



POLICY COMMITTEE

Meeting Agenda

October 14, 2022

1:30 – 3:00 p.m.

City Hall Council Chambers

Hybrid Meeting Location via Zoom:

<https://bloomington.zoom.us/j/83353524576?pwd=eVRPVzI2SU1hYkdkRmFWaDJmZFNxUT09>

Meeting ID: 833 5352 4576

Passcode: 491822

One tap mobile: +13017158592

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

Find your local number: <https://bloomington.zoom.us/u/kf8DXITTo>

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.

- I. Call to Order and Introductions
- II. Approval of the Agenda*
- III. Approval of the Minutes*
 - a. September 9, 2022
- IV. Communications from the Chair
- V. Reports from Officers and/or Committees
 - a. Technical Advisory Committee
 - b. Citizens Advisory Committee
- VI. Reports from the MPO Staff
 - a. FHWA FY 2022/2023 Electric Vehicle (EV) Infrastructure Deployment Plans (https://www.fhwa.dot.gov/environment/nevi/ev_deployment_plans/)
 - b. 2022 City of Bloomington ADA Transition Plan (<https://bloomington.in.gov/accessible>)
- VII. Old Business
 - a. BMCMPPO Public Participation Plan - Final*
- VIII. New Business
 - a. INDOT 2-Year and 4-Year Pavement and Bridge Transportation Management Targets*
 - b. BMCMPPO FY 2022 - 2026 Transportation Improvement Program (TIP) Amendments*
 - (1) DES# 2000311 - SR46 Replace Superstructure at Jacks Defeat Creek WBL 6.04 Mile W of SR

- (2) DES# 1900331 - SR46 HMA Overlay Structural from SR 446 to W Junction of SR 135, Right-of-Way Acquisition
- (3) DES# 1900331 - SR46 HMA Overlay Structural from SR 446 to W Junction of SR 135, Construction
- (4) DES# 2001983 - SR46 Small Structure Replacement 5.05 Mile E of SR 446
- (5) DES# 1901791 - Pavement Markings at Various Locations in Seymour District

IX. Public Comment on Matters Not Included on the Agenda (*non-voting items*)
Limited to five minutes per speaker. The Committee may reduce time limits if numerous people wish to speak.

- X. Communications from Committee Members on Matters Not Included on the Agenda (*non-voting items*)
- a. Communications
 - (1) SR 45 Corridor DES #1800199 and DES #1800086 Timeline
 - b. Topic Suggestions for Future Agendas

- XI. Upcoming Meetings
- a. Technical Advisory Committee - November 16, 2022 at 10:00 a.m. (Hybrid)
 - (1) Note: One week earlier than normally scheduled given the Thanksgiving Holiday
 - b. Citizens Advisory Committee - November 16, 2022 at 6:30 p.m. (Hybrid)
 - (1) Note: One week earlier than normally scheduled given the Thanksgiving Holiday
 - c. Policy Committee - November 18, 2022 at 1:30 p.m. (Hybrid)
 - (1) Note: One week later than normally scheduled given the Veterans Day Holiday

XII. Adjournment

**Action Requested / Public comment prior to vote limited to five minutes per speaker. (The Committee may reduce time limits if numerous people wish to speak).*

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POLICY COMMITTEE

Meeting Minutes

September 9, 2022

1:30 - 3:00 p.m.

Hybrid Meeting - City of Bloomington Council Chambers (#115)

Policy Committee Present: Jason Banach, Nate Nickel (proxy), Jillian Kinzie, Chris Wahlman (proxy; V), Doug Horn, Andrew Cibor (proxy), Lisa Ridge (V), Penny Githerns (proxy), Margaret Clements (V), Sarah Ryterband, Pam Samples, Steve Volan, Kate Wiltz

Staff Present: Pat Martin, Ryan Clemens

Guests Present: Mike Martin (WSP; V), Tamara Mahadi (WSP; V), Cynthia Perez (WSP; V), Kate Shaner (WSP; V), Jeffrey Jackson (COB), John Connell (BT; V)

- I. Call to Order and Introductions.
 - a. Steve Volan welcomed members of the Committee.

- II. Approval of the Agenda*
 - a. ** Steve Volan requested a voice vote for acceptance given all Policy Committee members were present. Margaret Clements moved to amend the agenda by moving Communications from Committee Members on Matters Not Included on the Agenda (X. a. (1)) to Old Business (VII. b. (1)). Penny Githerns seconded. Motion failed on a roll call vote 6:6:1. **Sarah Ryterband motioned to adopt the Meeting Agenda. Lisa Ridge seconded. Motion carried 12:1:0 - Approved.

- III. Approval of the Minutes*
 - a. August 12, 2022
**Pam Samples moved to adopt the August 12, 2022 Meeting Minutes. Jillian Kinzie seconded. Motion carried by roll call vote 11:1:1 - Approved.

- IV. Communications from the Chair
 - a. None

- V. Reports from Officers and/or Committees
 - a. Technical Advisory Committee (TAC)
 - (1) Nate Nickel reported the TAC last met on the morning of August 12th and recommended approval of FY 2022-2026 TIP Amendments for Rural Transit, Monroe County, and the City of Bloomington..
 - b. Citizens Advisory Committee (CAC)
 - (1) Sarah Ryterband reported the CAC last met on August 10th and recommended fiscal constraint approval of the FY 2022-2026 TIP Amendments for Rural Transit, Monroe County, and the City of Bloomington. The CAC additionally recommended a text modification of the BMCMPPO Public Participation Plan (PPP).

- VI. Reports from the MPO Staff
 - a. None

VII. Old Business

a. FY 2022-2026 TIP Amendment*

- (1) Staff presented the amended TIP pages for Rural Transit, Monroe County, and the City of Bloomington using FY22 Additional Infrastructure Investment and Jobs Act (IIJA) funds noting that all projects shall undergo processing by INDOT's Seymour District and Central Office for programming.

VIII. New Business

a. Bloomington Transit Alternative Fuels and Infrastructure Assessment Study.

