



## TECHNICAL ADVISORY COMMITTEE

May 25, 2022

10:00 – 11:30 am

Hybrid Meeting - Council Chambers and via Zoom

Join Zoom Meeting

<https://bloomington.zoom.us/j/84126420069?pwd=T3MwUis0WHlkc1dUMUVCNVQ0bDNEZz09>

Meeting ID: 841 2642 0069

Passcode: 468556

Find your local number: +13126266799,,84126420069# US (Chicago)

Dial by your location: +1 312 626 6799 US (Chicago)

Clicking on the link will take you to the meeting. You will automatically receive a dial-in number if you want to use your phone for audio and not your computer microphone.

### Agenda

- I. Call to Order and Introductions
- II. Approval of Meeting Agenda\*
- III. Approval of Minutes\*
  - a. April 27, 2022
- IV. Communications from the Chair and Vice Chair
- V. Reports from Officers and/or Committees
- VI. Reports from the MPO Staff
  - a. INDOT FY 2022 - 2026 Statewide Transportation Improvement Program (STIP)
  - b. INDOT Indiana EV Infrastructure Deployment Plan Survey
- I. Old Business
  - a. FY 2020 - 2024 & FY 2022 - 2026 Transportation Improvement Program (TIP) Amendments\*
    - (1) DES#2101712 - Dillman Road, Bridge #83, 3000' W of SR 37
- II. New Business
  - a. BMCMPO 2022 Complete Streets Policy Update - Audit of Policy Methodology & Related Plans
- III. Public Comment on Matters Not Included on the Agenda (*non-voting items*)  
*Limited to five minutes per speaker, and may be reduced by the committee if numerous people wish to speak*

IV. Communications from Committee Members on Matters Not Included on the Agenda (*non-voting items*)

- a. Communications
- b. Topic Suggestions for Future Agendas

V. Upcoming Meetings

- a. Policy Committee - June 10, 2022 at 1:30 p.m. (Hybrid)
- b. Technical Advisory Committee - June 29, 2022 at 10:00 a.m. (Hybrid)
- c. Citizens Advisory Committee - June 29, 2022 at 6:30 p.m. (Hybrid)

VI. Adjournment

*\*Action Requested / Public comment prior to vote (limited to five minutes per speaker).*

***Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call [812-349-3429](tel:812-349-3429) or e-mail [human.rights@bloomington.in.gov](mailto:human.rights@bloomington.in.gov).***



## TECHNICAL ADVISORY COMMITTEE

April 27, 2022

10:00 – 11:30 am

Hybrid Meeting - Council Chambers and via Zoom

### Minutes

Members Present: Lisa Salyers (proxy), Tim Street, Jane Fleig, Tammy Behrman (proxy), Scott Robinson, Cheryl Gilliland (proxy), Patrick Ellis, Linea Wellings (proxy), Beth Cossairt, Neil Kopper (proxy), Nate Nickel, Laura Haley, Paul Satterly, Steve Cotter (proxy), Zac Huneck (proxy)

Staff Present: Ryan Clemens, Pat Martin

- I. Call to Order and Introductions
  - a. Nickel called the meeting to order
  
- II. Approval of Meeting Agenda\*
  - a. \*Robinson motioned to approve the Agenda. Fleig seconded. Motion passed unanimously by roll call vote (14-0).\*
  
- III. Approval of Minutes\*
  - a. February 23, 2022
    - (1) \*Fleig motioned to approve the Minutes. Robinson seconded. Motion passed unanimously by roll call vote (14-0).\*

Huneck joined the meeting.

- IV. Communications from the Chair and Vice Chair
  - a. Nickel noted the recent passing of David Walter who had been a long-standing member of the MPO's CAC. He, along with his outstanding contributions to the MPO, will be greatly missed but certainly remembered.
  
- V. Reports from Officers and/or Committees
  - a. City of Bloomington
    - (1) Nickel reported that paving season is about to be underway.
  - b. Monroe County
    - (1) Satterly reported that some portions of Curry Pike will be closed starting on April 28 and will be through October. Satterly also mentioned the Bicentennial Trail project will be letting in May and that the right-of-way will be cleared and utility coordination will commence.
  
