



TECHNICAL ADVISORY COMMITTEE

February 26, 2020

10:00 - 11:30 am

McCloskey Room (#135)

- I. Call to Order and Introductions
 - II. Approval of Minutes*
 - a. January 22, 2020
 - III. Communications from the Chair and Vice-Chair
 - IV. Reports from Officers and/or Committees
 - a. LPA Project Updates
 - V. Reports from the MPO Staff
 - a. Draft 2045 Metropolitan Transportation Plan
 - (1) Draft 2045 MTP Chapter Discussion - Guiding Principles
 - (2) Draft 2045 MTP Chapter Discussion – Financial Forecast
 - (3) Draft 2045 MTP Chapter Discussion - Transportation Planning Requirements
 - (4) Draft 2045 MTP Chapter Discussion - Performance Measures
 - VI. Old Business
 - a. BMCMPPO Operational Bylaws*
 - VII. New Business
 - a. Draft FY 2021 - 2022 Unified Planning Work Program*
 - b. FY 2020 - 2024 Transportation Improvement Program Amendment*
 - (1) DES# 1902884 - I-69 Installation of New Cable Rail Safety Barriers from SR 445 (exit) to SR 37 (Exit 114) in Monroe County
 - (2) DES# 2000220 - SR46 Signal Modernization @ SR446 in Monroe County
 - (3) DES# 1902772 - Monroe County Rockport Road Bridge #308, 0.04 Miles S. of Bolin Ln.
 - VIII. Communications from Committee Members (*non-agenda items*)
 - a. Topic Suggestions for Future Agendas
- Upcoming Meetings
- a. Policy Committee - March 13, 2020 at 1:30 p.m. (Council Chambers)
 - b. Technical Advisory Committee - March 25, 2020 at 10:00 a.m. (McCloskey Room)
 - c. Citizens Advisory Committee - March 25, 2020 at 6:30 p.m. (McCloskey Room)

Adjournment

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

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TECHNICAL ADVISORY COMMITTEE

January 22, 2020

10:00 – 11:30 am

McCloskey Room (#135)

Members Present: Lew May, Terri Porter, Brian Noojin, Paul Satterly, Lisa Salyers, Damon Brown, Jackie Nester Jelen, Chris Muench, Laura Haley, Craig Shonkwiler, Neil Kopper (proxy), Jane Fleig, Sarah Ryerband (proxy)

Staff Present: Pat Martin, Ryan Clemens

Guests Present: None

- I. Call to Order and Introductions
- II. Nominations and Election of Officers for Calendar Year 2020
 - a. Chair
 - b. Vice-Chair

*Porter motioned that May remains the Chair and that Satterly remains the Vice Chair. Nominees indicate that they are willing to serve another term. Shonkwiler seconded. With no further nominations, motion passes unanimously by voice vote.

- III. Approval of Minutes*
 - a. October 23, 2019
 - b. November 20, 2019

*Ryterband motioned to pass both sets of minutes jointly. Porter seconded. Motion passes unanimously by voice vote.

- IV. Communications from the Chair and Vice-Chair

May and Satterly briefly describe updates on the progress of ongoing projects.

- V. Reports from Officers and/or Committees
 - a. LPA Project Updates

Kopper discussed updates on City of Bloomington projects.

- VI. Reports from the MPO Staff
 - a. Update of the 2040 Metropolitan Transportation Plan (MTP) (<https://bloomington.in.gov/sites/default/files/2018-01/BMCMPO%202040%20Metropolitan%20Transportation%20Plan%20-%20FINAL%20Adoption%20-%202012-15-17.pdf>) to the 2045 MTP.

Martin discussed the process for the 2045 MTP update to be taking place throughout 2020.

- b. BMCMPO 2045 Metropolitan Transportation Plan - Coordination Meeting with INDOT/FHWA

Martin discussed the introductory MTP meeting MPO Staff had with INDOT and FHWA officials in January.

VII. Old Business

- a. BMCMPO Operational Bylaws Update*

Clemens provided an update on the Draft BMCMPO Operational Bylaws that were approved by the members of the Bylaws Working Group in January. *Ryterband motioned to open a minimum 30-day public comment period for the BMCMPO Operational Bylaws Draft that the Bylaws Working Group approved. Porter seconded. Motion passes unanimously by voice vote.

VIII. New Business

- a. FY 2020 – 2024 Transportation Improvement Program Amendment*
 - (1) DES#1902890 - Bridge Maintenance @ Various Locations in Seymour District

Martin discussed the Bridge Maintenance amendment. Discussion ensued. *Ryterband motioned that the TAC support this amendment. Porter seconded. Motion passes unanimously by voice vote.

- b. 2045 Metropolitan Transportation Plan
 - (1) Draft 2045 MTP Chapter Discussion -Financial Forecast

Removed from agenda, to be discussed at a future TAC meeting

- (2) Draft 2045 MTP Chapter Discussion -Environmental Justice

Martin introduced the MTP's Environmental Justice chapter. Discussion ensued about how this topic may be improved upon since the previous MTP.

- (3) Draft 2045 MTP Chapter Discussion - Air Quality

Martin introduced the MTP's Air Quality chapter by describing that the bulk of the language within it is required by INDOT. Discussion ensued about mitigation projects.

IX. Communications from Committee Members (*non-agenda items*)

- a. Topic Suggestions for Future Agendas
 - (1) Public Participation Plan

Adjournment

*Ryterband motioned to adjourn the meeting. Motion passes.

Upcoming Meetings

- a. Policy Committee – February 14, 2020 at 1:30 p.m. (Council Chambers)
- b. Technical Advisory Committee – February 26, 2020 at 10:00 a.m. (McCloskey Room)
- c. Citizens Advisory Committee – February 26, 2020 at 6:30 p.m. (McCloskey Room)

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

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Chapter 2: Guiding Principles

Vision

We will build, maintain, and plan a transportation system that ensures the safe, efficient movement of people and goods through multiple modes of travel as directed by locally adopted land use and transportation plans; that is compatible with citizen desires; and that ultimately links our communities to each other, our region, our state, and our nation.

Goals

Safety

- ***Improve the safety of the transportation system for all modes and all users***
 - Promote projects that focus on improving safety for all.
 - Analyze crash data and identify causes of crashes and safety hazards in a comprehensive, systematic and sustainable way.
 - Annually evaluate the top ten (10) crash locations by crash rate and crash severity and implement quick, low-cost improvements while also seeking funding for more comprehensive changes if necessary.
 - Fund projects that encourage and educate the public about safe driving, biking, walking, and using transit.

Mobility & Accessibility

- ***Improve the movement of people and goods through the transportation system as a means to create modal and social equity within the transportation system community***
 - Select transportation projects that are sensitive to community character and do not induce sprawl development.
 - Encourage development patterns that are walkable, bikeable, and readily served by public transit.
 - Encourage infill development to most effectively utilize existing utilities and infrastructure.
 - Enhance the safe, efficient, and effective movement of people and goods through maintenance, operational and capital investment decisions.
 - Annually target an average of 20% of STPB (or its equivalent in future transportation bills), to fund non-motorized projects that are not part of a larger capacity-expanding roadway project.

- Use local Americans with Disabilities Act (ADA) Transition Plans to identify deficiencies and implement projects that ensure and promote integration of ADA components into the transportation system.

Transit

- ***Provide the community with efficient, affordable, frequent and reliable transit services***
 - Pursue possible funding opportunities to increase public transit capital and operating investment.
 - Prioritize projects that will create or improve direct access to transit services.
 - Use the BMCMPPO Coordinated Human Services Transportation Plan to identify and remove gaps in transit services to elderly, disabled and low-income citizens in the region.
 - Encourage transit projects that increase “choice-riders” who choose to take transit even though they may have other travel options.
 - Continue to fund transit projects that maintain or upgrade current facilities.
 - Encourage the expansion of both geographic coverage and hourly services offered by transit.
 - Encourage the use of advanced technologies such as electric, Compressed Natural Gas and autonomous buses in regular transit services and operations for increased cost-efficiency and reliable service.

Community

- ***Ensure that transportation projects maximize the community’s quality of life and are compatible with local land use plans and policies***
 - Involve the public in transportation project selection, scoping, and implementation.
 - Incorporate context sensitive solutions and best practices into all project designs as set forth in transportation plans, comprehensive plans, subdivision control ordinances and site design review processes.
 - Pursue possible funding opportunities to increase trail/path use and investment.
 - Plan, design, develop, construct and maintain transportation facilities to minimize adverse impacts on environmentally sensitive areas, public parks and recreation areas, historic structures and neighborhoods.
 - Incorporate aesthetic elements such as streetscape features as deemed desirable by local public agencies into transportation projects such that they are compatible with the adjacent area.

- Implement public outreach programs that create awareness of the impact that travel mode choices have on the transportation system, the environment, and the community.

Preservation

- *Directly focus on maintaining existing transportation facilities before building new ones*
 - Adopt a “fix-it-first” mentality that directs funding and project selection to prioritize maintenance and renewal of existing transportation facilities.
 - Support projects that maximize the use of existing infrastructure through systematic, systemic, and operational best practices.
 - Maintain and improve existing infrastructure through projects such as surface treatment, bridge repairs, improved striping, and sign replacements.
 - Create a Transportation Improvement Program that effectively directs spending in compliance with this Metropolitan Transportation Plan

DRAFT

Chapter 4: Financial Forecast

Introduction

Financial resources define the feasibility, timing, and scope of transportation project implementation. This chapter defines reasonable financial forecasts that support the recommended multi-modal transportation needs plan for the Bloomington and Monroe County urbanized area. The resulting fiscally constrained plan of projects is a requirement first set forth in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Successive Federal transportation legislation (TEA-21, SAFETEA-LU, MAP-21 and FAST) continued this requirement and permitted the inclusion of “illustrative” transportation projects for potential implementation if additional funding were to become available during the established Year 2045 planning period.

Financial resources for federal, state, and local highway transportation projects are typically set aside for three categorical areas:

- *eSafety and Security* - represent the highest multi-modal transportation system priority by protecting people, system users, and infrastructure investments
- *Facility maintenance and Preservation* – protects existing capital investments which include operation and maintenance and reconstruction (including pavement resurfacing, bridge rehabilitation transit operations, and bicycle/pedestrian facilities) of existing transportation facilities and services
- *Capacity Expansion* – adds to the functional capacity of the multi-modal transportation system through the addition of travel lanes, new transit facilities, sidewalks, and new bicycle/pedestrian multi-use pathways.
- *New Facilities* – represent major new capital investments including new roadways, bridges and interchanges where such facilities do not currently exist.

Federal Resource Programs

Fixing America’s Surface Transportation (FAST) Act (Pub. L. No. 114-94) governs current federal funding for highway, transit and railroad facilities. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 and maintains a focus on safety, keeps intact the established structure of the various highway-related programs, continues to streamline project delivery, and provides a dedicated source of federal dollars for freight projects.

The FAST Act apportions Federal program funds using a formula or a set of formulas, takedowns, and set-aside’s. Legally established formulas determine initial lump sum amounts for each State’s federal-aid apportionment. The lump sums may further subdivide among different programs (outlined below) based upon legally defined percentages. Federal legislation

further requires the distribution of some programs within the State to promote the fair and equitable use of funds and to meet certain priorities. Apportioned funds account for the overwhelming majority of Federal Highway Administration (FHWA) funds. Current congressional rules prohibit earmarking, which historically achieved accomplishment through allocations. Because of the limited funding for these programs, not every State will receive an allocation in a given fiscal year.

Major funding programs administered by the FHWA and the Federal Transit Administration (FTA) under current FAST Act legislation include the:

- **National Highway Performance Program (NHPP):** This program provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction directly support progress toward the achievement of performance targets established in a State of Indiana’s asset management plan for the NHS.
- **Surface Transportation Block Grant Program (STBG):** This program provides flexible funding for use by states and localities to preserve and improve the conditions and performance on any federal-aid highway or bridge on any public road, pedestrian and bicycle infrastructure, and transit capital projects.
- **Highway Safety Improvement Program (HSIP):** Within the Surface Transportation Block Grant Program, the Highway Safety Improvement Program serves as a core federal-aid program with the purpose of achieving significant reductions in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. The main elements of HSIP include the Strategic Highway Safety Plan (SHSP), the State HSIP or program of highway safety improvement projects, and the Railway-Highway Crossings Program (RHCP).
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ):** This program directs flexible funding resources to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The Bloomington-Monroe County metropolitan planning area is an air quality attainment area.
- **Metropolitan Planning Program (PL):** Under the FAST Act, the Metropolitan Planning Program directs a cooperative, continuous, and comprehensive multimodal planning framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration and Federal Transit

Administration responsibility. The FAST Act continues to require metropolitan transportation plans and transportation improvement programs (TIPs) to provide for facilities that enable an intermodal transportation system, including pedestrian and bicycle facilities.

- **National Highway Freight Program (NHFP):** This program provides States with highway-focused formula funding for use on freight-related projects, and a new program (FASTLANE) which provides discretionary grants for nationally-significant freight and highway projects.

Federal Funding Projections

Surface Transportation Block Grant (STBG)

The Surface Transportation Block Grant (STBG) program funds represent the primary source of federal support for improvements to Bloomington-Monroe County urbanized area roadways. The FAST Act converts the long-standing Surface Transportation Program (STP) into the Surface Transportation Block Grant (STBG) program. As statutorily cited [FAST Act § 1109(a)] by the Federal Highway Administration, “The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.”

Urbanized areas with a population of 200,000 or more persons (referred to as Group I areas) have a dedicated funding allocation stipulated by federal statute. Indiana urbanized areas, such as Bloomington, with a population of 50,000 to less than 200,000 persons (referred to as Group II areas) receive funding allocations based on a proportion of statewide population.

Under a sharing agreement for surface transportation programs, the Indiana Department of Transportation (INDOT) retains 75% of the federal funds received by the State of Indiana. INDOT distributes the remaining 25% federal fund balances to local jurisdictions, including Metropolitan Planning Organizations.

The federal-aid STBG fund allocation for the Bloomington Metropolitan Planning Area (MPA) in Fiscal Year 2021 was approximately \$2.75 million. The forecast of STBG funds available between fiscal years 2021 and 2045 assumed a conservative, constant and real dollar growth rate of 2.0%.

As shown below, the Bloomington metropolitan planning area is likely to receive a total of approximately \$86,076,367 in STBG funds between fiscal years 2021 and 2045 for locally initiated capital roadway system improvements.

Fiscal Years 2021 through 2030 = \$28,695,667
Fiscal Years 2031 through 2045 = \$54,630,567
Total = \$83,326,234

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) provides federal funding for eligible safety improvement projects on local roadways. The Bloomington metropolitan planning area received an annual allocation of \$470,684 for fiscal year 2020. The forecast of HSIP funds available between fiscal years 2021 and 2045 assumed a conservative, constant and real dollar growth rate of 2.0%.

Fiscal Years 2021 through 2030 = \$4,911,250
Fiscal Years 2031 through 2045 = \$9,349,997
Total = \$14,261,247

Transportation Alternatives (TA)

Within the Surface Transportation Block Grant program, Transportation Alternatives (TA) provides federal funding for programs and projects defined as transportation alternatives, including on and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation, and enhanced mobility. The Bloomington urbanized area received an annual allocation of \$155,801 for fiscal year 2020. The forecast of TA funds available between fiscal years 2021 and 2045 assumed a conservative, constant and real dollar growth rate of 2.0%.