- (1) Michael Martin from WSP introduced study team associates and presented an extensively detailed MS-PowerPoint study introduction, fuel/technology findings, cost analysis, facilities, key findings, recommendations, and next steps that included (1) Bloomington Transit consideration of timeline goals when determining best-fit technology, (2) continuing to pursue a Battery Electric Bus (BEB) technology, however, a small scale Fuel Cell Electric Bus (FCEB) pilot may uncover Bloomington Transit's preferences and (3) once fuel type is determined, begin detailed design and conversations with key stakeholders (Original Equipment Manufacturers, utility/fuel supplier, etc.). Discussion ensued.

b. GO Bloomington Transportation Demand Management

- (1) Jeffrey Jackson from the City of Bloomington Economic and Sustainability Department presented the new *GO Bloomington Mobility Options for a Better Commute* travel demand management program, branding, website development, marketing plan, employer, business, and community participants, funding opportunities, and a proposed budget/federal funding request. Discussion ensued.

IX. Public Comment on Matters Not Included on the Agenda (non-voting items)

a. None

X. Communications from Committee Members and Topics for Future Agendas (non-agenda and non-voting items)

a. Communications

- (1) Chris Wahlman communicated INDOT's project timeline for the SR 45 corridor project from the SR 45/46 Bypass to east of the Discovery Parkway/Pete Ellis Drive intersection (DES# 1800199 and DES# 1800086). Design plans remain in a preliminary draft stage. INDOT will hold a public hearing in early calendar year 2023 to obtain public comments on the proposed actions and the social, economic, and environmental impacts. Corridor improvement east of the Discovery Parkway/Pete Ellis Drive intersection remain unfunded. Discussion ensued.

b. Topics for Future Agendas (non-voting items)

- (1) None

XI. Upcoming Meetings

- a. Policy Committee - October 14, 2022 at 1:30 p.m. (Hybrid)
- b. Technical Advisory Committee - September 28, 2022 at 10:00 a.m. (Hybrid)
- c. Citizens Advisory Committee - September 28, 2022 at 6:30 p.m. (Hybrid)

XII. Adjournment*

- a. ** Sarah Ryterband motioned to adjourn the meeting. Penny Githens seconded. Motion carried.

**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 or e-mail human.rights@bloomington.in.gov.

Meeting Recording:

<https://catstv.net/m.php?q=11645>

Bloomington-Monroe County Metropolitan Planning Organization

Public Participation Plan



Adopted

December 13, 2002

Amended

June 8, 2007

March 11, 2011

(TBD), 2022

Table of Contents

Introduction2

Purpose3

 Public Participation Plan Goals3

 Public Participation Mission Statement4

Public Participation Plan Policy.....5

 Adoption Resolutions and Major Amendments Policy5

 Related MPO Programs and Minor Amendments Policy.....6

 Administrative Approval Policy6

 Other Approvals7

 General Provisions8

 Environmental Justice Policy ~~(EJ)~~8

Public Participation Plan 11

 Public Education..... 11

 Visualization 11

 Website 11

 Committee Meetings ~~12~~ 12

 Public Meetings and Workshops 12

 Media Participation and/Public Notification 12

 Individuals with Disabilities 13

 Getting in Touch - Comments 13

Measuring Public Outreach..... 14

 Accessibility..... 14

 Diversity 14

 Outreach 14

 Impact 14

Appendix..... 15

 Bloomington ~~and~~ Monroe County MPO Committees..... 15

 Core Transportation Planning Documents 15

Introduction

Federal legislation requires the establishment of a Metropolitan Planning Organization (MPO) to conduct transportation planning in urban areas where the population exceeds 50,000 people. The basic objectives of an MPO are to encourage and promote the development of transportation systems, to embrace multiple modes of transportation, and to minimize transportation related fuel consumption and air pollution.

Indiana Governor Robert D. Orr designated the City of Bloomington Plan Commission as the MPO for the Bloomington urban area on March 4, 1982.

Locally, the Bloomington/Monroe County Metropolitan Planning Organization (MPO) fulfills the MPO mission as an intergovernmental transportation policy group that manages transportation project funding for the Bloomington/Monroe County Urbanized Area (which includes the City of Bloomington, the Town of Ellettsville, and urbanizing portions of Monroe County). The Bloomington-~~Monroe County~~ MPO is responsible for ensuring that the transportation planning program in the Urbanized Area of Monroe County incorporates consultation, cooperation, and coordination ~~among~~between the MPO, various civic organizations, and the public. MPO decisions are endorsed by a Policy Committee (PC) upon the recommendation of both the Technical Advisory Committee (TAC) and the Citizens Advisory Committees (CAC).

The Policy Committee (PC) consists of municipally~~ly~~and county elected officials, non-elected members, membership from the Bloomington Public Transportation Corporation, Indiana University (IU), the Indiana Department of Transportation (INDOT), and the Federal Highway Administration (FHWA), and non-elected members. The Technical Advisory Committee (~~TAC~~) includes state and local planners, engineers, transit operators, and other transportation-related professionals. The Citizens Advisory Committee (~~CAC~~) represents a broad cross-section of Bloomington/Monroe County community interests and of citizens who reside within the boundaries of the Metropolitan Planning Area (MPA) and community interests.

Purpose

The Public Participation Plan (the Plan) for the Bloomington-/Monroe County Metropolitan Planning Organization (MPO) has been developed pursuant to the final federal metropolitan regulations of the United States Department of Transportation (USDOT) as contained in the October 28, 1993 Federal Register and any subsequent changes herein mandated by federal legislation.

The Bloomington-/Monroe County MPO has established a set of goals for the public participation process to guide MPO staff in developing opportunities for the involvement of public officials and citizens. These goals also assist in ensuring the public participation process meets the needs of the communities involved in the transportation planning activities for the region.

The Public Participation Plan should be periodically updated and revised in order to improve continuous, comprehensive, and cooperative transportation planning (Federal 3C Process) for the Bloomington/Monroe County Metropolitan Planning Organization (BMC MPO). ~~The p~~Plan ~~updates are is~~ typically updated in response to local needs and interests or due to new state and federal requirements.

