empowers new communities to become solar leaders through no-cost technical assistance.

To achieve designation, cities, and counties take steps to reduce solar “soft costs,” which are non-hardware costs that can increase the time and money it takes to install a solar energy system. Examples of soft costs include planning and zoning, permitting, financing, customer education and acquisition, and installation labor. Soft costs now represent roughly two-thirds of the total price of an installed residential system. Reducing these costs leads to savings that are passed on to consumers. Designation signals to solar companies that the community is “open for solar business.” This recognition can help attract new solar firms, increase local solar jobs, and lower costs for residents and local governments.

The City of Goshen was the first community in Indiana and among the first 40 in the nation to earn the highest level Gold recognition. The City of Goshen was able to reach Gold in part by leasing marginal land by the wastewater plant to a solar developer, which has become a revenue stream and was a low-risk way to gain experience with the technology. Goshen also amended their zoning code to provide more clarity about how it applies to solar.

## SolSmart Achievement



City of Goshen



City of Nappanee &  
City of South Bend

*The City of South Bend received the Bronze award in part for their 2016 Century Center solar project, shown below, and will continue to work towards Gold.*



City of Goshen accepting the DOE SolSmart Gold Award



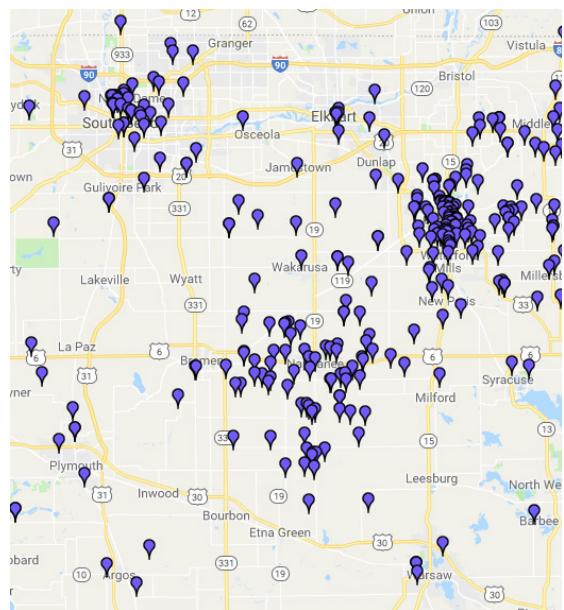
Century Center Solar Project - South Bend

# MAPPING SOLAR INSTALLATIONS

Each community inventoried existing solar systems to track and communicate the change in solar adoption over the last several years using the Indiana Solar Map, hosted by the non-profit Solar Indiana Renewable Energy Network (SIREN). An example of the Indiana Solar Map is shown to the right.