- VI. Reports from the MPO Staff
  - a. INDOT FY 2022 - 2026 Statewide Transportation Improvement Program (STIP)

- (1) Staff reported that the STIP has still not been approved. This still means that MPOs around the state are still to use both their FY 2020 - 2024 TIPs for FY 2022 and FY 2023 projects until further notice. TIP amendments, however, will be to both TIPs until the STIP is approved.
- b. 2020 Census data and associated criteria for defining urbanized areas
  - (1) Staff reported that census benchmark information will hopefully be available sometime in the fall with new urbanized area boundaries hopefully defined by next year.

#### VII. Old Business

- a. Final Draft FY 2023 - 2024 Unified Planning Work Program (UPWP)\*
  - (1) Staff presented the Draft UPWP which documented no additional comments by the public, FHWA, FTA, and INDOT. The only new updates included an increase in funding for Bloomington Transit's Strategic Plan and for the City of Bloomington to purchase new traffic counters. \*Fleig motioned to recommend the approval of the UPWP to the Policy Committee. Cotter seconded. Motion passed unanimously by roll call vote (15-0).\*

#### VIII. New Business

- a. FY 2020 - 2024 & FY 2022 - 2026 Transportation Improvement Program (TIP) Amendments\*
  - (1) DES# 2101712 - Dillman Road Bridge #83, 3,000' W of SR 37
    - (a) Staff presented the proposed TIP Amendment. Discussion ensued over what the correct funding source was for the project since it was not officially listed on the TIP Application. It was decided that Local Off-System Bridge funds were the appropriate funding category to be used. \*Satterly motioned to recommend the approval of the TIP Amendment to the Policy Committee. Cotter seconded. Motion passed by roll call vote (12-1-2).\*

#### IX. Public Comment on Matters Not Included on the Agenda (*non-voting items*) *Limited to five minutes per speaker, and may be reduced by the committee if numerous people wish to speak*

- a. None

#### X. Communications from Committee Members on Matters Not Included on the Agenda (*non-voting items*)

- a. Communications
  - (1) None
- b. Topic Suggestions for Future Agendas
  - (1) None

#### XI. Upcoming Meetings

- a. Policy Committee - May 13, 2022 at 1:30 p.m. (Hybrid)
- b. Technical Advisory Committee - May 25, 2022 at 10:00 a.m. (Hybrid)
- c. Citizens Advisory Committee - May 25, 2022 at 6:30 p.m. (Hybrid)

Clemens reported that the June TAC and CAC meetings will be held one week later than normally scheduled and that all MPO Calendars have been revised to reflect that. The updated meeting date will be June 29<sup>th</sup> and will be held at the Committees' regular places and times.

## XII. Adjournment

- a. Nickel adjourned the meeting.

*\*Action Requested / Public comment prior to vote (limited to five minutes per speaker).*

***Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call [812-349-3429](tel:812-349-3429) or e-mail [human.rights@bloomington.in.gov](mailto:human.rights@bloomington.in.gov).***



# Indiana EV Infrastructure Deployment Plan - Public Survey

05/13/2022

According to guidance from the National Electric Vehicle Infrastructure (NEVI) formula program under the Bipartisan Infrastructure Law (BIL), Indiana can expect to receive nearly \$100 million in federal funding to provide safe, efficient, and high-quality Infrastructure that enables EV drivers to travel throughout the state.

The Indiana Department of Transportation is conducting an online survey to inform the state's Electric Vehicle Infrastructure deployment plan.

INDOT seeks to gain insight into charging station locations, barriers, and considerations. The survey should take approximately 20 minutes to complete and responses received by May 27, 2022 will be used to inform the development of Indiana's plan.

At the end of the survey, there is an option to provide your personal contact information. If you choose to provide this information, it will not be shared outside of the project team. Thank you for taking the time to provide input!