Public Participation Plan Goals

The BMC MPO Public Participation Plan ~~has been developed pursuant~~ was prepared in compliance with ~~to~~ the Federal Fixing America's Surface Transportation (FAST) Act-Safe Accountable, Flexible, Efficient Transportation Equity Act A legacy for Users (SAFETEA-LU); Title VI, 6001 (a).134 (i)(5),(A):

“Each metropolitan planning organization shall provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, pedestrian walkways and bicycle transportation facilities, representatives of the disabled and other interested parties with -a reasonable opportunity to comment on the long-range transportation plan [for the Transportation Improvement Program (TIP)]”

The Plan has been developed using the following SAFETEA-LU/FAST Act and Bloomington/Monroe County BMC MPO general goals:

- Provide adequate public notice and time for public review and comment at key decision points;
- Demonstrate explicit consideration and response to public input received;
- Seek out the needs and input of the public who typically are underserved by existing transportation systems;
- Provide periodic reviews of the public involvement process and participation plan in terms of their effectiveness;

- Coordinate to the maximum extent practical with statewide public involvement processes;
- Educate and raise awareness within the Metropolitan Planning Area (MPA)MPO's boundaries about current and future transportation needs;
- Encourage broad public participation from all sectors of the community, and provide the community with adequate opportunities to participate in the decision making process; and
- Foster a sense of ownership toward the transportation planning process and the resulting projects within the community.

Public Participation Mission Statement

The Bloomington/Monroe County BMCMPO is committed to providing Monroe County, the Town of Ellettsville, and the City of Bloomington, ~~the Town of Ellettsville, and Monroe County~~ with quality transportation planning programs and services, as well as ~~and~~ working to provide all citizens access to an efficient and safe transportation system for all citizens. Toward this goal, the Bloomington/Monroe County BMCMPO shall be committed to:

- ~~The P~~promoting ~~of the~~ environmental justice principles in all of its programs and policies as prescribed by the governing Environmental Justice Policy Statement. ~~;~~ (This involves the development of equitable programs and policies that avoid disproportionately negative effects on minority and/or low-income populations, as well as expediting the distribution of benefits from these projects.) ~~;~~
- Working continuously to ensure the full and fair participation of all affected communities in the transportation planning process; and
- Providing an equitable distribution of transportation infrastructure affecting public and environmental health, and to the development of a just public transit system.

Public Participation Plan Policy

It is the policy of the Bloomington-/Monroe County MPO to provide access to the transportation planning process so as to ~~engage~~allow the public ~~opportunity~~ to encourage comments on transportation planning activities. By doing so, the Bloomington/Monroe County MPO Policy Committee will have available to them public ideas, concerns, and suggestions on all transportation planning issues.

Two areas of primary interest for transportation planning issues and public involvement are the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). The MPO is responsible for adopting and maintaining these core MPO products. The Long Range Transportation Plan (LRTP) is the twenty-~~five~~-year long range, multi-modal transportation plan for the Bloomington Urbanized Area as required by Federal Statutes (23 USC 135, Section 450.300) for the programming of Federal funds for transportation project planning and implementation of ground transportation modes (roadway, transit, ~~bicycle, and~~ pedestrian, bicycle, and other foot/hand-propelled modes of transportation facilities). The LRTP long range plan shall be updated as needed every five years in order to maintain the twenty year horizon, but may be amended more frequently if needed. The TIP is the ~~four~~ five-year short range capital improvement plan to implement the LRTP Long Range Transportation Plan. Project details such as timing, costs, design, phases, and funding sources are all detailed within the TIP, and thus, provide a strategic planning document to program funding for actual transportation projects.

Additional areas of interest for transportation planning issues and public involvement exist for all programs and products of the MPO. These areas may include, but are not limited to, transportation studies, transportation grant applications (e.g. Transportation Enhancement, Safe Routes to School), design feasibility studies, MPO policies and procedures (e.g. operational bylaws), and other related programs, processes, and activities as detailed within the applicable fiscal year Unified Planning Work Program (UPWP).

Adoption Resolutions and Major Amendments Policy

The ~~Bloomington/Monroe County~~ BMC MPO shall follow to the fullest extent possible the Public Participation Plan for adoption resolutions and major amendments to the LRTP Long Range Transportation Plan and the TIP. MPO staff shall bring all such resolutions and amendments to the Citizen's Advisory Committee and Technical Advisory Committee prior to before they are adopted by the Policy Committee. The public shall have a minimum of 30 days for written comment on such resolutions and amendments before they may be adopted by the Policy Committee.

This section applies to the following resolutions and amendments:

- Adoption of a new Transportation Improvement Program;
- Adoption of a new Long Range Transportation Plan;

- Adoption of a new, or amendment to an existing, Public Participation Plan, except that the required written public comment period shall be 45 days for such action;
- Inclusion into an adopted TIP of new capital improvement projects that meet the criteria for capacity expansion and/or the criteria for acquisition of right-of-way; ~~one or more of the following criteria:~~
 - ~~capacity expansion;~~
 - ~~acquisition of right of way.~~
- Removal from an adopted TIP of an existing capital improvement project;
- Amendments to an adopted TIP that change the total cost of an existing capital improvement project by 100% or more; ~~and~~;
- Amendments to the ~~(LRTP) Long Range Transportation Plan~~ that modify transportation projects identified in the Plan.

Related MPO Programs and Minor Amendments Policy

The ~~Bloomington/Monroe County BMC~~ MPO shall follow to the fullest extent possible the Public Participation Plan for related MPO program adoption resolutions and minor amendments to the ~~2030~~ Long Range Transportation Plan and the TIP. MPO staff may bring such resolutions and amendments to the Citizen's Advisory Committee and Technical Advisory Committee before ~~proposed adoption they may be adopted~~ by the Policy Committee, but may only present them to the Policy Committee due to time constraints. The minimum ~~30-~~ day written public comment period may also be waived for such resolutions and amendments.