Fiscal Years 2021 through 2030 = \$1,625,672
Fiscal Years 2031 through 2045 = \$3,094,940
Total = \$4,720,612

State of Indiana Investments

The Indiana Department of Transportation does not have any committed major capital projects identified for construction in Bloomington and Monroe County between Fiscal Year 2021 and Fiscal Year 2045 given the recent completion of the I-69 corridor through the metropolitan planning area.

A majority of investment priorities shall focus on safety enhancements and system preservation to existing state roads. With the knowledge that these improvements rely upon an as-needed basis, no firm estimate of future investments in such projects is currently available.

Indiana's *Next Level Roads Plan* announced in 2017 resulting from House Enrolled Act 1002 (Effective July 1, 2017) focused funding in the BMCMPPO area on preservation, maintenance, and safety investments with a 3-year investment total equaling \$13,033,146 from 2018 through 2020. House Enrolled Act 1002 established an increase of ten-cents per gallon for gasoline, special fuels, and motor carrier surcharge taxes. The Act further established an indexation against inflation thereby maintaining constant dollar revenues in relation to overall indexed costs.

Local roads statewide received an estimated \$264.0 million in additional dollars in FY 2019 and shall receive up to an estimated \$340. million by FY 2024. The House Enrolled Act should raise \$1.2 billion in new state and local revenues beginning in 2024.

INDOT's Community Crossing Local Road and Bridge Matching Grant Fund Program provides an additional source of revenue to the BMCMPPO area through discretionary awards for systems preservation, maintenance, replacements, reconstruction, and similar activities. INDOT has awarded over \$1.0 billion since 2013 to local public agencies to aid in modernizing local roads and bridges. No future funding availability is possible given the variable discretionary nature of this program, the size of requests in relation to available funds, and the year-to-year needs of Monroe County, the City of Bloomington, and the Town of Ellettsville. Therefore a reasonable financial forecast is not possible.

Federal Transit Program Formula Grants, Capital Investment Grants, and State Assistance

Federal transit program formula grants and capital investment grants and state assistance are critical to the success of Bloomington Transit and its provision of service over 1,178,700 vehicle miles traveled for 3.14 million annual customers in 2018. This equates to 2.66 miles per customer trip.

Federal transit formula operating and capital investment grants for Bloomington Transit totaled \$2,770,000 in calendar year 2020. The forecast of Federal Transit Administration (FTA) funds available between fiscal years 2021 and 2045 assumed a conservative, constant and real dollar growth rate of 2.0%. As shown below, Bloomington Transit is likely to receive a total of \$86,076,367 in formula grants and capital investment grants for Fiscal Year 2021 through Fiscal Year 2045.

Fiscal Years 2021 through 2030 = \$30,937,342
Fiscal Years 2031 through 2045 = \$59,561,067
Total = \$90,498,409

State transit program assistance to Bloomington Transit totaled \$2.6 million in 2020. A conservative, constant dollar growth rate of 2.0% used to forecast these funds available between 2021 and 2045 projects Bloomington Transit will likely receive a total of \$88,937,271 in formula grants and capital investment grants for Fiscal Year 2021 through Fiscal Year 2045.

Fiscal Years 2021 through 2030 = \$29,500,694
Fiscal Years 2031 through 2045 = \$56,795,209
Total = \$86,295,903

Federal transit formula operating and capital investment grants for Rural Transit totaled \$748,544 in 2020. The forecast of Federal Transit Administration (FTA) funds available between fiscal years 2021 and 2045 assumed a conservative, constant and real dollar growth rate of 2.0%. As shown below, Rural Transit is likely to receive a total of \$24,455,610 in federal formula grants and capital investment grants for Fiscal Year 2021 through Fiscal Year 2045.

Fiscal Years 2021 through 2030 = \$8,360,275
Fiscal Years 2031 through 2045 = \$16,095,336
Total = \$24,455,610

State transit program assistance to Rural Transit totaled approximately \$306,875 in 2020. A conservative, constant dollar growth rate of 2.0% used to forecast these funds available between 2021 and 2045 projects Rural Transit will likely receive a total of \$10,025,884 in formula grants and capital investment grants for Fiscal Year 2021 through Fiscal Year 2045.

Fiscal Years 2021 through 2030 = \$3,427,400
Fiscal Years 2031 through 2045 = \$6,598,485
Total = \$10,025,884

Local Resources

Primary resources for locally initiated transportation projects include Motor Vehicle Highway Account (MVHA) fund receipts, Local Road and Street Funds (LRS), the Wheel Tax, the Cumulative Bridge Fund, Cumulative Capital Development Funds, alternative transportation funds and, in certain instances, Tax Increment Financing (TIF) District funds.

Motor Vehicle Highway Account (MVHA) & Wheel Tax

The Motor Vehicle Highway Account (MVHA) receipts for Monroe County and the City of Bloomington typically exhibit an annual variability. The construction or reconstruction and maintenance of streets and alleys rely upon MVHA funds. These funds represent the primary operating and maintenance expenditures for Monroe County and the City of Bloomington between 2021 and 2045. The forecast assumption for the 2045 MTP is that MVHA receipts will remain at a constant real dollar growth rate of 2.0% until the Year 2045 and that these funds will continue use for basic operations and maintenance.

Monroe County and Bloomington use Wheel Tax funds for resurfacing and minor roadway rehabilitation projects. The forecast assumption for the 2045 MTP is that Wheel Tax receipts will remain at a constant real dollar growth rate of 2.0% until the Year 2045 and that these funds will continue for the purposes prescribed by the Indiana General Assembly.

Given MVHA and Wheel Tax receipts and under the assumptions outlined above, the following fiscal period forecasts can be reached:

Fiscal Years 2021 through 2030 = \$112,497,308
Fiscal Years 2031 through 2045 = \$207,949,604
Total = \$320,446,912

Local Road and Street (LRS) Funds

Local Road and Street account (LRS) funds, including accelerated allocations, are available for capital investment; however, a portion of the funds must be set aside for preservation projects such as resurfacing, intersection/signalization projects, and safety improvements.

Based on past and present budgets, Monroe County and the City of Bloomington allocate variable portions of these funds for capital investments. These funds represent the primary expenditures that Monroe County and the City of Bloomington use for engineering, land acquisition, construction, resurfacing, restoration, and rehabilitation of roadway facilities. The forecast assumption for the 2045 MTP is that LRS receipts will remain at a constant real dollar growth rates of 2.0% until the Year 2045 and that these funds will continue use for the purposes prescribed by the Indiana General Assembly.

Given LRS receipts and under the assumptions outlined above, the following fiscal period forecasts can be reached:

Fiscal Years 2021 through 2030 = \$21,718,454
Fiscal Years 2031 through 2045 = \$41,812,716
Total = \$63,531,169

Cumulative Bridge Funds

The Monroe County Cumulative Bridge Fund will continue dedication to bridge preservation for the cost of construction, maintenance, and repair of bridges, approaches, grade separations and county-wide bridge inspections. The forecast assumption for the 2045 MTP is that the Cumulative Bridge Fund will remain at a constant real dollar growth rate of 2.0% until the Year 2045 and that these funds will continue use for the purposes prescribed by the Indiana General Assembly.

Given Cumulative Bridge receipts and under the assumptions outlined above, the following fiscal period forecasts can be reached:

Fiscal Years 2021 through 2030 = \$18,491,741
Fiscal Years 2031 through 2045 = \$35,600,597
Total = \$54,092,338

Major Bridge Fund

The Major Bridge Fund established under (IC § 8-16-3.1) is a special fund to address major obstructions between commercial or population centers which are capable of causing an economic hardship because of excess travel time to conduct a normal level of commerce between the two (2) centers. A major bridge is defined as a structure of 200-feet or longer or 100-feet in a qualified city. The tax levy shall not exceed \$0.0333 per \$100 assessed valuation within the eligible county. The Major Bridge Fund has no forecast for the 2045 MTP.

Cumulative Capital Development Funds

The forecast assumption for the 2045 Metropolitan Transportation Plan is that the Cumulative Capital Development Fund will remain at a constant real dollar growth rate of 2.0% until the Year 2045 and that these funds will continue use for the purposes prescribed by the Indiana General Assembly.

Given Cumulative Capital Development Fund receipts for Monroe County and the City of Bloomington under the assumptions outlined above, the following fiscal period forecasts can be reached:

Fiscal Years 2021 through 2030 = \$49,018,809

Fiscal Years 2031 through 2045 = \$76,084,055

Total = \$125,102,864

Tax Increment Financing (TIF) Funds

Tax Increment Financing (TIF) District revenue receipts are occasionally used by Monroe County and the City of Bloomington for capital infrastructure investments including roadway and drainage improvements. Forecasts for these districts are inexact given their direct link to project development, property values, and sunset provisions. The Monroe County TIF District Funds have no forecast for the 2045 MTP.

Alternative Transportation Funds

The City of Bloomington established Alternative Transportation funding exclusively for pedestrian and bicycle infrastructure maintenance, preservation, and facility expansions more than a decade ago. Funds are allocated through annual municipal budget approvals by the Common Council. The forecast assumption for the 2045 Metropolitan Transportation Plan is that the Alternative Transportation fund allocations will remain at a constant real dollar growth rate of 2.0% until the Year 2045 and that these funds will continue to be used for the purposes prescribed by the City of Bloomington.

Given Alternative Transportation Fund allocations from 2012 through 2019 for the City of Bloomington under the assumptions outlined above, the following fiscal period forecasts can be reached:

Fiscal Years 2021 through 2030 = \$8,378,638
Fiscal Years 2031 through 2045 = \$16,130,689
Total = \$24,509,328

Public Transportation Locally Derived Income

Federal transit program formula grants and capital investment grants help to support Bloomington Transit's service. Bloomington Transit is additionally supported by locally derived income (LDI) consisting of fare revenue, contract/other revenue, and local assistance. No financial forecasts were made within the 2045 MTP for the Locally Derived Income of Bloomington Transit or Rural Transit.

General Obligation Bonds

Monroe County and the City of Bloomington may use General Obligation (GO) bonds for transportation infrastructure investments. The use of this funding mechanism, however, is subject to a variety of unique circumstances.

General Obligation Bonds have no forecast for the 2045 MTP given a measurable level of uncertainty over their use.

Conclusion

The Bloomington and Monroe County metropolitan planning area forecast suggests the receipt of approximately \$83.3 million in Federal Surface Transportation Block Grant (STBG) program, \$14.2 million in Highway Safety Improvement Program (HSIP), and \$4.7 million in Transportation Alternatives (TA) funds through Fiscal Year 2045 for transportation infrastructure investments.

The sum total of revenue sources from Monroe County and the City of Bloomington Motor Vehicle Highway Account, Wheel Tax, Local Road and Street, Cumulative Bridge Funds, Cumulative Capital Development, and Alternative Transportation Funds suggest that, given forecast assumptions, the BMCMPPO planning area will have over \$706.2 million in local funds available for safety, maintenance, preservation, and added multi-modal transportation system capacity activities for Fiscal Years 2021 through 2045. However, some of these funds are for other priorities within each local public agency. This sum total assumes the investment of all available local funds to transportation projects – a “very best case” financial forecast that may not reflect actual local funding spent over time on transportation-related projects.

The sum total of revenue sources for Bloomington Transit under formula grants, capital investment grants, and locally derived income suggest that, given forecast assumptions, the BMCMPPO metropolitan planning area will have over \$211.2 million available for transit service activities for Fiscal Years 2021 through 2045.

Appendix A:

Transportation Planning Requirements

Introduction

The BMCMPO 2045 Metropolitan Transportation Plan was prepared in compliance with the Federal Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) and predecessor federal legislation applicable to metropolitan transportation planning. Metropolitan Planning Organizations are required to have a continuous, cooperative and comprehensive ("3C") planning processes that implement projects, strategies and services that will address the ten (10) core planning factors. This Appendix addresses the core Federal planning factors and further notes how the 2045 Metropolitan Transportation Plan incorporates each core planning factor.

Federal Transportation Planning Factors

Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.

The BMCMPO 2045 Metropolitan Transportation Plan supports and builds upon locally adopted county/city land use and development plans, helping to implement the local economic development goals of partner communities. *Transform2045* promotes an efficient transportation network with travel time reliability and on-time delivery service maintenance by strengthened network circulation. One objective this Plan incorporates is connectivity and ease of movement by persons and goods in and through the area by making multi-modal investments thereby ensuring the availability of multiple travel options and bringing balance to the transportation system.

Increase the safety of the transportation system for motorized and non-motorized users. Safety investments are a high priority for the 2045 Metropolitan Transportation Plan.

The 2045 Metropolitan Transportation Plan focuses on increased safety of the transportation system for motorized and non-motorized users in the following ways:

- The Plan advocates for system preservation rather than expansion, limiting the addition of lane miles where user conflicts could occur.
- The Plan supports increased investment in bicycle, pedestrian, and transit modes, providing opportunities for safer and more efficient travel by users of those modes.
- The projects contained in the Plan reduce congestion by providing alternative routes for user needs thereby decreasing system conflicts and enhancing safety.

- The BMCMPO Complete Streets Policy requires local planning agencies (LPAs) to consider the needs of all users within a corridor when designing a project.
- The BMCMPO shall pursue a Vision Zero goal with the premise that traffic deaths and severe injuries are largely preventable. This commitment shall define a timeline and bring stakeholders together to ensure a basic right of safety for all transportation system users through clear, measurable strategies.

Increase the security of the transportation system for motorized, non-motorized and transit users.

Transform2045 enhances the security of all transportation users in several ways. Increasing roadway connectivity provides redundancy in the system, allowing for multiple routes of ingress and egress and flexibility in planning evacuation routes in emergency situations. Monroe County Emergency Management Administration (EMA) is the lead county agency for security issues and BMCMPO will play a supporting role providing them with assistance as needed.

Bloomington Transit has several security strategies in operation including access control, surveillance and monitoring on system vehicles as well as office and maintenance facilities. Operations include Computer Aided Dispatching and Automatic Vehicle Locater technology.

Increase the accessibility and mobility options available to people and freight.

Transform2045 strengthens and creates accessibility on two distinct levels. One focuses on improving the continuity of the road network. The other provides additional connections and improvements between modes of travel. All citizens, travelers and businesses benefit from this dual approach. This Plan reduces travel and delivery time by increasing accessibility through the completion of key new connections and the enhancement of existing corridors. Access to the new I-69 highway increases statewide and national connectivity for local and regional interstate system users, including freight operations.

Transform2045 increases bicycle and pedestrian mobility, as well as the safety of transit riders since all proposed road improvements are required to include provisions for these modes through an adopted Complete Streets Policy. Transit user's bicyclists, and pedestrians achieve greater safety with the availability of sidewalks, side-paths, multi-use pathways, and trails.

Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

Transform2045 clearly supports these goals by recommending the implementation of transportation projects that are consistent with adopted local land use plans. It is clear from analysis of the MPO region that local land use decisions have the greatest impact on transportation system performance. It is thus paramount that transportation investments made by the MPO are supportive of best practices in land use planning, including focusing development density in existing urban centers rather than encouraging sprawl development.

Transform2045s focus on system preservation over expansion as well as emphasis on investment in non-motorized transportation facilities shall support environmental protection and enhancement.

Finally, *Transform2045* strongly supports additional public transit systems services that will reduce single-occupant vehicle usage on the roadway network.

Enhance the integration and connectivity of the transportation system, across and between modes.