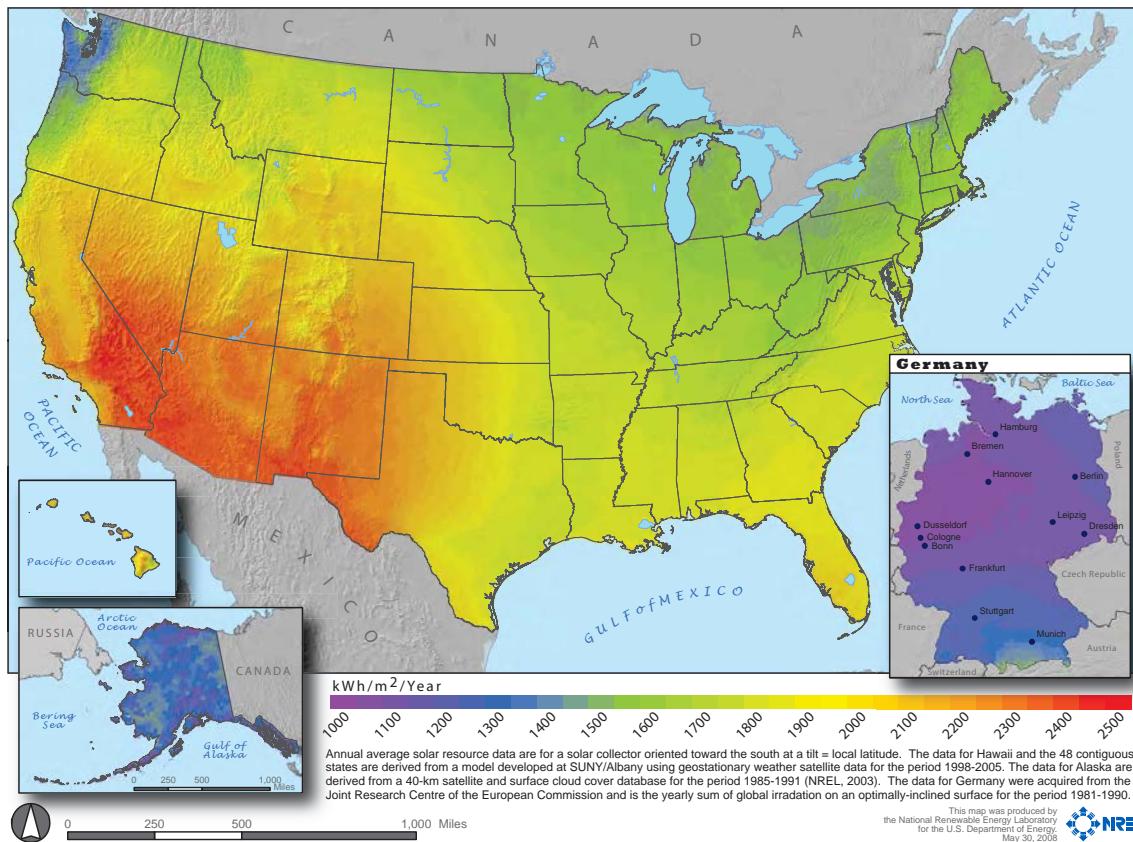
Until SolSmart, there were only two systems listed near South Bend and nothing was on the map near Goshen or Nappanee. However, MACOG quickly discovered that there were dozens of existing projects. This countered the persistent myth that solar isn't viable in northern Indiana. People are often surprised to learn that northern Indiana receives more sun each year than Germany (see map below). However, Germany has installed more solar per person than any other nation and is second only to China in total installed capacity according to the 2016 report "Trends in Photovoltaic Applications" by the International Energy Agency. Local governments can learn more about SolSmart at [www.SolSmart.org](http://www.SolSmart.org).

Indiana Solar Map



At the end of 2017, the Indiana Solar Map, shown above, displayed over 300 systems in the MACOG region. MACOG continues to work with homeowners, local installers, and other organizations to include missing projects and add new projects as they are completed.

Photovoltaic Solar Resource: United States & Germany

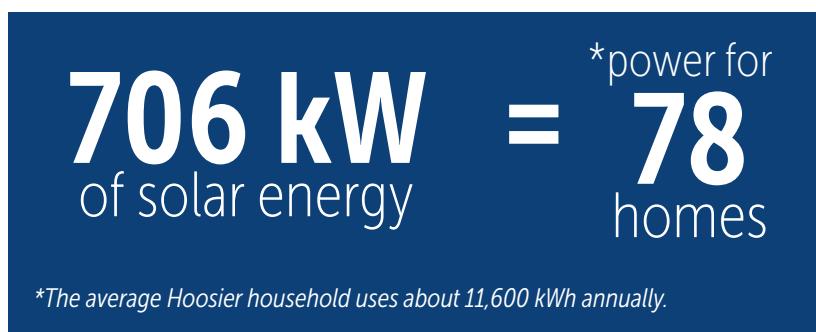


# SOLARIZE

In July 2017, a team of volunteers from Goshen, South Bend, and Elkhart launched a local Solarize initiative, a community-powered model based on a group discount for solar panels and education. The 17-member Solarize team in northern Indiana included retired engineers, sustainability professionals, representatives of faith communities with solar energy, and solar homeowners - with input from the City of Goshen, the South Bend Office of Sustainability, and the Michiana Area Council of Governments (MACOG).