This section applies to the following resolutions and amendments:

- Adoption of a new Unified Planning Work Program (UPWP);
- Inclusion into an adopted TIP of new capital improvement projects that do not meet either one or more of the following criteria for capacity expansion and/or the criteria for acquisition of right-of-way;
 - ~~capacity expansion;~~
 - ~~acquisition of right of way.~~
- Amendments to an adopted TIP that change the total cost of an existing capital improvement project by greater than 20% but less than 100%;
- Amendments to the Long Range Transportation Plan that modify transportation policy, document text, or other material in order to be compliant with federal, state, and/or local regulations and policy; ~~and~~;
- Any other MPO product or program requiring Policy Committee approval.

Administrative Approval Policy

Certain resolutions and amendments shall only require administrative approval by the MPO Director and the MPO Policy Committee Chairperson once a Final Notice Period of three business days has transpired without any objection from any Policy Committee member (see Other Approvals for Final Notice Period). Such resolutions and amendments shall be exempt from review by the Citizen's

Advisory Committee and Technical Advisory Committee prior to their administrative approval. Additionally, such resolutions and amendments may receive a waiver from the ~~The minimum 30-day~~ written public comment period ~~shall also be waived for such resolutions and amendments~~. All MPO Committees shall receive a report of all such resolutions and amendments approved under these administrative procedures ~~shall be reported to all MPO Committees~~ at their next regularly scheduled meetings.

This section applies to the following resolutions and amendments:

- Modifications to the text or graphics in an adopted TIP that do not affect project costs, scopes, or schedules;
- Amendments to an adopted TIP that change the proposed year for a phase of an existing capital improvement project;
- Amendments to an adopted TIP that change the total cost of an existing capital improvement project by 20% or less;
- Inclusion into an adopted TIP of new capital improvement projects that are labeled as “illustrative” because they have not received formal approval for their expected funding source and have time-sensitive or emergency-related circumstances associated with the amendment; and
- Changing “illustrative” projects to funded projects if funds have been received and the Policy Committee has previously reviewed and acted on the project. Examples include projects funded through Transportation Alternatives Program Enhancement (TAPE), Highway Safety Improvement Program (HSIP), Safe Routes to School (SRTS) Program, and ~~T~~ransit capital improvement projects into new capital improvement projects provided that the formal funding awards have subsequently been received. All new “illustrative” projects that seek formal funding must be amended into the TIP using the procedures provided under the Major Amendments Policy.

Other Approvals

Three other approval types are provided for the MPO:

- Change Orders: ~~The MPO staff~~ Director may approve Change Orders to projects in an adopted TIP subject to the procedures of the BMCMPPO Change Order Policy;
- Special Votes: ~~The Policy Committee~~ may conduct special votes using mail, fax, or e-mail in the event of a time-sensitive business item, subject to the procedures of the BMCMPPO Operational Bylaws; and
- Final Notice Period: ~~MPO s~~ Staff shall issue a “Final Notice Period” by email to all Policy Committee members for eligible administrative approval requests. The message shall contain “Final Notice Period” in the subject line, details on the nature of the request, the response requested (objection only), the deadline to respond, and detail the minor amendment process to be taken if any objection is received by BMCMPPO staff. ~~The Policy Committees~~ will have three business days ~~to respond for response~~ from the time the Final Notice Period ~~is~~ issued. The MPO staff and the MPO Chairperson may approve a request ~~Once~~ the Final Notice

Period has ~~transe~~expired and no objections have been received, ~~the request may be approved by the MPO Director and MPO Policy Committee Chairperson.~~ If ~~an objection is received by~~ any member ~~from of~~ the Policy Committee ~~objects~~, then the amendment will be put forth for consideration at the next Policy Committee meeting and ~~follow~~ the Minor Amendments Policy process will be followed.

Such approvals shall not be subject to public comment period requirements, but the MPO staff shall ~~be reported~~ the approvals to all MPO Committees at their next regularly scheduled meeting.

General Provisions

When required under these procedures, the written public comment period for resolutions and amendments shall begin on the first date of the legal public notice published in the local newspaper(s), provided no substantive changes have occurred to the advertised resolutions and amendments by the time the Policy Committee takes formal action. If substantive changes occur, then the MPO staff shall provide an additional 30--day written public comment period ~~shall be provided.~~ The MPO staff may use A additional public notification methods ~~may be used~~ to supplement the required legal notice.

At minimum, the public shall always have the opportunity for comment on any MPO topic, agenda item, or other relevant transportation issue. This may occur during any MPO Committee meeting as governed by the Operational Bylaws of the BMCMPPO. The public, MPO staff, MPO Committees, and related BMCMPPO partner agencies shall mutually respect all comments conveyed and shall always conduct themselves in a professional manner. The MPO staff will make A all information related to any MPO activity ~~will be~~ accessible to anyone and available upon request.

Environmental Justice Policy (EJ)

Under the 1993 Federal Transit Act, metropolitan planning processes must be in compliance with Title VI of the 1964 Civil Rights Act. The 1994 Presidential Executive Order (12898) directed every Federal agency to make environmental justice a part of its mission by identifying and addressing the effects of all policies, programs, and projects on low income/minority/low income populations. This Order provided further clarification of Title VI. The USDOT (United States Department of Transportation) Final Order on ~~E~~ environmental ~~J~~ justice specifically requiresd that "procedures shall be established, or expanded as necessary, to provide meaningful opportunities for public involvement by members of minorities and low-income populations during the planning and development of programs, policies, and activities."

The fundamental principles of environmental justice are:

- To avoid, minimize, or remedy disproportionately high and adverse human health and environmental (including social and economic) effects of

- policies, programs, and projects on all living and non-living things, regardless of perceived or real economic, social, or ecological status;
- To ensure the full and fair participation of all affected communities in the transportation decision making process; ~~and~~
- To prevent the denial of, reduction in, or significant delays in, the receipt of project benefits by all populations regardless of perceived or real economic, social, or ecological status.