Transform2045 sets forth a program of goals and projects that support the integration and connectivity of the transportation system. Roadway network improvements focus on enhancing the existing system while providing key new connections, particularly with the completion of the I-69 corridor. Investments across modes will expand travel options for community residents.

This plan additionally builds upon the multi-modal plans and programs of previous adopted metropolitan transportation plans where transit system use, bicycling, and walking play an increased regional role. *Transform2045* makes specific recommendations for public transit, bicycling, and walking because multi-modal travel promotes reduced congestion, energy conservation and quality of life improvements.

Promote efficient system management and operation

The BMCMPPO's local partners have refined pavement, bridge, traffic, and transit asset management systems. These systems allow responsible jurisdictions to monitor system performance, identify deficiencies, specify needs, and then define target projects to address needs.

Pavement, bridge, traffic, transit and other asset management systems jurisdictional authorities the ability to use existing transportation facilities more efficiently and effectively in response to every changing system needs. All jurisdictions within the

BMCMPO are continuously updating individual asset management systems to address Americans with Disabilities Act needs and to establish investment priorities.

Bloomington Transit, IU Campus Bus and Rural Transit have mature asset and system management practices that promote safety, mobility and more efficient use of their existing transportation infrastructure as evidenced by the employment of information management, fleet maintenance and acquisition, marketing, schedule adherence and strategic planning, all contributing to public transit systems that successfully provides an alternative to automobiles.

Emphasize the preservation of the existing transportation system.

System preservation is a key tenet of the *Transform2045* Vision and Goals. *Transform2045* advocates a “fix it first” mentality to ensure that maintenance and system preservation represent a higher priority over investments that would expand the capacity of existing roads or the creation of new corridors.

Virtually all *Transform2045* proposed roadway and roadway reconstruction improvements are on existing transportation corridors. Projects identified within *Transform2045* follow changes in land use thereby necessitating modernization investments for roadway safety, and the accommodation of multi-modal transit, bicycle and pedestrian users.

Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.

The Monroe County Emergency Management Agency (EMA) is the local community’s lead for crisis and disaster response. The MPOs local partners have representation on the Local Emergency Planning Committee. The EMA additionally works in close cooperation with Community Organizations Active in Disaster (COAD) for Monroe County as well as District 8 Indiana EMA, a multi-county regional EMA. Established local asset management systems allow for the timely assessment, speedy repair and recovery from unexpected infrastructure damage. Bloomington and Monroe County have long operated storm water utilities that manage such infrastructure and provide for its maintenance and enhancement over time. All new or upgraded roadway corridors include storm water runoff control as a mandatory design component.

Enhance travel and tourism.

Monroe County and the City of Bloomington are historically recognized throughout the Midwest United States and Indiana as major travel and tourism destinations for

- *Arts and Cultural Opportunities* within and outside of the Indiana Arts Commission’s recognized Bloomington Entertainment and Arts District (BEAD). BEAD includes the “what to do” element of art galleries, museums, cultural centers, historic landmarks, and regional trails. The “what to eat” element of

BEAD incorporates American and International cuisine restaurants, food trucks and carts, coffee & sweet shops, bars & pubs, breweries, and wineries & distilleries. BEAD's "where to stay" element includes hotels & motels, inns and Bed & Breakfasts, cabins & guesthouses, and apartments & suites.

- *Outdoor Recreation Opportunities* given the presence of the Hoosier National Forest, the Deem Wilderness, the Paynetown State Recreational Area/Lake Monroe, Lake Lemon, Griffy Reservoir, nature preserves, hiking/biking trails, extensive county and community parks & recreational systems offering a full range of alternative active or passive recreational choices for all citizens and visitors.
- *Major Big Ten Sporting Events and Cycling Events* through Indiana University and the Bloomington Bicycle Club including the Little 500 Bike Race on the Indiana University Campus the Hilly Hundred Bike Ride.
- Regional and local retail shopping locations and
- Access to regional health care providers, health care services and regional health care facilities.

Given this context of travel and tourism, Monroe County and the City of Bloomington will continue the maintenance and modernization of existing multimodal transportation system corridors while continually expanding pedestrian and bicycle infrastructure investments with new investments directed toward safety, convenience and seamless connectivity.

Appendix B: Performance Measures

Introduction

The Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) and the Moving Ahead for Progress in the 21st Century (MAP-21) Act (P.L. 112-141) established new requirements for transportation planning performance management. The following National performance goals meet established in seven (7) key areas in accordance with 23 USC 150: *National Performance Measure Goals*. States and MPO must establish performance targets in support of the national goals. The national performance goals for Federal Highway Administration (FHWA) programs are:

- **Safety** – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** – To achieve a significant reduction in congestion on the National Highway System (NHS).
- **System Reliability** – To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through the elimination of delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Each of these key areas are noted in the following discussion.

Performance Measures

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued new transportation planning rules on the statewide and metropolitan transportation planning processes to reflect the use of a performance based approach to decision-making in support of the national goals. These processes must document in writing how the Metropolitan Planning Organizations (MPOs), the Indiana Department of Transportation (INDOT) and providers of

public transportation shall jointly agree to cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see 23 CFR 450.306(d)), and the collection of data for the INDOT asset management plan for the National Highway System as specified in 23 CFR 450.314(h).

The FTA's performance measures for Transit Asset Management are published and currently in effect. FHWA currently has performance measures and final regulations published for Safety, Bridge and Pavement Conditions, Congestion Reduction and System Reliability; however, only the Safety Performance Measure regulation is in effect at the present time.

INDOT along with the MPOs and FHWA will continue collaborating to identify Performance Targets for each Performance Measure. Once Performance Targets are established, the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) shall require modification reflecting this information.

For FHWA and FTA to approve any TIP amendments after May 27, 2018, INDOT, MPOs and Public Transit Operators must reflect this information and describe how projects in the TIP/STIP, shall (to the maximum extent practicable) achieve the Federally required performance targets identified in the Statewide and Metropolitan Transportation Plans, linking investment priorities to these performance targets.

Safety

INDOT, the MPOs, FHWA, and the Indiana Criminal Justice Institute (ICJI) actively discuss and collaborate on the Indiana's Safety Performance Measures and Safety Performance Targets. INDOT initially submitted Safety Performance Target Measures in 2018 followed by an updated 2020 target submission.

Indiana's MPOs collectively support INDOT's Safety Targets. The Highway Safety Improvement Program (HSIP) is a primary source of federal funds for qualifying safety improvement projects. INDOT and the Indiana's MPOs use HSIP along with other funding sources for the implementation of safety improvements with the purpose to reduce roadway crashes, and a corresponding reduction in fatalities and serious injuries on all public roads. The five specific safety performance measures are:

- Number of fatalities;
- Rate of fatalities;
- Number of serious injuries;
- Rate of serious injuries; and
- Number of non-motorized fatalities and non-motorized serious injuries

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) agreed in January 2020 to support the 2020 safety targets established by the Indiana Department of

Transportation as reported to the National Highway Traffic Safety Administration and Federal Highway Administration.

The Indiana Department of Transportation's 2020 safety maximum targets based on five-year rolling averages are:

- Number of Fatalities = 965
- Number of Serious Injuries= 3,628
- Fatality Rate (fatalities per 100 million miles traveled)= 1.154
- Serious Injury Rate (serious injuries per 100 million miles traveled = 4.342
- Total Number of Non-Motorist Fatalities and Serious Injuries= 420

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) will support INDOT's maximum safety targets by incorporating planning activities, programs, and projects in the 2045 Metropolitan Transportation Plan and the FY 2020 - 2024 Transportation Improvement Program. The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on January 10, 2020.

Pavement Condition Target Performance Measures

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) agreed in October 2018 to support the 2019 and 2021 Pavement Condition targets established by the Indiana Department of Transportation (INDOT) as reported to the Federal Highway Administration (FHWA). The 2019 and 2021 pavement targets based on a certified Transportation Asset Management Plan are:

- Percent of Interstate pavements in Good condition
- Percent of Interstate pavements in Poor condition
- Percent of non-Interstate NHS pavements in Good condition
- Percent of non-Interstate NHS pavements in Poor condition

The BMCMPPO agreed to support the Indiana Department of Transportation's 2019 and 2021 Pavement Condition targets established by the Indiana Department of Transportation for reporting to the Federal Highway Administration. The 2019 and 2021 pavement targets based on a certified Transportation Asset Management Plan are:

- 2019 Percent of Interstate pavements in Good condition - 84.24%
- 2019 Percent of Interstate pavements in Poor condition - 0.80%
- 2019 Percent of non-Interstate NHS pavements in Good condition - 78.71%
- 2019 Percent of non-Interstate NHS pavements in Poor condition - 3.10%
- 2021 Percent of Interstate pavements in Good condition - 84.24%
- 2021 Percent of Interstate pavements in Poor condition - 0.80%
- 2021 Percent of non-Interstate NHS pavements in Good condition - 78.71%
- 2021 Percent of non-Interstate NHS pavements in Poor condition - 3.10%

The BMCMPPO will support the Pavement Condition targets by incorporating planning activities, programs, and projects in the Adopted Metropolitan Transportation Plan and the current Transportation Improvement Program. The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018.

Bridge Performance Measures

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) agreed in October 2018 to support the Indiana Department of Transportation's 2019 and 2021 statewide National Highway System (NHS) Bridge Condition targets for the following performance measures:

- Percent of NHS bridges by deck area classified as in Good condition
- Percent of NHS bridges by deck area classified as in Poor condition

The BMCMPPO agrees to support the 2019 and 2021 NHS Bridge Condition targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 NHS Bridge Condition targets based on a certified Transportation Asset Management Plan are:

- 2019 Percent of NHS bridges by deck area classified in Good condition - 48.32%
- 2019 Percent of NHS bridges by deck area classified in Poor condition -2.63%
- 2021 Percent of NHS bridges by deck area classified in Good condition -48.32%
- 2021 Percent of NHS bridges by deck area classified in Poor condition -2.63%

The BMCMPPO will support the NHS Bridge Condition targets by incorporating planning activities, programs, and projects in the Adopted Metropolitan Transportation Plan and the current Transportation Improvement Program. The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018.

System Performance

The system performance measures are also applicable to the Interstate and non-Interstate NHS. These performance measures assess National Highway System (NHS) truck travel time reliability and interstate freight reliability targets, and performance measures for on-road mobile source emissions consistent with the national Congestion Mitigation and Air Quality (CMAQ) Program.

NHS Truck Travel Time Reliability Targets

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 and 2021 NHS Truck Travel Time Reliability targets for the performance measures are as follows:

- Level of Travel Time Reliability on Interstate
- Level of Travel Time Reliability on non-Interstate NHS

The BMCMPO agrees to support the 2019 and 2021 NHS Truck Travel Time Reliability targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 statewide travel time reliability targets based on percent of person miles that are certified as reliable:

- 2019 Percent of person miles reliable on Interstate - 90.5%
- 2021 Percent of person miles reliable on Interstate - 92.8%
- 2021 Percent of person miles reliable on non-Interstate - 89.8%

The BMCMPO will support the NHS Truck Travel Time Reliability targets by incorporating planning activities, programs, and projects in the Adopted Metropolitan Transportation Plan and the current Transportation Improvement Program. The BMCMPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018.

Interstate Freight Reliability Targets

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 and 2021 Interstate Freight Reliability targets for the following performance measure:

- Interstate Freight Reliability

The BMCMPO agrees to support the 2019 and 2021 Interstate Freight Reliability targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 Interstate Freight Reliability targets based on the truck travel time reliability index are:

- 2019 Interstate freight reliability index -1.27
- 2021 Interstate freight reliability index -1.24

The BMCMPO will support the Interstate Freight Reliability targets by incorporating planning activities, programs, and projects in the Metropolitan Transportation Plan and the current Transportation Improvement Program. The BMCMPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018.

On-Road Mobile Source Emission Target Performance Measures

The Bloomington-Monroe County Metropolitan Planning Organization (BMMPO) has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 and 2021 On-Road Mobile Source Emission targets for the performance measures listed below.

- CMAQ project reduction volatile organic compounds (VOC)
- CMAQ project reduction carbon monoxide (CO)
- CMAQ project reduction oxides of nitrogen (NOx)
- CMAQ project reduction particulate matter less than 10 microns (PM10)
- CMAQ project reduction particulate matter less than 2.5 microns (PM2.5)

The BMCMPO agrees to support the 2019 and 2021 On-Road Mobile Source Emission reduction targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 On-Road Mobile Source Emission reduction targets based on kilograms per day are:

- 2019 Volatile Organic Compounds (VOCs) reduction of 1,600 kilograms per day
- 2019 Carbon Monoxide (CO) reduction of 200 kilograms per day
- 2019 Oxides of Nitrogen (NOx) reduction of 1,600 kilograms per day
- 2019 Particulate Matter (PM10) less than 10 microns reduction of 0.30 kilograms per day
- 2019 Particulate Matter (PM2.5) less than 2.5 microns reduction of 20 kilograms per day
- 2021 Volatile Organic Compounds (VOCs) reduction of 2,600 kilograms per day
- 2021 Carbon Monoxide (CO) reduction of 400 kilograms per day
- 2021 Oxides of Nitrogen (NOx) reduction of 2,200 kilograms per day
- 2021 Particulate Matter (PM10) less than 10 microns reduction of 0.50 kilograms per day
- 2021 Particulate Matter (PM2.5) less than 2.5 microns reduction of 30 kilograms per day.

The BMCMPO will support the On-Road Mobile Source Emission reduction targets by incorporating planning activities, programs, and projects in the Metropolitan Transportation Plan and the current Transportation Improvement Program. The BMCMPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018.

Transit Performance Measures

The Transit Asset Management Final Rule requires transit providers to set performance targets for state of good repair by January 1, 2017. The Federal Transit Administration extended that deadline to January 1, 2018. The Planning Rule requires each MPO to establish targets not later than 180 days after the date on which the relevant provider of public transportation establishes its performance targets. The BMCMPO will adopt the targets established by Bloomington Transit. Targets will be established in the following categories:

- Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark.
- Equipment - Percent of service vehicles that have met or exceeded their useful life benchmark.
- Facility - Percent of facilities rated below 3 on the condition scale

BMCMPO Performance Measures

The BMCMPO independently developed urban area Performance Measures for alignment with *Transform 2045* vision and goals. These Performance Measures additionally reflect the community’s character and goals for the transportation network. The Performance Measures grouped into five (5) larger categories include Travel Demand, Travel Efficiency, Economic, Safety, and Environmental issues. Each of these Performance Measures were analyzed as through the BBMCMPO Travel Demand Model. A second tier of Performance Measures used a 5D score shown in the table above.