Click [here](#) to take the survey



## FY 2022 - 2026 Transportation Improvement Program

### Project Request Form

(Please return form fully completed by April 30, 2021)

**Mail:** Bloomington - Monroe County MPO  
401 N Morton Street, Suite 130  
Bloomington, Indiana 47402

**Email:** [clemensr@bloomington.in.gov](mailto:clemensr@bloomington.in.gov)

**Fax:** (812) 349-3530

### Section 1: Local Public Agency Information

- City of Bloomington  
 Monroe County  
 Town of Ellettsville  
 Indiana University  
 Bloomington Transit  
 Rural Transit  
 INDOT  
 \_\_\_\_\_

**Employee in Responsible Charge (ERC):** Lisa Ridge, Highway Director  
**Phone:** 812-349-2555  
**Email:** [ljridge@co.monroe.in.us](mailto:ljridge@co.monroe.in.us) \_\_\_\_\_

### Section 2: Verification

I hereby certify that the information submitted as part of this form is complete and accurate. Furthermore, if applicable, I certify that the project complies with the BMCMPPO Complete Streets Policy.

\_\_\_\_\_  
Employee in Responsible Charge (ERC)

\_\_\_\_\_  
Date

### Section 3: Project Information

- A. Project Name: Dillman Road Bridge #83
- B. Is project already in the TIP?  
 Yes  No
- C. DES # (if assigned): 2101712
- D. Project Location (detailed description of project termini): Dillman Road, 3,000' west of SR 37

E. Please identify the primary project type (select only one):

- Bicycle & Pedestrian
- Bridge (Off-System Bridge)
- Road – Intersection
- Road – New/Expanded Roadway
- Road – Operations & Maintenance
- Road – Reconstruction/Rehabilitation/Resurfacing
- Sign
- Signal
- Transit

F. Project Support (local plans, LRTP, TDP, etc.):

G. Allied Projects:

H. Does the Project have an Intelligent Transportation Systems (ITS) component?

- Yes  No

If yes, is the project included in the MPO's ITS Architecture?

- Yes  No

I. Anticipated Letting Date: 10/2026

### Section 4: Financial Plan

Identify all anticipated costs for all phases of the project, including any costs anticipated in years beyond the scope of this TIP. All phases must incorporate a four percent (4%) per year inflation factor per BMCMPPO policy. All CN phases must include an appropriate amount of funding for construction inspection in addition to project construction costs.

*Note: Fiscal Year 2022 begins on July 1, 2021 and ends on June 30, 2022.*

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
PE		\$	\$	\$	\$	\$	\$
	Federal	\$	\$ 423,200	\$	\$	\$	\$
	Local	\$	\$ 105,800	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
	Federal	\$	\$	\$ 128,000	\$	\$	\$
	Local	\$	\$	\$ 32,000	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
	Federal	\$	\$	\$	\$		\$ 336,000
	Local	\$	\$	\$	\$		\$ 84,000
CN		\$	\$	\$	\$		\$
	Federal	\$	\$	\$	\$		\$ 1,882,400
	Local	\$	\$	\$	\$		\$ 470,600
<b>Totals:</b>		\$	\$ 529,000	\$ 160,000	\$	\$ 2,773,000	\$ 2,773,000



## Section 5: Complete Streets Policy

### A. Select one of the following:

- Compliant** - This project is subject to the Complete Streets Policy because it involves the new construction or reconstruction of local roadways that will use federal funds through the BMCMPPO for any phase of project implementation. *Additional Information items 1-8 (below) must be submitted for Compliant projects.*
- Not Applicable** - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*
- Exempt** – The LPA is requesting that this project be exempted from the Complete Streets Policy due to certain circumstances or special constraints, as detailed in Section IV of the Complete Streets Policy. Please provide a detailed explanation of why the project should be exempted. *Additional Information items 1, 4-8 (below) must be submitted for Exempt projects.*

*Justification for Exemption:* \_\_\_\_\_

### B. Additional Information:

Attach to this application form the following information as required by the Complete Streets Policy. If any items are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined.” Any required information not provided at the time of this application must be reported to the MPO as soon as it becomes available.

- 1) Detailed Scope of Work – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
- 2) Performance Standards – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.
- 3) Measurable Outcomes – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).
- 4) Project Timeline – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.
- 5) Key Milestones – identify key milestones (approvals, permits, agreements, design status, etc.).
- 6) Project Cost – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
- 7) Public Participation Process – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).
- 8) Stakeholder List – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list.