Specific to transportation planning, applying these environmental justice principles involves:

- Maintaining equity in programs and policies by balancing the benefits and negative results of transportation projects in all communities;
- Closely examining the scope of proposed transportation programs and projects; ~~and~~
- Keeping programs flexible, and seeking the input of affected communities in developing project options.

By applying the following guidelines, the ~~Bloomington/Monroe County BMC~~MPO further complies with Title VI, EO 12898 and the DOT Order to Address Environmental Justice in Minority and Low Income Populations. These criteria are intended to provide guidance for the ~~Bloomington/Monroe County BMC~~MPO transportation planning activities, and to promote a common understanding of the concept of environmental justice.

Six Environmental Justice Principles for Transportation Planning

1. *Making Environmental Justice a Priority* - The ~~Bloomington/Monroe County BMC~~MPO is committed to following the spirit, as well as the letter of the Order (DOT Order to Address Environmental Justice in Minority Populations and Low Income Populations), throughout all of its projects and activities. The MPO will require that all ~~Bloomington/Monroe County BMC~~MPO transportation planning partners (i.e. INDOT, Bloomington Transit, Indiana University Campus Bus) do so as well.
2. *Increasing Meaningful Public Participation* - The ~~Bloomington/Monroe County BMC~~MPO will continuously work to develop public participation that will:
 - Be thorough and fully inclusive, involving all relevant stakeholders and communities. The MPO ~~seeks to~~ involves the broadest cross-section of the community in the transportation planning process, based on geographic distribution, sex, race, socioeconomic status, and interests (environmental, neighborhood, etc.);
 - Adapt and tailor programs to specific populations and situations, taking in to account a wide range of differences;
 - Reach out to communities that have not traditionally been involved in transportation planning, particularly low income and minority communities;

- Provide opportunities to members of affected communities to influence project decisions by proactively soliciting their input;
- Have opportunities for public input throughout the project development process (from project selection, design and implementation); and
- Develop and maintain a Public Involvement Process that is transparent and open in its methods.

3. Maintaining Project Flexibility - In implementing environmental justice practices, the ~~Bloomington/Monroe County BMC~~MPO will tailor its methods to reflect the unique issues and populations affected by each policy, program, or project. The MPO will work with members of affected communities, and all stakeholders to encourage input and develop project options that meet transportation goals as well as community needs.

4. Promoting Project Equity - In developing programs and policies, the Bloomington/Monroe County MPO will work continuously to balance the benefits and negative results of transportation projects in all communities. Programs will not result in disproportionate negative impacts solely on low-income or minority communities.

5. Utilizing Rigorous Demographic Analysis - In order to address potential environmental justice issues, low income and/or minority populations must be will receive identified through demographic (U.S. Bureau of the Census) data and then mapped. To identify and map potential low-income and/or minority populations, the ~~Bloomington/Monroe County BMC~~MPO will:

- ~~Be quantitative in~~ Presenting quantitative data wherever possible;
- Use community profile information (as defined in the National Environmental Policy Act of 1969-NEPA) whenever possible;
- Provide thorough documentation of information sources; and
- Use flexible methods of gathering information, designed to address specific population(s).

6. Developing Effective Conflict Resolution Methods - If conflicting interests and issues arise during a project, an appropriate resolution process will follow a process respectful to the desires and wishes of stakeholders and communities, and a process that is flexible in nature designed to address the specific needs of affected communities. ~~be developed. This process will be:~~

- ~~Respectful to the desires and wishes of stakeholders and communities.~~
- ~~Flexible in nature, and designed to address the specific needs of affected communities.~~

Public Participation Plan

Public Education

Successful and meaningful public participation ~~must ensure can only be assured through~~ a public education effort where the issues and complexities of transportation planning ~~involve can be~~ simply ~~explained~~ and openly ~~discussed~~. Public education will take place ~~through utilizing using~~ the MPO website, public workshops, and various media outlets. By increasing publicity and awareness for the MPO and its activities, more citizens will become educated about transportation issues.

Visualization

The MPO shall employ visualization techniques to depict metropolitan Long Range Transportation Plan, the Transportation Improvement Program, and other significant MPO related projects to improve comprehension of these often complex transportation related projects and further promote successful and meaningful public participation. Techniques may include, but are not limited to, one or more of the following:

- 3D Renderings;
- 2D Overlays;
- Maps;
- GIS; and
- Engineering Designs.

Website

The MPO staff will develop and maintain a home page for the MPO on the World Wide Web. This home page may consist of historical information regarding transportation planning in the city and county, published documents, draft documents for review, reports and links to related internet sites, as well as MPO staff member contact information.

At a minimum, the content of this page will include:

- The ~~BMCMP~~Bloomington / Monroe County Year 2030 Metropolitan Transportation Plan;
- The most recent BMCMP Transportation Improvement Program Plan;
- The most recent BMCMP Unified Planning Work Program (UPWP);
- The Policy Committee (PC); Technical Advisory Committee (TAC), and Citizens Advisory Committee (CAC) Meeting Schedules;
- The Agendas for upcoming Policy Committee (PC), Technical Advisory Committee (TAC), and Citizens Advisory Committee (CAC) meetings; and;
- Archives of minutes from previous Policy Committee (PC), Technical Advisory Committee (TAC), and Citizens Advisory Committee (CAC) meetings.

Committee Meetings

The MPO committees (Policy Committee (PC), Technical Advisory Committee (TAC), and Citizens Advisory Committee (CAC)) have regularly scheduled meetings that are open to the public. MPO staff will annually develop a schedule of meeting dates for each committee, consisting of monthly meeting times, dates and places. The meeting schedule is available from the website or by request. The meeting schedules and agendas are available on the MPO website (<http://bloomington.in.gov/mpo>) or by request.