Vision and Performance Measures

Travel Demand

- Person trips per day
- Daily vehicle trips
- Daily vehicle miles
- Daily vehicle hours
- Daily transit boarding's
- Mode shares

Travel Efficiency

- Vehicle hours of delay
- Accessibility by mode
 - Number of jobs within X minutes
 - Shopping within X minutes
- Transit person hours
- Weighted average transit walk distance
- Weighted average transit headway
- 5D Variables

Economic

- Infrastructure costs
- Monetized System User benefits (time, cost, etc.)
- Potential jobs impacts
- Prosperity index

Safety

- Predicted number of accidents
 - Fatal, Injury, Property Damage

Environmental

- Greenhouse gas emission tonnage
- GHG per trip
- GHG per capita

Aggregate Statistics

Urban Design Variables				
Elements	Variables		Data Source	Units
Density				
DENS1	Households Density		No. Households from TAZ data	TAZ land area in sq.mi
DENS2	Employment Density		No. of Jobs from TAZ data	TAZ land area in sq.mi
Diversity				
DIVERS	Jobs/Housing Ratio		No. of Jobs within 1 mile radius/No. Households within 1 mile radius	Jobs per household ratio
Design				
DESGN1	Walkability		Pct. Of TAZ streets that are walkable	Miles walkable per total centerline miles
DESGN2	Average Blockface (miles)		Centerline miles of road (non-freeway)	Number of links (non-freeway)
DESGN3	Street Density		Centerline miles of road (non-freeway)	Land area of TAZ
Destinations				
DEST1	Commercial establishments within 10 min walk		Selection set of commercial parcels	Count parcels within 0.1667 mi
DEST2	Retail jobs within 10 min walk		No. of Retail jobs from TAZ data	Count jobs within 0.1677 mi
Distance to Transit				
DTT1	Street Coverage within 10min. Walk to Transit Stop		Street miles within a 10 min walk of transit stops	Pct. Of Centerline Miles
DTT2	Access to destinations via transit		Number of stops within 5 miles via transit	Number of stops

Bloomington-Monroe County Metropolitan Planning Organization

Operational Bylaws

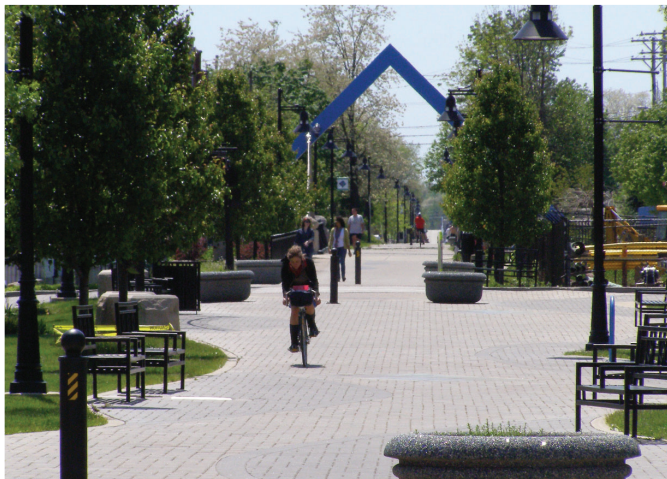
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BLOOMINGTON • MONROE COUNTY



Unified Planning Work Program

Fiscal Years
2021 & 2022

*Bloomington-Monroe County
Metropolitan Planning Organization*

*Policy Committee
Anticipated Adoption*

April 3, 2020

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Introduction

OVERVIEW

The Governor of the State of Indiana designated the City of Bloomington Plan Commission as the Metropolitan Planning Organization (MPO) for the Bloomington urbanized area in March 1982. The MPO is responsible for ensuring that the Bloomington urbanized area has a continuing, cooperative, and comprehensive (3-C) transportation planning process as mandated by Federal law. Federal certification of the 3-C planning process is a prerequisite for obtaining approval of any subsequent transportation improvement projects funded by the FHWA and/or FTA.

The Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) signed into law on December 4, 2015, currently guides Federal transportation policy and programs related to MPOs. The FAST Act provides long-term funding certainty for surface transportation infrastructure planning and investment. Ten (10) national transportation planning factors that guide the programs and policies of all MPOs under current Federal legislation include:

- *Economic Vitality*: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- *Safety*: Increase the safety of the transportation system for motorized and non-motorized users;
- *Security*: Increase the security of the transportation system for motorized and non-motorized users;
- *Mobility*: Increase accessibility and mobility of people and freight;
- *Environment*: Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- *System Integration*: Enhance the integration and connectivity of the transportation system across and between modes for people and freight;
- *System Management*: Promote efficient system management and operation;
- *System Preservation*: Emphasize the preservation of the existing transportation system;
- *System Resiliency and Reliability*: Improve the transportation system and reduce or mitigate storm water impacts of surface transportation; and
- *Travel and Tourism*: Increase travel and tourism.

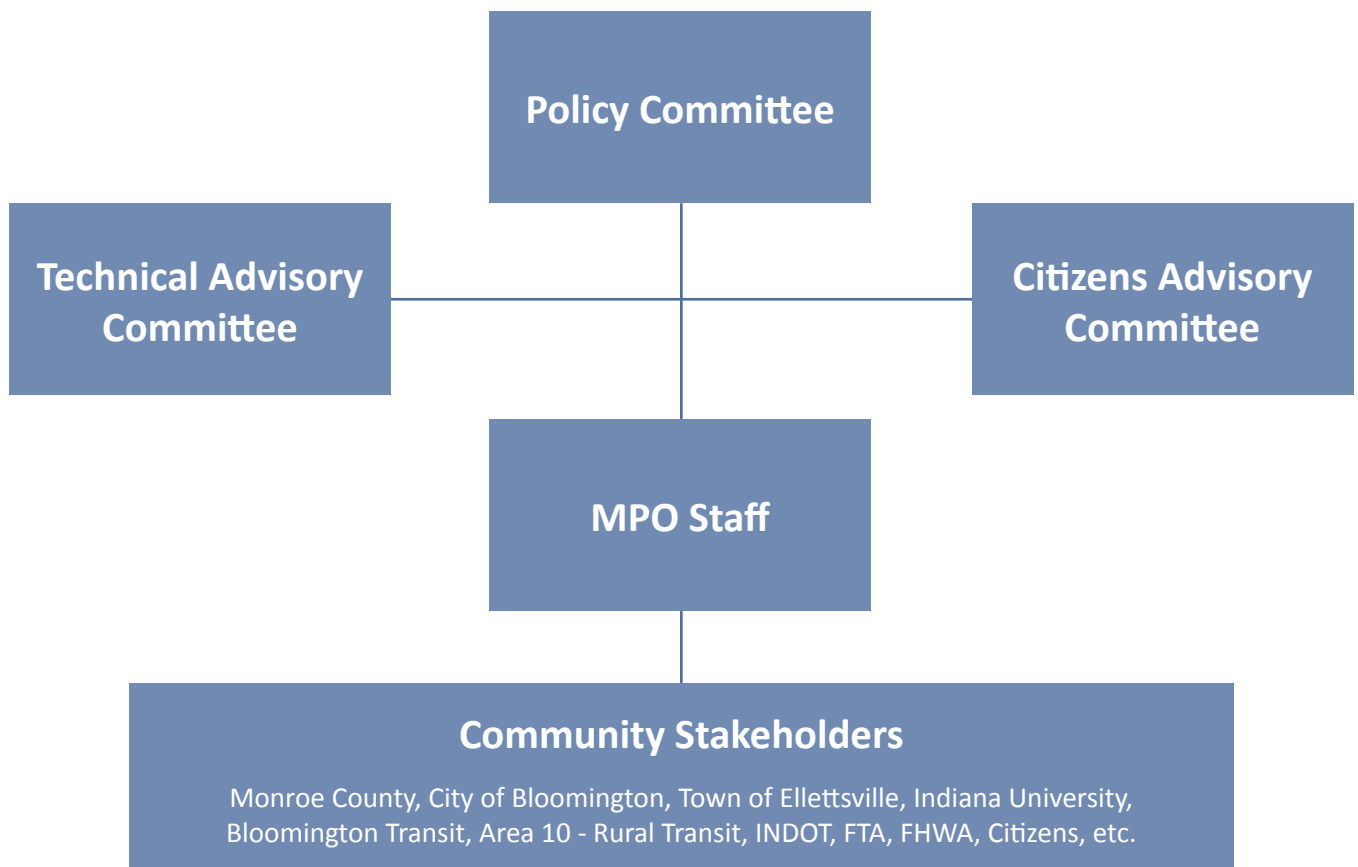
One of the requirements of the urban transportation planning process for an MPO involves the development of a Unified Planning Work Program (UPWP) that describes all planning activities anticipated in the urbanized area over the programming years, and documents the work performed with Federal planning funds. The FY 2021-2022 UPWP satisfies the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) work program requirement for Fiscal Years 2021 and 2022 (July 1, 2020 to June 30, 2022).

BMCMPO ORGANIZATION & COMPOSITION

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) consists of a three-part intergovernmental steering committee with the City of Bloomington Plan Commission as the contracting entity, and the City of Bloomington Planning Department as the lead staff agency.

The three-part intergovernmental steering committee consists of a Policy Committee (PC) which acts as the decision-making body for the MPO, a Technical Advisory Committee (TAC), and a Citizens Advisory Committee (CAC). This arrangement provides for close communication between key policy/decision makers, the representative technical planning staffs, and citizen representatives. Appendix A illustrates the representative BMCMPO committee membership.

The MPO Staff maintains close working relationships with Monroe County, the City of Bloomington, and the Town of Ellettsville departments and agencies, the Bloomington Public Transportation Corporation, Indiana University, Monroe County and Richland Bean Blossom Community School Corporations, the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and all citizens.



PLANNING EMPHASIS AREAS

The Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Indiana Department of Transportation (INDOT) annually issue a set of Planning Emphasis Areas (PEAs) to Indiana MPOs in addition to the general planning factors discussed previously. The Indiana Division Office of Federal Highway Administration (FHWA) and Federal Transit Administration Region V (FTA) annual Planning Emphasis Areas (PEAs) for FY 2021 are:

- Updating Planning Roles and Responsibilities Cooperating Operating Manual (PRRCOM)
- Traffic Incident Management (TIM)
- Local Road Safety Plans (LRSPs) and
- Participation Plans (PPs).

These PEAs prioritize key tasks and policies for implementation by MPOs in their Unified Planning Work Programs. The fulfillment of these tasks and policies implement the provisions of Fixing America's Surface Transportation Act (FAST Act). The following paragraphs detail the BMCMPPO FY 2021-2022 UPWP Planning Emphasis Area elements.

Updating INDOT's Planning Roles and Responsibilities Cooperating Operating Manual (PRRCOM)

The Indiana Division Office of Federal Highway Administration (FHWA) and Federal Transit Administration Region V (FTA) requested an update of INDOT's PRRCOM in consultation with Indiana's Metropolitan Planning Organizations (MPOs). An updated PRRCOM will facilitate open communication, adherence and maintenance of the "3-C" planning process. FHWA recommends a PRRCOM update completion by August 30, 2020. The BMCMPPO will address this PEA through Element 101 of the FY 2021 UPWP.

Traffic Incident Management (TIM)

FHWA encourages the MPOs to consider Traffic Incident Management (TIM) activities as part of their UPWPs. TIM directly supports multiple planning factors related to safety, mobility freight movement, air quality and transportation system reliability. TIM addresses the non-recurring congestion which causes delay that impacts all travelers, including just in time freight haulers. TIM additionally improves safety by reducing the likelihood of secondary crashes and improves responder safety. Furthermore, TIM impacts the economy by reducing delay that impacts consumers, and results in wasted fuel and can impact air quality. TIM support may include various activities (e.g., market TIM to elected officials, facilitate TIM responder training, facilitate working groups and activities, foster relationships, facilitate after-action reviews, fund ITS projects, and/or compile data for performance measures). The BMCMPPO will address this PEA through

Work Element 202 of the FY 2021 UPWP.

Local Road Safety Plans (LRSPs)

The BMCMPO will consider assisting agencies in developing Local Road Safety Plans (LRSPs) as a tool for reducing roadway fatalities and serious injuries. LRSPs are “living documents” where updates reflect changing local needs and priorities. LRSPs use all available data, intense data analysis, and pull together stakeholders to produce a plan to improve safety on the jurisdiction’s roads. LRSPs further emphasize systemic improvements with the inclusion of spot improvements where found appropriate. Crash types (roadway departure, intersection, bicycle, pedestrian, etc.) and roadway conditions (e.g., construction zones, weather, and lighting) normally determine focus areas. The BMCMPO will address this PEA through Element 202 of the FY 2021 UPWP.

Public Participation Plans (PPPs)

This PEA requires a review of the BMCMPO Public Participation Plans (PPP) and procedures (required by 23 CFR 450.210 and 450.316) which help agencies ensure that all community members potentially affected by a transportation decision are invited to engage in the decision making process. FHWA and FTA will review the BMCMPO Public Participation Plan and processes during certification processes to ensure continuous and equitable public engagement in the transportation planning and decision making process. The BMCMPO will coordinate the incorporation of new public outreach strategies and tools (e.g., virtual public involvement tools) into public participation plans/procedures with INDOT along with documented evaluation of progress toward plan goals. The BMCMPO will address this PEA through Element 104 of the FY 2021 UPWP.

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FY 2019-2020 BMCMPPO Budget

FUND USE BY MATCHING AGENCY

The table below summarizes FY 2021-2022 funding allocations based on the agency using the programmed funds. The figures in the MPO column represent BMCMPO staff time spent per work element, including fringe and indirect costs. The Bloomington Transit and Consultant columns identify funds set aside for consultant services, purchase of equipment, and other direct MPO expenses separate from staff costs. The CSA column shows funds identified for use by partner agencies through Contract Service Agreements. Later sections of the BMCMPO FY 2021-2022 UPWP further identify cost breakdowns of each work element.

Work Element	MPO Staff	BT	Cons/Supp	CSA	Total
100	Administration & Public Participation				
FY 2021	\$125,593	\$0	\$5,600	\$0	\$131,193
FY 2022	\$125,593	\$0	\$5,600	\$0	\$131,193
200	Data Collection & Analysis				
FY 2021	\$19,100	\$0	\$29,465	\$7,000	\$55,565
FY 2022	\$19,100	\$0	\$29,465	\$7,000	\$55,565
300	Short Range Planning & Management Systems				
FY 2021	\$62,097	\$0	\$0	\$27,000	\$89,097
FY 2022	\$62,097	\$0	\$0	\$27,000	\$89,097
400	Long Range Planning				
FY 2021	\$52,858	\$0	\$1,500	\$0	\$54,358
FY 2022	\$52,858	\$0	\$1,500	\$0	\$54,358
500	Transit & Active Transportation				
FY 2021	\$7,704	\$4,000	\$1,500	\$0	\$13,204
FY 2022	\$7,704	\$4,000	\$1,500	\$0	\$13,204
600	Other Planning Initiatives & Special Projects				
FY 2021	\$10,213	\$0	\$0	\$0	\$10,213
FY 2022	\$10,213	\$0	\$0	\$0	\$10,213
	TOTAL				
FY 2021	\$277,566	\$4,000	\$38,065	\$34,000	\$353,631
FY 2022	\$277,566	\$4,000	\$38,065	\$34,000	\$353,631
TOTAL	\$555,133	\$8,000	\$76,130	\$68,000	\$707,263

OBJECT CLASS BUDGET BY FUNDING SOURCE

The Object Class Budget table shown below summarizes FY 2021-2022 UPWP funding allocations by object class and funding source. Fringe and Indirect expenses are calculated rates found in the FY 2021 Cost Allocation Plan. Funding allocations for BMCMPPO staff, Bloomington Transit, Consultants/Other, and Contract Service Agreements (CSAs) illustrate underlying object class budgeted expenses. Please refer to the individual work element sections later in this document for further details on each category.