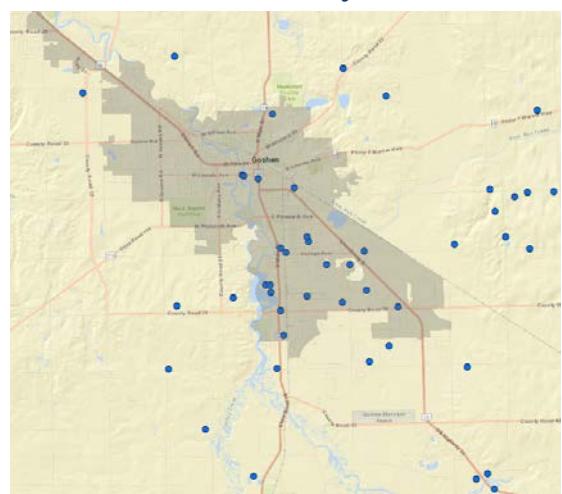
The Solarize team was able to secure the discount and post-program rebate through a competitive bidding process by leveraging collective buying power and encouraging candidates to request site visits only if they thought their home was a good candidate. Overall, about 70 percent of site visits led to a new solar home.

The team's ambitious goal of 60 new solar homes in the region in 2017 had already been surpassed by early September with a waiting list of 21 projects for 2018. By April 2018, Solarize Northern Indiana will have installed 97 solar projects, including 94 households, two churches, and a local business; providing nearly 706 kW of solar energy in the MACOG region!

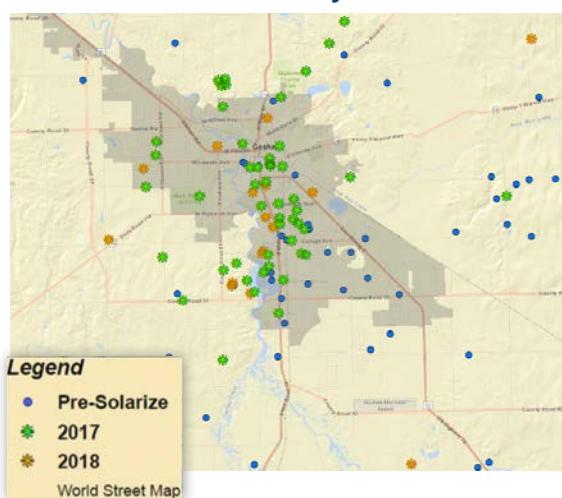


The initiative also led to more awareness about solar energy. More than 370 people attended workshops to learn about whether their home or business might be suitable and to identify barriers like shading, roof orientation, roof condition, cost, or extra approval steps required by Homeowners Associations or local Historic Districts. Many people were not aware that the cost had fallen nearly 70 percent in the last seven years. The workshops also provided clarity on state policy changes to net metering in 2017, the phase-out schedule of the 30 percent federal tax credit, and proposed federal tariffs. Visit [www.SolarizeNI.org](http://www.SolarizeNI.org) to express interest in an education workshop.

## Before Solarize in City of Goshen



## After Solarize in City of Goshen



*The Magatti family's solar panels, shown above, will generate about 100 percent of the electricity they use in a year, replacing grid electricity that primarily comes from NIPSCO through coal (66 percent) and natural gas (20 percent).*



# PUBLIC INVOLVEMENT

*Public participation is integral to good planning policies, programs, and projects. Without meaningful public involvement, there is a risk of making poor decisions or decisions that have unintended consequences. More than a requirement, meaningful public participation is central to good decision-making. MACOG is responsible for actively involving all affected parties in an open, cooperative and collaborative process that provides meaningful opportunities to influence decisions.*

MACOG recognizes that effective public participation is a vital element in the development and implementation of plans, programs, and projects. In any plan, program, or project, MACOG strives to include stakeholders and the public throughout the process. The primary ways this is done is through the dissemination of information, the gathering of insights or public opinion, and educating decision makers, stakeholders, and the public about best practices.

# NEW MACOG WEBSITE

MACOG worked with the South Bend Code School to create a new, updated website. The new site is fully responsive, meaning it is readable on all devices (desktop, tablets, and smartphones). Visitors to the site will be able to see upcoming events, read the latest MACOGazette, and access the various plans, studies, and projects MACOG works on. The site also continues to archive all the Transportation Improvement Program project updates. You can view the MACOG website at:

# macog.com

## MACOG Website Mobile Format

The screenshot shows the MACOG website's mobile format. At the top is the MACOG logo and a three-line menu icon. Below is a banner featuring an aerial photo of a town and the text "SERVING Elkhart, Kosciusko, Marshall, St. Joseph Counties". A large, bold "Vision" heading is followed by a detailed paragraph describing the organization's role in advancing the region's economy and quality of life.