The public is actively encouraged to attend MPO committee meetings and to be involved in the transportation planning process. Please refer to the BMCMPPO website, the BMCMPPO Operational Bylaws, or contact the BMCMPPO at (812) 349-3423 for information about these committees. Meeting agendas for each of the three MPO committees are published online at <http://bloomington.in.gov/mpo>

Public Meetings and Workshops

The MPO will regularly conduct 1-2 rounds of additional multiple workshops and/or public information meetings, timed to coincide with important milestones in the development of the regular update of the Long Range Transportation Plan. The MPO will try to hold these meetings at various locations throughout the urbanized area and endeavor to enable remote participation for members of the public who cannot attend in person. The purpose of these workshops will be to support development and public review of the Long Range Transportation Plan. The MPO will additionally also conduct 1-2 rounds interagency coordination workshops, timed to coincide with the preparation for annual development of the Transportation Improvement Program. This coordination will provide the technical support needed in the preparation of the TIP for public comment and review through the Ccommittee Mmeeting process.

Media Participation/Public Notification

The MPO staff may provide the major newspapers in the Bloomington urbanized area (the Herald Times and the Indiana Daily Student) with timely notice regarding the adoption of the LRTPLong Range Transportation Plan and TIP. In addition tThe MPO staff, in conjunction with the City of Bloomington, may issue press releases about other related MPO activities on a case by case basis. All press releases will include information on the meeting date(s) and time(s) for the MPO committees, announcements for public meetings/workshops to discuss the MPO's transportation planning documents, and other pertinent information.

The Bloomington-MPO staff may announce[†] committee and public meeting/workshop information in the following media outlets:

- The Bloomington Herald -Times (in the On the Agenda section);
- The Indiana Daily Student;
- Radio Public Service Announcements (as needed)- on B97, WHFB, WFIU, or other similar outlets;

- Television Public Service Announcement (as needed)- on B-CATS;
- On the MPO website - <http://bloomington.in.gov/mpo>;
- At the Monroe County Library (Bloomington and Ellettsville); and
- At the Showers Center City Hall

†Please note that press releases do not guarantee that any of the media agencies listed will actually publish or announce the press release unless the MPO pays for advertising. Typically, the MPO does not have funding available to pay for advertising and relies on these media outlets to make these announcements in a timely manner. Some instances may warrant the need to pay for advertising for public notification.

Individuals with Disabilities

All of the meeting rooms at City Hall are accessible by ADA standards.

Upon request, any MPO documents can be made available in alternative formats to individuals with disabilities. Please contact the City of Bloomington Legal Department at (812) 349-3426 or the City of Bloomington Community and Family Resources Department at (812) 349-3430 for information on sign language interpreters or Braille translations.

Individuals with disabilities who need accommodations to participate in committee meetings or public hearings, should contact the City of Bloomington Facilities Manager at (812) 349-3410.

Getting in Touch - Comments

Public comment can be submitted in several ways:

- By attending meetings and workshops;
- By visiting the City of Bloomington Planning and Transportation Department located at office: 401 North Morton Street; Suite 1360; Showers Center City Hall;
- By phone at (812) 349-3423;
- By Fax at (812) 349-3535
- By US Postal Service: Attention: MPO Director; Showers Center City Hall; 401 N. Morton St.; Bloomington, IN 47402; and;
- By Email: at mpo@bloomington.in.gov.

Measuring Public Outreach

In order to evaluate the quality of input and participation generated through the Public Participation technique(s) used, the ~~Bloomington/Monroe County~~ **BMC** MPO has developed a set of performance objectives: accessibility, diversity, outreach, and impact.

Accessibility

- The MPO will hold public workshops and/or meetings will be held in all those areas/communities affected by a proposed project.
- ~~One hundred percent of All~~ meeting locations must be accessible by mass transit.
- All meetings must be accessible under the requirements of the Americans with Disabilities Act (ADA).

Diversity

- The demographic composition of the Citizens Advisory Committee (age, ethnicity, geographic location, disability, and socio-economic level) should roughly mirror the demographics of the Bloomington urbanized area.
- The participation of low income and minority populations at MPO meetings will be encouraged to the maximum extent possible.

Outreach

- The MPO staff and MPO ~~C~~committee ~~M~~members are encouraged to participate in potential outreach activities (e.g. other committees, workshops, and meetings) to increase public awareness of the MPO.
- The MPO should send out press releases of all of its activities.
- When appropriate, the MPO will participate in radio and/or TV spots to extend public outreach.

Impact

- ~~One hundred percent of All~~ written comments received as part of a written public comment period will be reviewed and communicated to transportation decision makers.
- One hundred percent of written comments received as part of a written public comment period will be acknowledged so that citizens are confident that their comments were taken into consideration in the MPO decision making.

Appendix A

Bloomington/Monroe County MPO Committees

~~Please refer to the BMCMPPO website, the BMCMPPO Operational Bylaws, or contact the BMCMPPO for information on these committees.~~

Core Transportation Planning Documents

~~SAFETEA-LU~~The FAST Act continues the requirements of the development of a Long Range Transportation Plan (LRTP) and a Transportation Improvement ProgramPlan (TIP) by each MPO. ~~and~~and the FAST Act further requires ~~that~~that the incorporation of these documents ~~be incorporated~~ into a statewide plan and program of projects. The annual Unified Planning Work Program (UPWP) outlines and documents ~~Documentation of the MPO planning process is developed annually and outlined in the Unified Planning Work Program (UPWP).~~

Long Range Transportation Plan (LRTP)

The ~~BMCMPPO~~Bloomington/Monroe County Year 2030 Long Range Transportation Plan, also known as the Metropolitan Transportation Plan, is a comprehensive multimodal transportation plan for the Metropolitan Planning Area (MPA) of Monroe County. Transportation projects (including but not limited to major roadways, transit, and other multimodal facilities) proposed by the plan provide a guideline of future transportation investments over a long-term planning horizon. The plan undergoes reviews and updates~~will be reviewed and updated~~ every three to five years to confirm its consistency with current and forecasted transportation and land use trends. The transportation plan reflects environmental and intermodal considerations and provides a financially constrained vision of future transportation investments.