Object Class	Federal	Local	Total
Direct Chargeable Salary			
<i>FY 2021</i>	\$88,996	\$22,249	\$111,245
<i>FY 2022</i>	\$88,996	\$22,249	\$111,245
Fringe Expenses			
<i>FY 2021</i>	\$74,320	\$18,580	\$92,900
<i>FY 2022</i>	\$74,320	\$18,580	\$92,900
Indirect Expenses			
<i>FY 2021</i>	\$58,737	\$14,684	\$73,421
<i>FY 2022</i>	\$58,737	\$14,684	\$73,421
Bloomington Transit			
<i>FY 2021</i>	\$3,200	\$800	\$4,000
<i>FY 2022</i>	\$3,200	\$800	\$4,000
Consultants/Supplies			
<i>FY 2021</i>	\$30,452	\$7,613	\$38,065
<i>FY 2022</i>	\$30,452	\$7,613	\$38,065
Contract Service Agreements			
<i>FY 2021</i>	\$27,200	\$6,800	\$34,000
<i>FY 2022</i>	\$27,200	\$6,800	\$34,000
TOTAL			
<i>FY 2021</i>	\$282,905	\$70,726	\$353,631
<i>FY 2022</i>	\$282,905	\$70,726	\$353,631
<i>TOTAL</i>	\$565,810	\$141,453	\$707,263

SUMMARY BUDGET BY FUNDING SOURCE

The table below summarizes the FY 2021-2022 budget for each of the work elements in the Unified Planning Work Program with elemental federal funding/local match splits highlights. As illustrated in this summary table, the FY 2021 and 2022 funding allocations fall within the total available funding noted previously.

	Work Element	Federal	Local	Total
100	Administration & Public Participation			
	<i>FY 2021</i>	\$104,955	\$26,239	\$131,193
	<i>FY 2022</i>	\$104,955	\$26,239	\$131,193
200	Data Collection & Analysis			
	<i>FY 2021</i>	\$44,452	\$11,113	\$55,565
	<i>FY 2022</i>	\$44,452	\$11,113	\$55,565
300	Short Range Planning & Management Systems			
	<i>FY 2021</i>	\$71,277	\$17,819	\$89,097
	<i>FY 2022</i>	\$71,277	\$17,819	\$89,097
400	Long Range Planning			
	<i>FY 2021</i>	\$43,487	\$10,872	\$54,358
	<i>FY 2022</i>	\$43,487	\$10,872	\$54,358
500	Transit & Active Transportation			
	<i>FY 2021</i>	\$10,563	\$2,641	\$13,204
	<i>FY 2022</i>	\$10,563	\$2,641	\$13,204
600	Other Planning Initiatives & Special Projects			
	<i>FY 2021</i>	\$8,171	\$2,043	\$10,213
	<i>FY 2022</i>	\$8,171	\$2,043	\$10,213
	TOTAL			
	<i>FY 2021</i>	\$282,905	\$70,726	\$353,631
	<i>FY 2022</i>	\$282,905	\$70,726	\$353,631
	TOTAL	\$565,810	\$141,453	\$707,263

Summary Budget For Active Purchase Orders

The tables below summarize the FY 2021-2022 budget for prior BMCMPPO active and open purchase orders (P.O.). The FY 2018 purchase order will expire on June 30, 2020. Funds will not be available after these dates. Please note that the remaining unspent funds do not include FY 2020 third and fourth quarter billings. Therefore, the total unspent funds under the FY 2020 purchase order will be markedly lower.

FY 2017 P.O. & FY 2018 P.O. Balance & Expenditures			
	Expiration Date	P.O. Balance Before Expenses	P.O. Balance After Expenses
FY 2018 P.O.	6/30/2020	\$	\$0.00
FY 2019 P.O.	6/30/2020	\$	\$
<i>Total</i>		\$	\$

CONTRACT SERVICE AGREEMENTS

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) enters into annual Contract Service Agreements (CSAs) with the Monroe County Highway Department, the Town of Ellettsville, and the City of Bloomington Public Works Department in order to assist with the completion of specific UPWP work elements.

Each CSA provides a mechanism of coordination thereby avoiding the duplication of transportation planning services. Each CSA will follow the scope of work detailed within this Unified Planning Work Program and will have approval by the BMCMPPO Policy Committee. Each non-MPO government entity entering into a CSA with the BMCMPPO is responsible for all “up-front” costs detailed within a CSA. The table below summarizes the funding allocated to CSAs for each local agency within the BMCMPPO urbanized area boundary.

Agency		Federal	Local	Total
City of Bloomington Public Works				
	<i>FY 2021</i>	\$8,800	\$2,200	\$11,000
	<i>FY 2022</i>	\$8,800	\$2,200	\$11,000
Monroe County Highway Dept.				
	<i>FY 2021</i>	\$8,800	\$2,200	\$11,000
	<i>FY 2022</i>	\$8,800	\$2,200	\$11,000
Town of Ellettsville				
	<i>FY 2021</i>	\$9,600	\$2,400	\$12,000
	<i>FY 2022</i>	\$9,600	\$2,400	\$12,000
TOTAL				
	<i>FY 2021</i>	\$27,200	\$6,800	\$34,000
	<i>FY 2022</i>	\$27,200	\$6,800	\$34,000
	<i>TOTAL</i>	\$54,400	\$13,600	\$68,000

Work Elements

ADMINISTRATION & PUBLIC PARTICIPATION

100

COMMITTEES

See Appendix A for a list of BMCMPPO Committees.

101 Intergovernmental Coordination

The BMCMPPO staff will administer the MPO Policy Committee, the MPO Technical Advisory Committee, the Citizens Advisory Committee, and other routine MPO activities. Meetings of the MPO Committees generally occur on a monthly basis. Activities that occur in association with these committees include the preparation of information packets for each meeting, clerical support activities, and documentation of such meetings. All meetings are open to attendance by the public.

The fourteen (14) Metropolitan Planning Organizations in the State of Indiana have a statewide MPO association, known as the Indiana MPO Council that meets monthly to discuss and act on matters of mutual interest. The monthly meetings provide an opportunity for the MPOs to coordinate their transportation planning activities and to work collectively with INDOT and FHWA. The BMCMPPO staff will attend and/or participate in these meetings to represent the interests of BMCMPPO on the State and Federal levels.

Every four years, each MPO must undergo a certification review by the Federal Highway Administration. The last BMCMPPO certification review completed in May 2016, places the BMCMPPO on a Calendar Year 2020 review timetable.

Responsible Agency and End Products

- MPO Staff to conduct up to ten (10) Policy Committee meetings per fiscal year. [Estimated Completion: Monthly]
- MPO Staff to conduct up to ten (10) Technical Advisory Committee meetings per fiscal year. [Estimated Completion: Monthly]
- MPO Staff to conduct up to ten (10) Citizens Advisory Committee meetings per fiscal year. [Estimated Completion: Monthly]
- MPO Staff to attend up to twelve (12) MPO Council monthly meetings per fiscal year. [Estimated Completion: Monthly]
- MPO Staff to participate in Federal MPO Certification Review. [Estimated Completion: As Required]
- MPO staff to coordinate with INDOT central office staff regarding an update of INDOTs Planning Roles and Responsibilities Cooperating Operating Manual (PRRCOM) and in consultation with Indiana's Metropolitan Planning Organizations (MPOs) to facilitate open communication, adherence and maintenance of the established "3-C" planning process. [Estimated Q1/FY21]

102 Unified Planning Work Program (UPWP)

The development and administration of a Unified Planning Work Program (UPWP) is a requirement of the metropolitan transportation planning process. The UPWP describes all planning activities anticipated in the BMCMPPO study area over the next two (2) Fiscal Years and documents anticipated end products with financial support from Federal planning and local matching funds. This element also includes the preparation of a Cost Allocation Plan/Indirect Cost Proposal that determines BMCMPPO staff billing rates.

MPO Staff will administer the FHWA and FTA planning grants associated with the FY 2019-2020 UPWP. The staff shall prepare and provide quarterly progress reports, billing statements, and the financial status of the FY 2021-2022 UPWP to the Policy Committee and to the member agencies for the measurement of MPO activity progress pursuant to the completion of the UPWP.

Responsible Agency and End Products

- MPO Staff to develop amendment(s) to FY 2021-2022 Unified Planning Work Program. [Estimated Completion: Q1/FY21 through Q3/FY22]
- MPO Staff to develop FY 2022-2023 UPWP. [Estimated Completion: Q4/FY21]
- MPO Staff to develop the FY 2022 & 2023 Cost Allocation Plan as part of the FY 2022-2023 UPWP. [Estimated Completion: Q3/FY21]
- MPO Staff to prepare and submit the FY 2020 Annual Completion Report to INDOT. [Estimated Completion: Q1/FY21]
- MPO Staff to prepare and submit the FY 2021 Annual Completion Report to INDOT. [Estimated Completion: Q1/FY22]
- MPO Staff to prepare and submit the FY 2021-2022 Self Certification Review Statement to INDOT/FHWA/FTA representatives. [Estimated Completion: Q4/FY21, with TIP]
- MPO Staff to prepare and submit eight (8) quarterly progress reports to INDOT for review. [Estimated Completion: FY21 & FY22 Quarterly]
- MPO Staff to prepare and submit eight (8) quarterly billing statements to INDOT for reimbursement. [Estimated Completion: FY21 & FY22 Quarterly]

COST ALLOCATION PLAN

See Appendix B for further details.

103 Staff Training and Education

The ongoing development of MPO staff expertise will occur through attendance and participation in transportation related courses, seminars, and conferences, as well as the purchase of educational/reference materials, professional periodical subscriptions, and technical software training. These educational tools are essential for the professional development of all MPO staff and to enhance local knowledge of regional and national best practices in transportation planning.

Responsible Agency and End Products

- MPO Staff to attend the annual Indiana MPO Conference. [Estimated Completion: FY19 & FY20 Annually]
- MPO Staff to attend the annual Purdue Road School and/or other educational conference opportunities including (but not limited to) webinars, classes, and/or conferences and utilize educational materials for professional development from national associations such as the American Planning Association, the Association of Pedestrian and Bicycle Professionals, the Urban Land Institute, and Institute of Transportation Engineers. [Estimated Completion: Ongoing]
- MPO Staff to renew professional membership dues to the American Planning Association and other relevant professional organizations. As part of its business practices, the BMCMPPO will verify that expenditures are compliant with the requirements of 2 CFR 200.403-405 Factors Affecting Allowability of Cost. [Estimated Completion: Ongoing]

104 Public Outreach

The BMCMPO will continue to review and update the Public Participation Plan (PPP), procedures required by 23 CFR 450.210 and 450.316, and processes to (1) ensure that all community members potentially affected by a transportation decision are invited to engage in the decision making process, and (2) ensure continuous and equitable public engagement in the transportation planning and decision making process.

The BMCMPO staff will post meeting notices, agendas, minutes and MPO documents on-line and in hard copy for access by interested citizens. Staff will assist the CAC with recruitment materials, such as a brochure and letter to local organizations, to provide diverse representation among CAC participants.

Staff will maintain the MPO web site (a subsection of the City of Bloomington web site) as a key point of public engagement. Citizens, businesses, and other community members can access and download reports, data, updates, and other information related to the functions of the MPO, in addition to the traditional forms of correspondence that are available. Staff will continue to explore new methods of communication, such as social media, in order to enhance public engagement with the MPO.

Responsible Agency and End Products

- MPO Staff to post MPO Committee agendas, minutes, and MPO documents on-line. [Estimated Completion: Ongoing]
- MPO Staff to implement all procedures required to ensure compliance with the MPO's Public Participation Process. [Estimated Completion: Ongoing]
- MPO staff to ensure proper public posting of MPO meeting agendas and proposed plans and documents, including printing of legal notices for public comment periods in the local newspaper. [Estimated Completion: Ongoing]
- MPO to coordinate with INDOT and ensure new strategies and tools (e.g., social media and virtual public involvement tools), are incorporated into public participation plans and procedures, and that plans include documented evaluation of progress toward plan goals. [Estimated Completion: Ongoing]

Work Element 100 Budget

	Task	FY 2021	FY 2022	Total
101	Intergovernmental Coordination			
	<i>Federal Share</i>	\$53,179	\$53,179	\$106,358
	<i>Local Share</i>	\$13,295	\$13,295	\$26,590
	Total	\$66,474	\$66,474	\$132,948
102	Unified Planning Work Program			
	<i>Federal Share</i>	\$18,944	\$18,944	\$37,888
	<i>Local Share</i>	\$4,736	\$4,736	\$9,472
	Total	\$23,680	\$23,680	\$47,360
103	Staff Training & Education			
	<i>Federal Share</i>	\$16,145	\$16,145	\$32,290
	<i>Local Share</i>	\$4,036	\$4,036	\$8,073
	Total	\$20,181	\$20,181	\$40,363
104	Public Outreach			
	<i>Federal Share</i>	\$16,687	\$16,687	\$33,373
	<i>Local Share</i>	\$4,172	\$4,172	\$8,343
	Total	\$20,858	\$20,858	\$41,717
	TOTAL FEDERAL SHARE	\$104,955	\$104,955	\$209,909
	TOTAL LOCAL SHARE	\$26,239	\$26,239	\$52,477
	TOTAL	\$131,193	\$131,193	\$262,387

Work Elements

DATA COLLECTION & ANALYSIS

200

201 Traffic Volume Counting

The MPO staff, in conjunction the Town of Ellettsville, will conduct vehicular volume counts within the Metropolitan Planning Area (MPA) for arterial and collector streets/roads on a rotational cycle that will provide complete coverage of the MPO's functionally classified roadway network.

The BMCMPPO will additionally conduct special counts upon the request of local entities to assist with engineering alternatives analysis and design decisions (e.g., traffic control warrant studies, traffic calming requests, safety examinations, development petition reviews, corridor studies, etc.). The BMCMPPO will conduct traffic volume link and segment counts throughout the urbanized area on a rotating basis of once every three (3) years, or as requested.

The traffic volume sampling program data will support INDOT's HPMS data collection efforts continuously refining link volumes, capacities, and speeds for calibration of the BMCMPPO travel demand forecast model. Bloomington Planning & Transportation Department will purchase new counting equipment, software and supplies including but not limited to battery replacements, a portable traffic analyzer, replacement tubing, nails, padlocks, and other related materials as necessary for the maintenance and capital replacement of traffic counting equipment.

Responsible Agency and End Products

- MPO staff to perform approximately 150 coverage counts on behalf of the City of Bloomington Planning & Transportation Department and Monroe County Highway Department. [Estimated Completion: Annually]
- Town of Ellettsville staff to perform approximately 80 coverage counts. [Estimated Completion: Annually]
- MPO Staff to perform one-third of the required HPMS traffic counts for INDOT. [Estimated Completion: Annually]
- MPO staff to purchase traffic and/or bicycle & pedestrian counting equipment, software (purchase and/or licenses renewals) and supplies to support annual traffic counting program needs. [Estimated Completion: As needed]
- MPO staff shall purchase annual software licenses for Adobe Software and GIS Software. [Estimated Completion: Annually]

202 Annual Crash Report

The BMCMPPO produces an Annual Crash Report identifying hazardous intersections and corridors within the MPO study area and associated causal factors contributing to aggregate crash data. The analysis of crash data allows local jurisdictions to undertake roadway safety improvements and to establish longitudinal measures of effectiveness for the evaluation of alternative actions over time. The Annual Crash Report additionally assists the BMCMPPO with the identification of project locations that may have Highway Safety Improvement Program (HSIP) and/or Road Safety Audit (RSA) eligibility. The staff shall further assist with development of Local Road Safety Plans (LRSPs) and Traffic Incident Management (TIM) within the BMCMPPO area.