**Vision**

The Michiana Area Council of Governments contributes to the advancement of the Region's economic vitality, enhanced quality of life, strong sense of place, and expanded opportunities that attract and retain talented individuals and organizations to the Michiana Region.

The screenshot shows the MACOG website's home page. It features a large, scenic aerial photograph of a highway interchange in a rural area. Overlaid on the photo is the text "Michiana Area Council of Governments". Below the photo is a brief description of the organization's purpose: "The Michiana Area Council of Governments is a voluntary organization of local governments that studies and attempts to resolve areas of interlocal issues." A "Learn More" button is visible. At the bottom of the page, there are sections for "UPCOMING EVENTS" and event details for April 11, May 02, and May 08.

**Michiana Area Council of Governments**

The Michiana Area Council of Governments is a voluntary organization of local governments that studies and attempts to resolve areas of interlocal issues.

[Learn More](#)

### UPCOMING EVENTS

[See All](#)

**Apr 11** 10:00am

Policy Board Meeting

Michiana Area Council of Governments, 227 West Jefferson Boulevard, 1120 County-City Building, South Bend, IN 46601, USA

**May 02** 9:00am

Transportation Technical Advisory Committee (TTAC) Meeting

Michiana Area Council of Governments, 227 West Jefferson Boulevard, 1120 County-City Building, South Bend, IN 46601, USA

**May 08**

Primary Election Day - MACOG Office Closed

# MACOG EVENTS

As a regional planning organization that serves as an inter-governmental forum, MACOG annually hosts regional events that seek to educate, inform, and collaborate with community partners on ways to improve and maintain a high level of service for our region's air and water quality, as well as the quality of life and place. MACOG works to ensure future generations have access to the same benefits we enjoy today. Below are images highlighting these showcased events.

## Annual St. Joseph River Basin Symposium



Presentations by local water managers on water quality improvement strategies - 5/12/2017

## Partners for Clean Air Luncheon



IDE M gives an update on air quality in northern Indiana - 4/25/2017



Green Fleet Test Drive Event - 4/25/2017



Steve Braun, Commissioner of the Indiana Department of Workforce Development, speaks on the Hoosier workforce - 5/10/2017

## MACOG Regional Economic Development District Meeting



The City of Warsaw's Mayor, Joseph Thallemer, welcomes attendees - 12/13/2017

## Livable Communities Workshop



Attendees getting ready to tour the Town of Middlebury's trail network - 7/12/2017

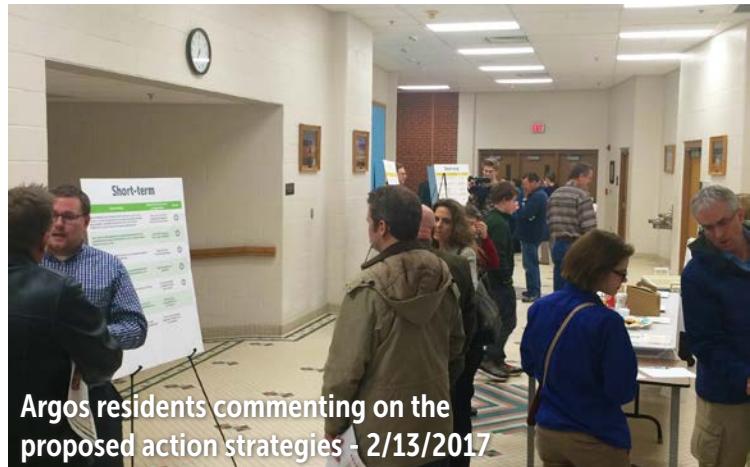


Presentation by Alta Planning on the Small Town and Rural Multimodal Design Guide - 7/12/2017

# OTHER PUBLIC EVENTS

Additionally, MACOG is involved in many community planning initiatives, either by directly leading or in partnership with community leaders and organizations, to actively engage the community to ensure planning outcomes reflect their vision and desires. From educating community leaders and residents on the importance of Complete Streets and sustainability to plan development meetings, this was a banner year for MACOG. Below are images from public events in 2017 MACOG was involved in.