Transportation Improvement ProgramPlan (TIP)

The TIP is a short-term document covering ~~four (4)~~three to five fiscal years with annual updates or as needed, ~~and is updated annually~~. The TIP includes a list of priority projects to be carried out in each of the ~~4 years~~identified program years. The TIP serves as a strategic management tool to accomplish the goals of the Metropolitan Transportation Plan (MTP); ~~therefore~~ ~~the TIP projects must therefore have~~ ~~be~~ consistency ~~with the MTPPlan~~. The TIP lists all roadway, transit and intermodal projects planned to receive federal, state and local funding. The TIP organizes ~~projects are organized~~ by the local public agency implementing the project and by the year the project is proposed to take place. The TIP must additionally achieve annual fiscal constraint~~also be financially constrained by year~~ and include only those projects ~~for which funding has been~~with identified funding sources. ~~The MPO develops the TIP financial plan for the TIP is developed by the MPO~~ in cooperation with local and state transportation agencies as well as transit operators. ~~After adoption of~~ ~~the TIP by the Policy Committee, the Bloomington/Monroe County MPO TIP becomes~~ part of the Statewide Transportation Improvement Program (STIP)after adoption by the Policy Committee. ~~The a~~Adoption of the TIP by the Policy Committee is a reaffirmation of the MTP Transportation Plan. If at the time of adoption the TIP

does not agree with the ~~MTP Transportation Plan~~, amendment of the ~~MTP Transportation Plan~~ will become necessary for the adoption of the proposed TIP to achieve concurrence~~occur~~.

Unified Planning Work Program (UPWP)

The UPWP guides the MPO and summarizes transportation planning activities for the various agencies and interests in the Bloomington urbanized area. It shows ~~what~~the agency responsible will do for specific planning studies, ~~when~~the work completion schedule will be completed, allocated resources, and ~~what~~ the final products ~~and resources will be~~. The UPWP also serves as a program budget and includes anticipated financial resources and expenditure information for ~~the~~individual fiscal years s covered. The UPWP is updated annually, and is sent to state and federal agencies for review and approval.



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

August 25, 2022

To: Anderson MCOG, Bloomington BMCMPPO, Cincinnati OKI, Columbus CAMPO, Evansville EMPO, Fort Wayne NIRCC, Indianapolis IMPO, Kokomo KHCGCC, Lafayette TPAPC, Louisville KIPDA, Muncie DMMPC, Northwest Indiana NIRPC, South Bend MCAG, Terre Haute THAMPO

Subject: INDOT's 2- and 4-Year Pavement and Bridge Transportation Performance Management Targets

The Indiana Department of Transportation (INDOT), pursuant to 23 CFR 490, has established new 2- and 4-year infrastructure targets.

These are:

Measure	2 Yr Target (2024)	4 Yr Target (2026)
Percentage of NHS Bridges Classified as in Good Condition	49.0%	47.5%
Percentage of NHS Bridges Classified as in Poor Condition	3.0%	3.0%
Percentage of Pavements of the Interstate System in Good Condition	60.0%	62.0%
Percentage of Pavements of the Interstate System in Poor Condition	1.0%	1.0%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	50.0%	48.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	1.5%	1.5%

MPO's have 180 days from the date of this memo to formally support INDOT's targets or establish their own. Please send us your resolutions as you get them.

Please contact Todd Shields with any questions (tshields@indot.in.gov).

Thank you.

Louis Feagans
Managing Director of Asset Management
Indiana Department of Transportation

INDOT New Infrastructure Target Update

Todd Shields

August 25, 2022

New Transportation Asset Management Plan (TAMP)

- A new TAMP must be submitted and certified every 4 years
- INDOT's new TAMP was submitted June 24
- Status – Approved August 22



Transportation Performance Management (TPM)

- 4 year performance period
 - Baseline Performance Period (BPP)
 - Beginning of the 4 year period, where we set our 2 and 4 year targets
 - Mid Performance Period
 - 2 year period
 - We may change our 4 year target at this point
 - Full Performance Period (FPP)
 - Final report on how we did on our 4 year target
- The Performance Management Form will open for both BPP and FPP September 1, INDOT has until October 1 to submit.

INDOT's Target Setting Approach

- We have a 5 year committed program
 - We know what projects we will be doing over the 4 year performance period
- We are continually improving our dTIMS modeling
 - Both Pavement and Bridge can model using TPM metrics
- We have our FHWA bridge and pavement conditions for data year 2021
- Our aim is to set realistic but achievable targets
 - FHWA advises *against* “aspirational” targets
 - There are really no “penalties” for not meeting a target
 - HOWEVER there are penalties if we are:
 - >5.0% Poor for Interstate Pavement
 - >10.0% Poor NHS Bridges over a 3 year period

Bridge

- How are conditions calculated?
- 3 components:
 - Deck
 - Superstructure
 - Substructure

OR

- 1 component:
 - Culvert (if a bridge culvert)

Condition Rating Thresholds for Classification

NBI Rating Scale <i>(from 0 – 9)</i>		9 8 7	6 5	4 3 2 1 0
		Good	Fair	Poor
Bridge	Deck <i>(Item 58)</i>	≥ 7	5 or 6	≤ 4
	Superstructure <i>(Item 59)</i>	≥ 7	5 or 6	≤ 4
	Substructure <i>(Item 60)</i>	≥ 7	5 or 6	≤ 4
	Culvert <i>(Item 62)</i>	≥ 7	5 or 6	≤ 4

Bridge

- 3 components:
 - Deck
 - Superstructure
 - Substructure
- If all 3 are “good”, the bridge is “good”
- If any 1 is “poor”, the bridge is “poor”
- All bridges are weighted to deck area
 - A very large bridge can actually move the needle one way or the other

Condition Rating Thresholds for Classification

NBI Rating Scale <i>(from 0–9)</i>		9 8 7	6 5	4 3 2 1 0
		Good	Fair	Poor
Bridge	Deck <i>(Item 58)</i>	≥7	5 or 6	≤4
	Superstructure <i>(Item 59)</i>	≥7	5 or 6	≤4
	Substructure <i>(Item 60)</i>	≥7	5 or 6	≤4
	Culvert <i>(Item 62)</i>	≥7	5 or 6	≤4