Responsible Agency and End Products

- MPO Staff to produce the Calendar Years 2017-2020 Crash Report. [Estimated Completion: Q4/FY21]
- MPO Staff to produce the Calendar Years 2018-2021 Crash Report. [Estimated Completion: Q4/FY22]
- MPO Staff to renew MS2 TCLS (Traffic Crash) - Pro Plus License software, TCLS Annual Support, and data migration reader for ARIES crash data and subsequent Crash Reports. [Estimated Completion: Q4/FY21]
- MPO Staff to assist local agencies in developing Local Road Safety Plans (LRSPs) as a tool for reducing roadway fatalities and serious injuries. Emphasis will focus on implementing systemic roadway/corridor improvements and/or selective spot locations determined by key data (e.g., fatalities, serious injury rates, roadway departures, intersections, bicycle, pedestrian, weather, lighting, construction zones, school zones, etc.). [Estimated Completion: Q4/FY21]
- MPO Staff to consider Traffic Incident Management (TIM) activities supporting multiple planning factors related to safety, mobility freight movement, air quality and transportation system reliability including the non-recurring congestion which causes delay that impacts all travelers and just in time freight haulers, reducing the likelihood of a secondary crash and responders being struck, and by reducing delay that impacts consumers resulting in wasted fuel and potential air quality impacts. MPO staff outreach support may include various activities (e.g., market TIM to elected officials, facilitate TIM responder training, facilitate working groups and activities, foster relationships, facilitate after-action reviews, fund ITS projects, and/or compile data for performance measures). [Estimated Completion: Q4/FY21]

Work Element 200 Budget

	Task	FY 2021	FY 2022	Total
201	Traffic Volume Counting			
	<i>Federal Share</i>	\$37,053	\$37,053	\$74,106
	<i>Local Share</i>	\$9,263	\$9,263	\$18,527
	Total	\$46,317	\$46,317	\$92,633
202	Annual Crash Report			
	<i>Federal Share</i>	\$7,399	\$7,399	\$14,798
	<i>Local Share</i>	\$1,850	\$1,850	\$3,699
	Total	\$9,249	\$9,249	\$18,497
	TOTAL FEDERAL SHARE	\$44,452	\$44,452	\$88,904
	TOTAL LOCAL SHARE	\$11,113	\$11,113	\$22,226
	TOTAL	\$55,565	\$55,565	\$111,131

Work Elements

SHORT RANGE PLANNING & MANAGEMENT SYSTEMS

300

301 Transportation Improvement Program (TIP)

The development and maintenance of a Transportation Improvement Program (TIP) is a Federal requirement for MPOs that intend to implement projects with Federal funds. All Federal-aid projects must be included in the TIP, and the adopted program of projects must have “fiscally constraint” for inclusion within the Indiana Statewide Transportation Improvement Program (INSTIP) prepared by the Indiana Department of Transportation (INDOT). The BMCMPPO will coordinate with its LPAs to develop and administer a valid TIP on an ongoing basis. This includes processing required amendments, managing a Quarterly Project Tracking program, assisting LPAs with Red Flag Investigations, and other activities as outlined below. The BMCMPPO will work with INDOT and the LPAs to develop best practices for project scheduling and cost estimation.

Responsible Agency and End Products

MPO Staff to administer the FY 2020 – 2024 TIP through coordination with LPAs and INDOT, management of the Change Order Policy, and processing of TIP amendments as needed. [Estimated Completion: Ongoing]

MPO Staff to assist LPAs with development of Red Flag Investigations for new transportation projects for addition to the TIP. [Estimated Completion: Ongoing]

MPO Staff to administer the Quarterly Project Tracking Program for local projects in the TIP, including quarterly meetings with LPAs, design consultants, INDOT and FHWA. [Estimated Completion: Quarterly]

MPO Staff to produce the Fiscal Year 2020 Annual List of Obligated Projects. [Estimated Completion: Q1/FY21]

MPO Staff to produce the Fiscal Year 2021 Annual List of Obligated Projects. [Estimated Completion: Q1/FY22]

MPO Staff to attend County/City projects team meetings for interagency coordination and participation. [Estimated Completion: Monthly]

MPO Staff, in concert with Local Public Agencies, will review the adopted Complete Streets Policy for the Fiscal Years 2020-2024 Transportation Improvement Program. [Estimated Completion: Annual]

302 Highway Safety Improvement Program (HSIP)

The BMCMPO has an established local Highway Safety Improvement Program (HSIP) in compliance with FAST Act legislation and INDOT/FHWA directives. Going forward, the BMCMPO staff will administer procedures whereby appropriate projects solicited from LPAs and HSIP funding awards will depend upon project compliance with HSIP selection criteria. The MPO will encourage LPAs to implement low-cost systemic improvements to treat the factors contributing to severe crashes in the community. Opportunities will also seek the programming of HSIP funds for Road Safety Audits and other INDOT/FHWA approved planning purposes.

Responsible Agency and End Product

- MPO Staff to administer the FY 2020-2024 HSIP funding. [Estimated Completion: Q4/FY21 and Q4/FY22, as needed]

FY 2020 PEA

See Appendix E for detailed requirements.

303 Transportation Alternatives (TA)

The Bloomington-Monroe County MPO has an established local Transportation Alternatives Program (TA) in compliance with FAST Act legislation and INDOT/FHWA directives. With the adoption of the new FAST Act legislation, program revisions will reflect the new Transportation Alternatives (TA). The BMCMPPO staff will administer procedures for the solicitation and funding of LPA projects in compliance with TA selection criteria.

Responsible Agency and End Product

- MPO Staff to administer the FY 2020-2024 TA funding. [Estimated Completion: Q4/FY21 and Q4/FY22, as needed]

304 Infrastructure Management Systems

The BMCMPPO has historically supported the efforts of its LPAs to establish and maintain robust asset management systems using Contract Service Agreements (CSAs). The City of Bloomington, Monroe County, and the Town of Ellettsville regularly collect asset condition data for infrastructure components such as pavement, signs, and street markings, and manage it using an appropriate software package. This methodology allows the respective jurisdictions to develop long term management plans for their infrastructure assets. These asset management systems will undergo continuous updating to ensure maintenance of data, quality and conditions.

Responsible Agency and End Products

- City of Bloomington to maintain Five-Year Pavement Management Plan and provide quarterly status reports to the BMCMPPO under a CSA. [Estimated Completion: Ongoing, Annually]
- Monroe County to maintain Five-Year Pavement Management Plan and provide quarterly status reports to the BMCMPPO under a CSA. [Estimated Completion: Ongoing, Annually]
- Town of Ellettsville to maintain Five-Year Pavement Management Plan and provide quarterly status reports to the BMCMPPO under a CSA. [Estimated Completion: Ongoing, Annually]

305 ITS Architecture Maintenance

Intelligent Transportation Systems (ITS) use a number of technologies, including information processing and communications to achieve transportation network operating efficiencies. ITS allows the Bloomington-Monroe County Urban Area to improve safety, reduce congestion, improve mobility, enhance economic productivity, and save public investment dollars without negatively affecting the environment. The Bloomington-Monroe County MPO completed its Regional ITS Architecture in 2008. Administrative modifications to the ITS Architecture are warranted when an LPA wishes to include a new technology into a transportation project. Updates and revisions as needed shall ensure that the Architecture remains current and accounts for changes and improvements in the transportation network. Staff will also assist local entities with the implementation of ITS projects as detailed in the ITS Architecture.

Responsible Agency and End Product

- MPO Staff to maintain the established Intelligent Transportation Systems (ITS) architecture. [Estimated Completion: As needed]

306 Performance Measures

Fixing America's Surface Transportation Act (FAST) Act signed into law on December 4, 2015, along with its predecessor, Moving Ahead for Progress in the 21st Century Act (MAP-21), establishes new requirements for performance management to ensure the most efficient investment of Federal transportation funds. States will invest resources in projects to achieve individual targets that collectively will make progress toward the national goals.

The national performance goals for Federal Highway programs include:

- Safety – to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure Condition – To maintain the highway infrastructure asset system in a state of good repair.
- Congestion Reduction – To achieve a significant reduction in congestion on the National Highway System (NHS).
- System Reliability – To improve the efficiency of the surface transportation system.
- Freight Movement and Economic Vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced Project Delivery Delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued new transportation planning rules on the statewide and metropolitan transportation planning processes to reflect the use of a performance based approach to decision-making in support of the national goals. These processes must document in writing how the Metropolitan Planning Organizations (MPOs), Indiana Department of Transportation (INDOT) and providers of public transportation shall jointly agree to cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see 23 CFR 450.306(d)) and the collection of data for the INDOT asset management plan for the National Highway System specified in 23 CFR 450.314(h).

FY 2020 PEA

See Appendix E for detailed requirements.

The Federal Transit Administration (FTA) additionally has performance measures for Transit Asset Management with published and effective final regulations. FHWA has performance measures and final regulations published for Safety, Bridge and Pavement Conditions, Congestion Reduction and System Reliability.

INDOT along with the MPOs and FHWA will continue to identify Performance Targets for each Performance Measure. Once Performance Targets are established, the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) modifications will reflect this information. Data collection and analysis evaluations shall determine the success of established targets.

For FHWA and FTA to approve any TIP amendments after May 27, 2018, the INDOT, MPOs and Public Transit Operators must reflect this information and describe how projects in the TIP/STIP, to the maximum extent practicable, achieve the Federally required performance targets identified in the Statewide and Metropolitan Transportation Plans, linking investment priorities to these performance targets.

Responsible Agency and End Product

- MPO Staff shall develop and the MPO Policy Committee shall adopt Performance Measures in accordance with Federal Rules. [Estimated Completion: Q4/2021]

Work Element 300 Budget

SHORT RANGE PLANNING & MANAGEMENT SYSTEMS

Task		FY 2021	FY 2022	Total
301	Transportation Improvement Program			
	<i>Federal Share</i>	\$41,558	\$41,558	\$83,116
	<i>Local Share</i>	\$10,389	\$10,389	\$20,779
	Total	\$51,947	\$51,947	\$103,894
302	Highway Safety Improvement Program			
	<i>Federal Share</i>	\$2,011	\$2,011	\$4,022
	<i>Local Share</i>	\$503	\$503	\$1,005
	Total	\$2,514	\$2,514	\$5,027
303	Transportation Alternatives Program			
	<i>Federal Share</i>	\$2,011	\$2,011	\$4,022
	<i>Local Share</i>	\$503	\$503	\$1,005
	Total	\$2,514	\$2,514	\$5,027
304	Infrastructure Management Systems			
	<i>Federal Share</i>	\$21,600	\$21,600	\$43,200
	<i>Local Share</i>	\$5,400	\$5,400	\$10,800
	Total	\$27,000	\$27,000	\$54,000
305	ITS Architecture Maintenance			
	<i>Federal Share</i>	\$804	\$804	\$1,609
	<i>Local Share</i>	\$201	\$201	\$402
	Total	\$1,005	\$1,005	\$2,011
306	Performance Measures			
	<i>Federal Share</i>	\$3,294	\$3,294	\$6,587
	<i>Local Share</i>	\$823	\$823	\$1,647
	Total	\$4,117	\$4,117	\$8,234
	TOTAL FEDERAL SHARE	\$71,277	\$71,277	\$142,555
	TOTAL LOCAL SHARE	\$17,819	\$17,819	\$35,639
	TOTAL	\$89,097	\$89,097	\$178,193

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Work Elements

LONG RANGE PLANNING

400

FY 2020 PEA

See Appendix E for detailed requirements.

401 2045 Metropolitan Transportation Plan (MTP)

Federal requirements mandate that the Metropolitan Transportation Plan (MTP) shall maintain a minimum twenty-year time horizon. The BMCMPPO adopted a 2040 Metropolitan Transportation Plan in December 2017. The BMCMPPO staff initiated a non-technical 2045 Metropolitan Transportation Plan update process during FY 2020. The anticipated adoption of the BMCMPPO 2045 Metropolitan Transportation Plan in the first quarter of FY 2021. The new 2045 Metropolitan Transportation Plan will include new public outreach/input as the significant component of the plan's development. The plan will look beyond automobile travel needs to encompass all modes of travel in its evaluation of long-term transportation needs for the region.

The current BMCMPPO Travel Demand Model (TDM) requires TransCAD modeling software and an annual software license renewal fee for software support and periodic upgrades.

Responsible Agency and End Products

- MPO Staff to develop the 2045 Metropolitan Transportation Plan. [Estimated Completion: Q1/FY21]
- MPO to pay annual TransCAD license renewal fees. [Estimated Completion: Annually]

Work Element 400 Budget

LONG RANGE PLANNING

Task		FY 2021	FY 2022	Total
401	2045 Metropolitan Transportation Plan			
	<i>Federal Share</i>	\$43,487	\$43,487	\$86,973
	<i>Local Share</i>	\$10,872	\$10,872	\$21,743
	Total	\$54,358	\$54,358	\$108,717
	TOTAL FEDERAL SHARE	\$43,487	\$43,487	\$86,973
	TOTAL LOCAL SHARE	\$10,872	\$10,872	\$21,743
	TOTAL	\$54,358	\$54,358	\$108,717

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Work Elements

TRANSIT & ACTIVE TRANSPORTATION

500

501 Bicycle & Pedestrian Coordination

The BMCMPPO staff in conjunction with the Bloomington Bicycle and Pedestrian Safety Commission (BBPSC) will continue to build upon safety/awareness efforts that will promote and encourage bicycle and pedestrian activities as viable modes of transportation. One MPO staff member is a certified instructor of bicycle safety curricula developed by the League of American Bicyclists. The MPO will utilize this skill set to host bicycle skills and safety training seminars that are open to the public. Educational outreach activities may include structured classes developed by the League of American Bicyclists or may be informal presentations to target populations on the subject of bicycle and pedestrian safety.

Staff will assist the BBPSC in reviewing local development proposals for bicycle and pedestrian issues, and will develop policy recommendations for education and safety programs for bicyclists and pedestrians.

Responsible Agency and End Products

- MPO Staff will attend regular monthly meetings of both County and City of Bloomington Bicycle and Pedestrian Safety Commissions, including the formal business meetings and the interim work sessions. [Estimated Completion: Monthly]
- MPO Staff will conduct bicycle and pedestrian outreach, education, workshops, and other events such as, but not limited to, League of American Bicyclists training programs, informational booths at special events, and presentations to targeted groups. [Estimated Completion: Ongoing, as needed]

502 Bicycle/Pedestrian Counts

Bicycle and pedestrian data collection is an important component of the overall data collection and analysis program for the MPO. Collecting this data aids LPAs in developing and prioritizing projects and programs that enhance the quality of these transportation modes. The MPO will conduct counts to determine usage of bicycle and pedestrian facilities within the MPO area in order to assist LPAs in this effort.

Responsible Agency and End Products

- MPO Staff to conduct seven-day seasonal baseline counts (spring, summer, and fall) on multi-use trails and bike lane facilities to establish baseline data for bicycle and pedestrian volume counts. [Estimated Completion: Q4/FY21, Q4/FY22]
- MPO Staff to report on the results of the seasonal coverage counts conducted under Element 502(A). [Estimated Completion: Q4/FY21, Q4/FY22]
- MPO Staff will work in collaboration with INDOT to identify best practice opportunities for improved mid-block pedestrian crossings recognizing the State of Indiana's identification as a "Focus State". [Estimated Completion: Ongoing, as needed]

504 Transit Ridership Counts

Bloomington Transit conducts annual transit ridership counts for all of its routes and services. This information aids in establishing annual passenger mile estimates for mass transit, in identifying facilities that are under or over utilized, and in the prioritization of capital improvements. The counts follow FTA guidelines which describe the methodology to estimate annual passenger miles based on data from a sample of randomly selected bus trips for Bloomington Transit fixed route and demand response service (i.e., statistically stratified random sample methodology).