## Comprehensive Plan Open Houses

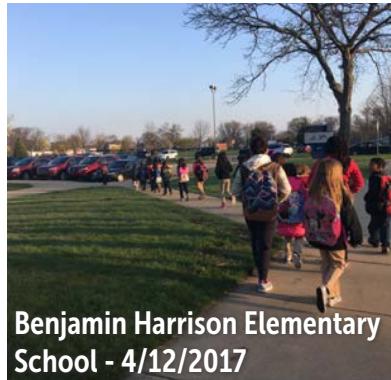


Argos residents commenting on the proposed action strategies - 2/13/2017



Bourbon residents identifying the Town's strengths and challenges - 5/4/2017

## Walking School Bus



Benjamin Harrison Elementary School - 4/12/2017



Complete Streets Workshop - 10/6/2017

## Complete Streets Workshop



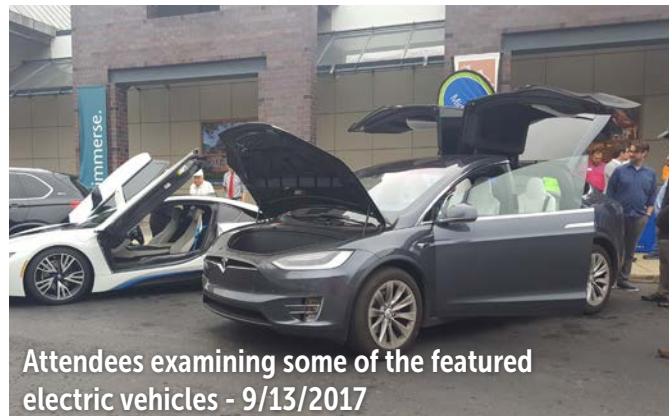
Complete Streets Workshop - 10/6/2017

## Solarize Goshen Workshop



Solar Education Workshop in Goshen - 8/12/2017

## National Drive Electric Week Ride & Drive Event



Attendees examining some of the featured electric vehicles - 9/13/2017

# 2017 MACOG POLICY BOARD MEMBERS

## EXECUTIVE OFFICERS

### **Kevin Overmyer, Chair**

Commissioner,  
Marshall County

### **David Wood, 1st Vice-Chair**

Mayor,  
City of Mishawaka

### **Phil Jenkins, 2nd Vice-Chair**

Mayor,  
City of Nappanee

### **Ernest Wiggins, Secretary**

Councilman,  
Kosciusko County

### **Mark Root, Treasurer**

Councilman,  
St. Joseph County

### **Jo M. Broden**

Councilwoman,  
City of South Bend

### **Pete Buttigieg**

Mayor,  
City of South Bend

### **Joe Canarecci**

Councilman,  
City of Mishawaka

### **Dwight Fish**

Councilman,  
City of Elkhart

### **Deborah Fleming**

Commissioner,  
St. Joseph County

### **Todd Johnson**

Deputy District  
Commissioner, INDOT

### **John Letherman**

Councilman,  
Elkhart County

### **Tim Neese**

Mayor,  
City of Elkhart

### **Rick Powers**

Deputy District  
Commissioner, INDOT

### **Mark Senter**

Mayor,  
City of Plymouth

### **Judy Stone**

Councilwoman,  
Marshall County

### **Jeremy Stutsman**

Mayor,  
City of Goshen

### **Joseph Thallemer**

Mayor,  
City of Warsaw

### **Ron Truex**

Commissioner,  
Kosciusko County

### **Suzanne Weirick**

Commissioner,  
Elkhart County

## MACOG STAFF

### **EXECUTIVE DIRECTOR**

James Turnwald

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Carla Keirnan  
Shirley Czerna

### **ACCOUNTING**

Debbie Gardner  
Lori Ratliff

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Russ Ragimbekov

### **PLANNING**

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Caitlin Stevens  
Donny Ritsema, AICP  
Ryan DeLine

### **ENVIRONMENTAL**

Matt Meersman  
Leah Thill

### **TRAFFIC DATA**

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# 2017 ANNUAL REVIEW

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