Proposed Bridge Targets

Measure	2017	2018	2019	2020	2021**	OLD 2018-2022		NEW 2022-2024	
						2 Yr Target	4 Yr Target	2 Yr Target	4 Yr Target
Percentage of NHS Bridges Classified as in Good Condition	50.0%	49.7%	48.0%	49.9%	50.5%	48.3%	47.2%	49.0%	47.5%
Percentage of NHS Bridges Classified as in Poor Condition	2.3%	2.0%	2.6%	1.9%	2.3%	2.6%	3.1%	3.0%	3.0%

Pavement

- How are conditions calculated?
- 3 components (HMA or PCCP):
 - Roughness (IRI)
 - Rutting (HMA) or Faulting (PCCP)
 - Cracking

OR

- 2 components (CRCP):
 - Roughness (IRI)
 - Cracking

Pavement Condition Thresholds

	Good	Fair	Poor
IRI (inches/mile)	<95	95-170	>170
Rutting (inches)	<0.20	0.20-0.40	>0.40
Faulting (inches)	<0.10	0.10-0.15	>0.15
Cracking (%)	<5	5-20 (asphalt) 5-15 (JCP) 5-10 (CRCP)	>20 (asphalt) >15 (JCP) >10 (CRCP)

Pavement

- 3 components (HMA or PCCP):
 - Roughness (IRI)
 - Rutting (HMA) or Faulting (PCCP)
 - Cracking
- If all 3 are “good”, the pavement is “good”
- If 2 or more are “poor”, the pavement is “poor”
 - This is why our TPM “Poor” numbers are always so low
 - Cannot correlate TPM metric to INDOT’s KPI (IRI)

Pavement Condition Thresholds

	Good	Fair	Poor
IRI (inches/mile)	<95	95-170	>170
Rutting (inches)	<0.20	0.20-0.40	>0.40
Faulting (inches)	<0.10	0.10-0.15	>0.15
Cracking (%)	<5	5-20 (asphalt) 5-15 (JCP) 5-10 (CRCP)	>20 (asphalt) >15 (JCP) >10 (CRCP)

Proposed Pavement Targets

OLD 2018-2022 NEW 2022-2024

Performance Measure	2016	2017	2018	2019	2020	2021 Report Card	2 Yr Target	4 Yr Target	2 Yr Target	4 Yr Target
Percentage of Pavements of the Interstate System in Good Condition	69.62%	73.60%	67.30%	56.50%	70.10%	73.2%		50.0%	60.0%	62.0%
Percentage of Pavements of the Interstate System in Poor Condition	0.26%	0.40%	0.20%	0.50%	0.30%	0.4%		0.8%	1.0%	1.0%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	40.81%	44.30%	43.90%	44.80%	54.20%	61.0%	78.7%	40.0%	50.0%	48.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	4.22%	2.30%	1.90%	0.90%	0.70%	0.4%	3.1%	3.1%	1.5%	1.5%

What's Next from the TPM Universe?

- INDOT's annual TAMP consistency determination was July 20
 - That was the last one for "old" TAMP
- Begin implementation of new TAMP, approved August 22, 2022
- Next round of Performance Reporting (PMF) is October 2022
 - For Data Year 2021
 - This is the final year of the initial 4 year reporting period
 - INDOT will enter new 2 and 4 year targets for next performance period
- **INDOT will send a letter formalizing these.**
- **MPO's have 180 days from date of letter to formally support INDOT's PM 2 targets or establish their own**
- **Other PM3 Targets Status**

Questions???



Todd Shields

Indiana Department of Transportation

tshields@indot.in.gov



STIP AMENDMENT and/or MODIFICATION REQUEST

Date: Aug 2022

Requestor: INDOT

Amendment
Modification
Grouped Project

Sponsor	DES	Route	Work Type	Location	County	District	Miles	Federal Category	Asset Program - (State Projects Only)	Phase	Federal	Match	2022	2023	2024	2025	Remarks	Letting Date	MPO
INDOT	1902020	Various	Traffic Signal Visibility Improvements	Signal visibility at various intersections in Monroe County	Monroe	Seymour	0	STP	Safety	CN	\$500,000	\$250,000		\$750,000			Increase FY 23 CN funds		BMCMPO
INDOT	1900098	SR 46	Replace Superstructure	At Jacks Defeat Creek WBL6.04 Mi W of SR 37	Monroe	Seymour	0	NHS	Bridge	RW	\$44,000	\$11,000		\$55,000			Move RW from FY 22 to FY23		BMCMPO
INDOT	2000311	SR 46	Replace Superstructure	over Jacks Defeat Creek EB 4.83 mi W of SR 37	Monroe	Seymour	0	NHS	Bridge	CN	\$568,768	\$142,192			\$710,960		Add project to TIP		BMCMPO
INDOT	1900331	SR 46	HMA Overlay, Structural	SR 446 to W jct SR 135	Monroe Brown	Seymour	15.24	NHS	Roadway	RW	\$60,000	\$15,000		\$75,000			Add RW in TIP		BMCMPO
INDOT	2001983	SR 46	Small Structure Replacement	5.05 mile E of SR 446	Monroe	Seymour	0	NHS	Bridge	RW	\$16,000	\$4,000			\$20,000		Add RW to TIP		BMCMPO
INDOT	1900331	SR 46	HMA Overlay, Structural	SR 446 to W jct SR 135	Monroe Brown	Seymour	15.24	NHS	Roadway	CN	\$12,661,386	\$3,165,347			\$15,826,733		Add CN to TIP		BMCMPO
INDOT	2100808	SR 48	Small Structure Replacement	Over Unnamed Ditch, 2.34 miles E of SR 43	Monroe	Seymour	0	STP	Bridge	PE	\$162,640	\$40,660		\$203,300			Increase PE		BMCMPO
INDOT	1901791	Various	Pavement Markings	Various Locations in Seymour District	Various	Seymour	0	HSIP	Safety	CN	\$441,000	\$49,000			\$490,000		Add CN to TIP		BMCMPO