Responsible Agency and End Products

- Bloomington Transit to collect operating data required for estimates of annual passenger miles. [Estimated Completion: Annually]
- Bloomington Transit to report annual passenger mile data estimates for Bloomington Transit fixed route and demand response service. [Estimated Completion: Annually]

Work Element 500 Budget

TRANSIT & ACTIVE TRANSPORTATION

Task	FY 2021	FY 2022	Total
501	Bicycle & Pedestrian Coordination		
<i>Federal Share</i>	\$4,627	\$4,627	\$9,254
<i>Local Share</i>	\$1,157	\$1,157	\$2,314
Total	\$5,784	\$5,784	\$11,568
502	Bicycle/Pedestrian Counts		
<i>Federal Share</i>	\$2,736	\$2,736	\$5,472
<i>Local Share</i>	\$684	\$684	\$1,368
Total	\$3,420	\$3,420	\$6,840
503	Transit Studies		
<i>Federal Share</i>	\$0	\$0	\$0
<i>Local Share</i>	\$0	\$0	\$0
Total	\$0	\$0	\$0
504	Transit Ridership Counts		
<i>Federal Share</i>	\$3,200	\$3,200	\$6,400
<i>Local Share</i>	\$800	\$800	\$1,600
Total	\$4,000	\$4,000	\$8,000
TOTAL FEDERAL SHARE	\$10,563	\$10,563	\$21,126
TOTAL LOCAL SHARE	\$2,641	\$2,641	\$5,282
TOTAL	\$13,204	\$13,204	\$26,408

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Work Elements

OTHER PLANNING INITIATIVES & SPECIAL PROJECTS

600

FY 2020 PEA

See Appendix E for detailed requirements.

601 Title VI Plans

MPOs must ensure that jurisdictional local public agencies (LPAs) with projects in the Transportation Improvement Program (TIP) have complied with Title VI nondiscrimination requirements. MPOs should survey local governments to determine if they have a current Title VI Plan that identifies a person responsible for Title VI, Notification of Nondiscrimination, a complaint process and steps used to collect and evaluate data on the impacts of the LPA's programs and projects. The MPO should provide technical assistance to LPAs that do not have such plans in place. MPOs must monitor Title VI status going forward and move toward limiting funding to those entities not meeting their requirements as Federal-aid recipients.

Responsible Agency and End Product

- MPO Staff to assist LPAs in complying with Title VI as part of Transportation Improvement Program (TIP) development process and in the development of Title VI Plans as needed. [Estimated Completion: Q4/FY21]

602 Coordinated Human Services Public Transit Plan

SAFETEA-LU created new funding opportunities for public transportation programs, including the Jobs Access Reverse Commute (JARC) program and the New Freedom program. At present, eligible activities are elements of the 5307 Urban Formula Grant Program and continue under the FAST Act. Certain eligibilities were additionally included in the 5310 Enhanced Mobility of Seniors and Individuals with Disabilities grant program. In order for local transit operators to use these funding sources, any proposed project funding must have inclusion in a locally developed Coordinated Human Services Public Transit Plan, which the MPO originally completed in 2007. The BMCMPPO completed a significant update to this plan in February 2012. This update expanded the list of eligible transportation providers, identified new transportation needs in the community, and provided new strategies for addressing those needs. The MPO staff will continue to assist local transportation providers with the implementation of key projects outlined in the local plan in Fiscal Year 2021 and 2022.

Responsible Agency and End Product

- MPO Staff to assist local transit and human services providers with the implementation of projects specified in the Coordinated Human Services Public Transit Plan. [Estimated Completion: As needed]

Work Element 600 Budget

OTHER PLANNING INITIATIVES & SPECIAL PROJECTS

Task		FY 2021	FY 2022	Total
601	Title VI Plans			
	<i>Federal Share</i>	\$8,171	\$8,171	\$16,342
	<i>Local Share</i>	\$2,043	\$2,043	\$4,085
	Total	\$10,213	\$10,213	\$20,427
602	Coordinated Human Services Public Transit Plan			
	<i>Federal Share</i>	\$0	\$0	\$0
	<i>Local Share</i>	\$0	\$0	\$0
	Total	\$0	\$0	\$0
603	Special Studies			
	<i>Federal Share</i>	\$0	\$0	\$0
	<i>Local Share</i>	\$0	\$0	\$0
	Total	\$0	\$0	\$0
	TOTAL FEDERAL SHARE	\$8,171	\$8,171	\$16,342
	TOTAL LOCAL SHARE	\$2,043	\$2,043	\$4,085
	TOTAL	\$10,213	\$10,213	\$20,427

Appendix A

BMCMPO COMMITTEE MEMBERSHIP

BMCMPPO COMMITTEE MEMBERSHIP

Policy Committee

Member	Title	Representing
Lisa Ridge, <i>Chair</i>	Director of Public Works	Monroe County
Sarah Ryterband, <i>Vice Chair</i>	Chair, Citizens Advisory Committee	Citizens Advisory Committee
Jason Banach	Director of Real Estate	Indiana University
Alexandra Burns	Regional Administrator, Region 5	Federal Transit Administration (<i>non-voting</i>)
Matt Flaherty	Common Council Member	City of Bloomington
Penny Githens	County Commissioner	Monroe County
John Hamilton	Mayor	City of Bloomington
Tony McClellan	Deputy Commissioner	INDOT Seymour District
Kent McDaniel	Board of Directors Member	Bloomington Public Transportation Corporation
Joyce Newland	Community Planner, Indiana Division	Federal Highway Administration (<i>non-voting</i>)
Pam Samples	Town Council Member (<i>Designee</i>)	Town of Ellettsville
Dave Warren	Plan Commission Member	Monroe County
Adam Wason	Director of Public Works	City of Bloomington
Kate Wiltz	County Council Member	Monroe County
<i>Vacant</i>	Plan Commission Member	City of Bloomington

BMCMPO COMMITTEE MEMBERSHIP (cont.)

Technical Advisory Committee

Member	Title	Representing
Lew May, <i>Chair</i>	General Manager	Bloomington Transit
Paul Satterly, PE, <i>Vice Chair</i>	Monroe County Highway Engineer	Monroe County
Reggie Arkell	Community Planner, Region 5	Federal Transit Administration (<i>non-voting</i>)
Chris Ciolli	Director of Building Operations	Monroe County Community School Corp.
Steve Cotter	Director of Operations, Parks Department	City of Bloomington
Jane Fleig	Assistant Engineer, Utilities Department	City of Bloomington
Laura Haley	GIS Coordinator	City of Bloomington
Brian Jones	Project Manager, Transit	Indiana Department of Transportation
Carlos Laverty	Executive Director, Monroe County Airport	Monroe County
Audrey Myers	Transportation Director	Richland-Bean Blossom Community School Corp.
Chris Myers	Manager	Area 10 - Rural Transit
Joyce Newland	Community Planner, Indiana Division	Federal Highway Administration (<i>non-voting</i>)
Brian Noojin	Director, Campus Bus Service	Indiana University
Emmanuel Nsonwu	Transportation Planner/MPO Liaison	Indiana Department of Transportation
Terri Porter, AICP	Director, Planning & Transportation Dept.	City of Bloomington
Matt Rhoads, PE	Highway Design Engineer	Indiana Department of Transportation - Seymour
Craig Shonkwiler, PE	Transportation & Traffic Engineer	City of Bloomington
Catherine Smith	Auditor	Monroe County
Danny Stalcup	Street Commissioner, Street Department	Town of Ellettsville
Kevin Tolloty	Director, Planning Department	Town of Ellettsville
Jeff Underwood	Controller	City of Bloomington
Joe VanDeventer	Director of Street Operations	City of Bloomington
David Walter, AIA	Vice Chair, Citizens Advisory Committee	Citizens Advisory Committee
Larry Wilson	Director, Planning Department	Monroe County
Kelli Witmer	Director, Parks & Recreation Department	Monroe County
<i>Vacant</i>	GIS Coordinator	Monroe County

BMCMPO COMMITTEE MEMBERSHIP (cont.)

Citizens Advisory Committee

Member	Representing
Sarah Ryterband, <i>Chair</i>	Citizen
David Walter, AIA, <i>Vice Chair</i>	Sixth & Ritter Neighborhood
Paul Ash	McDoel Gardens Neighborhood
Mary Jane Hall	Bloomington Board of Realtors
Joan Keeler	Citizen
John Kennedy	Council of Neighborhood Associations
Mary Ann Williams	Citizen

BMCMPO COMMITTEE (cont.)**Metropolitan Planning Organization Staff**

Name	Position
Beth Rosenbarger, AICP	Planning Services Manager
Pat Martin	Senior Transportation Planner
Ryan Clemens	Transportation Planner
Mallory Rickbeil	Bicycle & Pedestrian Coordinator
Michael Stewart	Planning Technician
Desiree King	Administrative Assistant

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Appendix B

FY 2021 UPWP COST ALLOCATION PLAN

FY 2020 UPWP Cost Allocation Plan

Appendix C

ABBREVIATIONS

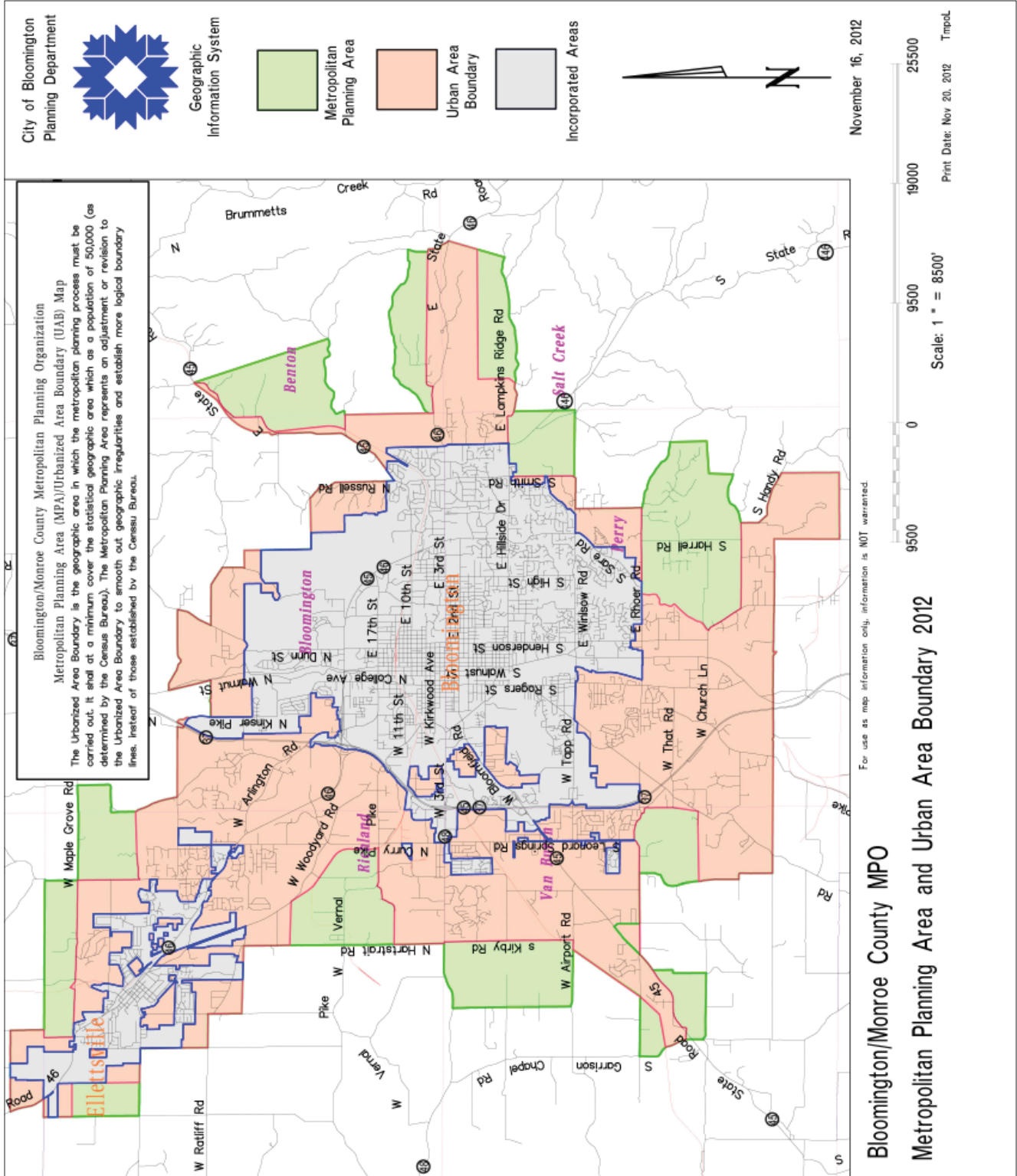
Abbreviations

3-C	Continuing, Comprehensive, and Cooperative Planning Process
ADA	Americans with Disabilities Act
BBPSC	Bloomington Bicycle and Pedestrian Safety Commission
BMCMPPO	Bloomington-Monroe County Metropolitan Planning Organization
BT	Bloomington Transit
CAC	Citizens Advisory Committee
EJ	Environmental Justice
FAST	Fixing America’s Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Indiana State Fiscal Year (July 1 through June 30)
GIS	Geographic Information Systems
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
INDOT	Indiana Department of Transportation
INSTIP/STIP	Indiana State Transportation Improvement Program
ITS	Intelligent Transportation System
IU	Indiana University
LPA	Local Public Agency
MAP-21	Moving Ahead for Progress in the 21st Century
MCCSC	Monroe County Community School Corporation
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
PC	Policy Committee
PDP	Program Development Process
PL	Metropolitan Planning Funds
SAFETEA-LU	Safe, Affordable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
STBG	Surface Transportation Block Grant
TAP	Transportation Alternatives Program
TAC	Technical Advisory Committee
TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
VMT	Vehicle Miles of Travel

Appendix D

BMCMPO METROPOLITAN PLANNING AREA MAP

BMCMPO Metropolitan Planning Area Map



Appendix E

PLANNING EMPHASIS AREAS

Planning Emphasis Areas

Appendix F

TRANSIT OPERATOR LOCAL MATCH ASSURANCE

Transit Operator Local Match Assurance

Appendix G

ADOPTION RESOLUTIONS & APPROVAL LETTER

Adoption Resolutions - To Be Included

Adoption Resolutions (cont.)

Adoption Resolutions (cont.)

Adoption Resolutions (cont.)



To: BMCMPO Policy Committee

From: Pat Martin, Ryan Clemens

Date: February 18, 2020

Re: FY 2020 - 2024 Transportation Improvement Program (TIP) Amendments

INDOT requests three (3) amendments to the BMCMPO FY 2020-2024 TIP. The proposed amendments include the following:

I-69 Installation of New Cable Rail Safety Barriers from SR 445 (exit) to SR 37 (Exit 114) in Monroe County - Safety (DES# 1902884).