## BMCMPPO Complete Streets Policy Update (2022)

### 10 Elements of a "Complete" Complete Streets Policy: Smart Growth America Recommendations vs BMCMPPO Policy

### Updates and best practices needed from BMCMPPO Plans to improve current CSP

Smart Growth America (SGA) Recommendations for Complete Streets Policy Organization	Current Version of BMCMPPO Complete Streets Policy (2018) incorporates model SGA Methodology and Model Policy Language	CSP - Complete Streets Policy (2018) - Aspects to carry over from current plan and/or expand upon	MTP - 2045 Metropolitan Transportation Plan (2020)	TIP - Transportation Improvement Program (FY 2022-2026) including TIP Project Application Form	UPWP - Unified Planning Work Program - Planning Emphasis Areas (FY 2023-2024)	CHSTP - Coordinated Human Services Transportation Plan (2022)	CR - 2015-2019 Crash Report (2021)
<b>1. Vision and Intent:</b> Acknowledges importance of how Complete Streets contribute to building a comprehensive transportation network, and states a commitment to integrate Complete Streets approach into transportation practices, policies, and decision-making processes	Yes	Needs updating	Yes	Yes	Yes		
<b>2. Diverse Users:</b> Ensures that Complete Streets are intended to benefit all users equally, particularly vulnerable users and the most underinvested in and underserved communities, and that all transportation choices should be safe, convenient, reliable, affordable, accessible, and timely regardless of race, age, income, access to a personal vehicle and other socioeconomic statuses	Somewhat	Needs major updating	Yes	Yes	Yes	Yes	
<b>3. Commitment in All Projects and Phases:</b> Includes that the ideal Complete Streets Policy has a strong commitment that all transportation projects and maintenance operations account for the needs of all modes of transportation and all users of the roadway network	No	Needs inclusion	Yes	Yes	Yes	Yes	
<b>4. Clear, Accountable Exceptions:</b> Includes that an effective implementation of the Complete Streets Policy requires a process for exceptions to providing for all modes in each project, as well as that the exception process must also be transparent by providing public notice with opportunity for comment by providing clear, supportive documentation justifying the exception	Yes	Meets SGA recommendations					
<b>5. Jurisdiction:</b> Aims to influence the actions of Local Public Agencies (LPAs), as well as actions through interagency collaboration, through policy that clearly notes that projects address how they will account for the needs of all modes and users, and aims to influence project coordination and connectivity	No	Needs inclusion	Yes	Yes	Yes	Yes	Yes
<b>6. Design:</b> Strives to create meaningful change on the ground at both the project level and in the creation of a complete, multimodal transportation network, and requires that jurisdictions create or update existing design guidance and standards to advance funded projects to full compliance per the Complete Streets Policy	Somewhat	Partially meets SGA recommendations, but needs updating	Yes	Yes	Yes	Yes	
<b>7. Land Use and Context Sensitivity:</b> Aims to prioritize and select transportation projects that will serve current and future land use, including the recommendation of using place-based street typologies, requiring the consideration of community context as a factor in decision-making, and specifies the need to mitigate unintended consequences such as involuntary displacement and negative environmental impacts	Somewhat	Needs updating	Yes	Yes		Yes	
<b>8. Performance Measures:</b> Strives to measure long range Complete Streets Policy performance through specific performance measurements including but not limited to safety, equity, environmental impacts, and public engagement, and requires that performance measures be released publicly and assigns responsibility for the collection and publication of performance measures to specific individuals, agencies, or committees	Yes	Partially meets SGA recommendations, but needs updating	Yes	Yes	Yes	Yes	Yes
<b>9. Project Selection Criteria:</b> Establishes specific project selection criteria and weighting to encourage funding prioritization for Complete Streets implementation, and specifically addresses how equity will be embedded in project selection criteria, as well as addresses how impacts on health, safety, climate change, and multimodal networks will be emphasized	Yes	Partially meets SGA recommendations, but needs major updating	Yes	Yes	Yes	Yes	Yes
<b>10. Implementation Steps:</b> Requires that related procedures, plans, regulations, and other processes be revised within specified timeframes, and creates a public participation plan with specific strategies for who, when, and how they will approach public engagement in the project selection, design, and implementation process, as well as addresses how the jurisdiction will overcome barriers to engagement for underrepresented communities	Somewhat	Partially Meets SGA recommendations, but needs major updating	Yes	Yes	Yes	Yes	