<i>I-69 Installation of New Cable Rail Safety Barrier</i>					
Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2021	STBG	\$900,000	\$100,000	\$1,000,000
Totals			\$900,000	\$100,000	\$1,000,000

SR46 Signals Modernization @ SR446 in Monroe County - Signals (DES# 2000220)

<i>SR46 Signals Modernization @ SR446</i>					
Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2021	STBG	\$1,160,000	\$290,000	\$1,450,000
Totals			\$1,160,000	\$290,000	\$1,450,000

Rockport Road, Bridge #308, 0.04 miles south of Bolin Lane in Monroe County - Bridge (DES# 1902772)

This project will replace the steel underfill bridge rated in poor condition. The existing bridge is structurally deficient and has a sufficiency rating of 48.7. The bridge will be replaced on a modified horizontal alignment to correct the substandard curve to the south. The new bridge will be skewed to better align with the channel to eliminate the existing scour problems at the site.

<i>Rockport Road, Bridge #308</i>					
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2021	Local BR	\$312,000	\$78,000	\$390,000
ROW	2024	Local BR	\$120,000	\$30,000	\$150,000
CE	2025	Local BR	\$336,000	\$84,000	\$420,000
CN	2025	Local BR	\$1,324,800	\$331,200	\$1,656,000
Totals			\$2,092,800	\$523,200	\$2,616,000

Requested Action

Recommend the addition of the presented project to the BMCMPPO FY 2020-2024 Transportation Improvement Program for the February 14, 2020 BMCMPPO Policy Committee meeting.

PPM/pm



FY 2020-2024 Transportation Improvement Program Project Request Form

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: martipa@bloomington.in.gov or 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): Robin Bolte
Phone: 812-524-3734
Email: rbolte@indot.in.gov

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.

_____ Robin Bolte _____

Date 1/29/2020

Section 3: Project Information

- A. Project Name: **Install new cable rail safety barriers from SR 445 (exit) to SR 37 (Exit 114) on I-69 in Monroe County.**
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned) **1902884**:
- D. Project Location (detailed description of project termini): I-69 from SR 445 (exit) to SR 37 (Exit 114).
- E. Please identify the primary project type (select only one):
 - Bicycle & Pedestrian
 - 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: 3/3/2021

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 BMCMPO policy. All CN phases must include an appropriate amount of funding for construction inspection in addition to project construction costs.

Note: Fiscal Year 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
PE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
	STBG	\$	\$900,000	\$	\$	\$	\$
	State	\$	\$100,000	\$	\$	\$	\$
Totals:		\$	\$ 1,000,000	\$	\$	\$	\$

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 BMCMPO 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.

STIP AMENDMENT and/or MODIFICATION REQUEST

Date: 29-Jan 2020

Amendme
modifcau

Requestor: Robin Bolte

Sponsor	DES	Route	Work Type	Location	County	District	Miles	Federal Category	Asset Program - (State Projects Only)	Phase	Federal Funds	State Match	2020	2021	2022	2023	Remarks	Letting Date	MPO
INDOT	1902884	I-69	Install New Cable Rail Barriers	From SR 445 (exit) to SR 37 (Exit 114)	Monroe	Seymour		STBG	Safety	CN	900,000	100,000		1,000,000			Amend CN to the current TIP/STIP in 2021	03/03/21	BMCMPO



FY 2020-2024 Transportation Improvement Program Project Request Form

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: martipa@bloomington.in.gov or 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): _____ Robin Bolte _____
Phone: _____ 812-524-3734 _____
Email: _____ rbolte@indot.in.gov _____

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.

____ Robin Bolte _____ 1/29/2020
Employee in Responsible Charge (ERC) Date

Section 3: Project Information

- A. Project Name: **SR 46 Traffic Signals Modernization at SR 446 I Monroe County.**
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): **2000220**
- D. Project Location (detailed description of project termini):
- E. Please identify the primary project type (select only one):
 - Bicycle & Pedestrian
 - 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: _____ 4/7/21 _____

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 BMCMPO policy. All CN phases must include an appropriate amount of funding for construction inspection in addition to project construction costs.

Note: Fiscal Year 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
PE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	STBG	\$	\$1,160,000	\$	\$	\$	\$
	State	\$	\$290,000	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$	\$1,450,000	\$	\$	\$	\$

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 BMCMPO 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.

STIP AMENDMENT and/or MODIFICATION REQUEST

Date: 29-Jan 2020


Amendment
Modification

Requestor: Robin Bolte

Sponsor	DES	Route	Work Type	Location	County	District	Miles	Federal Category	Asset Program - (State Projects Only)	Phase	Federal Funds	State Match	2020	2021	2022	2023	Remarks	Letting Date	MPO	
INDOT	2000220	SR 46	Traffic Signals Modernization	SR 46 @ SR 446	Monroe	Seymour		STBG	Safety	CN	1,160,000	290,000		1,450,000			Amend CN to current TIP/STIP in 2021.	04/07/21	BCMPO	

Application Information	
Application ID: 12240	Project Type: New Project
Application Status: Draft	Status Update Date: 11/14/2019

Sponsoring Agency	
Sponsoring Agency	
Name	Monroe County
Address	100 W. Kirkwood Avenue
City	BLOOMINGTON
State	IN
Zip	47404

If Sponsoring Agency is not in the list, please click on the icon  to email the SPMS administrator to request a Sponsoring Agency be added.

Certified Employee in Responsible Charge (ERC)	
Name	Lisa Ridge
Certificate Date	02/26/2019
ERC Phone	(812) 349-2555
ERC Email	lridge@co.monroe.in.us

Certify on letterhead that your LPA is compliant or is working toward ADA/Section 504 compliance.

Have you completed your ADA Transition Plan?	Yes
Completion Date	01/01/2009
Do you have ADA Coordinator?	Yes
First Name	Angela
Last Name	Purdie
Phone	8123492550
Email	apurdie@co.monroe.in.us
Have you completed your Title VI Implementation Plan?	Yes
Completion Date	10/28/2016
Do you have Title VI Coordinator?	Yes
First Name	Angela
Last Name	Purdie
Phone	8123492550
Email	apurdie@co.monroe.in.us
Have you completed you goals and accomplishment report?	Yes
Completion Date	08/01/2017

Application Information

Application ID: 12240
 Application Status: Draft

Project Type: New Project
 Status Update Date: 11/14/2019

Planning Area

Metropolitan Planning Area

Is the project in the Metropolitan Planning Area of MPO?

No

Select MPA

Name

MPO Email

Is project within Urbanized area of MPO?

No

Select Urban Area

MPO Assigned User (entered by MPO)

MPO Decision (entered by MPO)

Project Information

Project Details

* Secondary Work type: Examples include, if your road project contains a bridge in the project area and funds will be requested for both types of infrastructure, please select a bridge work type as your secondary work type. Or if you are requesting federal funds for road reconstruction and are including safety components as a part of the project; please select a safety work type as your secondary work type.

* Functional Class: Click this link <http://www.in.gov/indot/2615.htm> for assistance.

* Project Location: Example, Bridge over no name creek or From Main St. to Locust Ave., or to Washington Blvd.

* City/County Priority: If you are only submitting 1 application for a new or existing project then select 1 as the Project Priority. If you plan to submit multiple applications for new or existing projects then select the appropriate priority for this application.

*AADT: Click this link <http://www.in.gov/indot/2720.htm> for assistance.

*Sub District: Click this link <http://dotmaps.indot.in.gov/apps/districtmaps/default.asp> for assistance.

*Congressional District: Click this link http://www.in.gov/legislative/house_republicans/rd/pdfs/Congressional.pdf for assistance.

Overall Improvement	Local Bridge Project	Work Type	Bridge Replacement
Primary County	Monroe	*Secondary Work Type	
INDOT District	Seymour	Road Name	Rockport Road
Sub District	Bloomington Sub	US Congressional DistrictN	District 9
*Functional Class	Major Collector	City Boundary	
Rural/Urban Population	=> 50,000	Transportation System	On Federal Aid
Program Class	Local Bridge		
*Project Location	Rockport Road, Bridge # 308, .04 miles south of Bolin Lane		

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Project Description (Include a Scope of Work)	To replace the steel underfill bridge that is rated in poor condition . The existing bridge is structurally deficient and has a sufficiency rating of 48.7. The bridge will be replaced on a modified horizontal alignment to correct the substandard curve to the south. The new bridge will be skewed to better align with the channel to eliminate the existing scour problems at the site.									
	Latitude	Start:	39	6	5	Longitude	Start:	86	34	37
		Mid:	39	6	8		Mid:	86	34	31
		End:	39	6	11		End:	86	34	30
	Length of Project (miles)	.17			Latest AADT (Average Auto Daily Traffic) Count	310				
	Latest ADTT (Average Daily Truck Traffic) Count	31			Year of Latest Count	2014				
	*City/County Priority	1			Would the LPA be interested in the Federal Exchange Program?	Yes				

Bridge

Bridge Information	
NBI Number	53000163
New Bridge Location	
Name of Feature crossed by bridge	Branch of Clear Creek
Posted Weight Limit	No
If yes what is posted weight limit (tons)	

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Safety Information

Safety Information

Posted Speed (In MPH)	30
Current Number of Lanes	2
Current Roadway Width (feet)	20.00

If the last three years are not available please provide the last three years that are available

Year	# of Fatalities/Injuries	# of Property Damage
2018	0	0
2017	0	0
2016	0	0

Scheduling and Funding

Estimated Project Scheduling and Funding Information

Special Note: The budget and schedule provided in the application and financial commitment letter must be the schedule and budget used in the required quarterly reports. Adjustments to that information must be justified and approved by INDOT before it may be changed. Totals and Anticipated Award % Split are calculated when the application is saved.

Phase	Requesting Funds For (MM/YYYY)	Total Project Cost	Existing Federal Funds (If Applicable)	Federal Funds Being Requested for this Application	Local Funds	Anticipated Awarded % Split
Preliminary Engineering	01/2020	\$390,000.00	\$0.00	\$312,000.00	\$78,000.00	80.00/20.00
Right of Way	01/2020	\$150,000.00	\$0.00	\$120,000.00	\$30,000.00	80.00/20.00
Utility		\$0.00	\$0.00	\$0.00	\$0.00	
Railroad		\$0.00	\$0.00	\$0.00	\$0.00	
Construction	09/2024	\$1,656,000.00	\$0.00	\$1,324,800.00	\$331,200.00	80.00/20.00
Construction Inspection	09/2024	\$420,000.00	\$0.00	\$336,000.00	\$84,000.00	80.00/20.00
Total		\$2,616,000.00	\$0.00	\$2,092,800.00	\$523,200.00	

Justification

Justification

Purpose for the project (Explain the deficiency of the pavement if this is a pavement project)

To replace the deteriorating existing bridge which has a condition rating of Poor (4). The replacement structure will be designed for the current vehicle design criteria and will have a geometry that meets AASHTO, INDOT and Monroe County standards. To avoid impacting the creek and improving the horizontal alignment the road will be shifted east slightly, it is anticipated that the intersection with Bolin Lane will also be improved. The revised alignment and new skewed structure will also eliminate the scour problems at the site.

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Planning Support

Monroe County supports this project and will be priority to completion.

Safety Considerations

The replacement will improve the bridge load rating capacity and horizontal sight distance. Additionally, the replacement will result in the construction of the bridge railing, guardrail and end treatments which meet current crash criteria.

Economic Development Impact

We do not predict an economic development impact for this bridge project.

Other Considerations

This road has many quarry companies located in this vicinity. Heavy truck loads of limestone are continuously using this road as their main route to and from their destinations. It is imperative that we get the bridge replaced to avoid impacts to the quarry companies in the area.

*LPA Financial Commitment Letter: Please use LPA letterhead and upload as an attachment to the application. This letter **MUST** be submitted with the application or the application will be sent back. Please include the following in the letter.*

- Financial Plan for Local Match
- Estimated local contribution by phase and by year
- Commitment of funds availability
- Commitment to the project
- Signed by the Fiduciary body of LPA

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Transportation Alternatives

Transportation Alternatives

Project Description or Name

How would you describe the proposed project? Check the most appropriate improvement type(s). Note that sidewalks are NOT for bicycling.

- Sidewalk
- Safe Routes for Non-Drivers
- Pedestrian or Bike Signal
- Other
- Crosswalk
- ADA Improvements
- Traffic Calming Treatment
- On-Road Bike Lane
- Separated Shared Use Path
- Light or Other Safety Feature

Project's Relationship to the Qualifying Activity Criteria

How does the project meet one or more of the 11 qualifying activities? Describe how at least one category best describes your project. If the project could fall under more than one activity, describe how the project relates to each applicable activity.

Project's Relationship to Transportation

Transportation alternatives are transportation related activities that strengthen the cultural, aesthetic and environmental aspects of the Nation's transportation system. Transportation alternatives activities should improve the transportation experience in and through a community. Describe how this project relates to the surface transportation system (excludes aviation).

Will land be acquired for this phase of the project?

No

If yes, what is the estimated total acreage of the proposed acquisition?

How much of the proposed project would be developed on the acquired land?

What type of surface is proposed for this facility? Note that some surface types are not suitable for all users. If there is to be more than one surface type, list all types and the length of each surface type.

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Will the project connect to or extend an existing or funded facility of a compatible type?

Has your agency previously received federal transportation funds for bicycle or pedestrian projects?

If yes, what kind of project was it?

What type of federal transportation funds were used for the project?

When was it funded?

Is this proposed non-motorized facility supported by the State Trails Plan or identified as a Visionary Trail?

What local or regional planning documents provide planning support for this project?

Is this project based on an adopted corridor management plan, marketing plan, or interpretive plan for a byway?

Is this proposed project associated with a designated State of National Byway?

Note: Official endorsement letter(s) from the byway organization must be included with this application.

Who is the indented audience...what group would likely benefit directly from the proposed improvements? Please name the specific facility (school, retirement or nursing home, medical office, senior center, rehabilitation center), if there is one, expected to derive a safety benefit from the proposed improvements.

List other programs available in the area for assisting this group of non-drivers, such as safe kids, hospital safety programs, etc.

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Explain how the proposed improvements coordinate with these existing programs?

Upload Supporting Documents

Attachments

Document Name	Document Type	Description	Created By	Created On
Monroe County Lett of Committment.pdf	Financial Document & Letter	Monroe County Lett of Committment.pdf	Ridge, Lisa	12/05/2019
Self Scoring.pdf	Supporting Document	Self Scoring.pdf	Ridge, Lisa	12/03/2019
Bridge Inspection Report 2019.pdf	Supporting Document	Bridge Inspection Report 2019.pdf	Ridge, Lisa	12/03/2019
Monroe 308 Utility Locates.pdf	Supporting Document	Monroe 308 Utility Locates .pdf	Ridge, Lisa	12/03/2019
Photos.pdf	Supporting Document	Photos.pdf	Ridge, Lisa	12/03/2019
Monroe 308 Utility Information.pdf	Supporting Document	Monroe 308 Utility Information.pdf	Ridge, Lisa	12/03/2019
Maps.pdf	Supporting Document	Maps.pdf	Ridge, Lisa	12/03/2019
Cost Estimate Monroe 308.pdf	Supporting Document	Cost Estimate Monroe 308.pdf	Ridge, Lisa	12/03/2019
ADA Compliance Letter.pdf	ADA Letter	ADA Compliance Letter.pdf	Ridge, Lisa	11/15/2019



Figure 1:6-4: Continuous Reinforced Concrete Slab Bridge



Figure 1:6-5: Precast Concrete Underfill Bridge