CITIZENS ADVISORY COMMITTEE

January 26, 2022

6:30 – 8:00 pm

Virtual Location via Zoom

Join Zoom Meeting

https://bloomington.zoom.us/j/81910185384?pwd=ZWt6VXpSSHZmOFcyT1piS0RZQWRmZz09

Meeting ID: 819 1018 5384

Passcode: 920631

Find your local number:

: https://bloomington.zoom.us/u/krGh1xK1y

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

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

I. Call to Order and Introductions

II. Approval of Meeting Agenda*

III. Election of Calendar Year (CY) 2022 Citizens Advisory Committee Officers*
   a. Chair
   b. Vice-Chair

IV. Approval of Minutes*
   a. November 17, 2021

V. Communications from the Chair and Vice Chair

VI. Reports from Officers and/or Committees

VII. Reports from the MPO Staff
   a. CY 2022 BMCMPO Committee Meeting Schedules
   b. MPO 101 Overview
   c. Fiscal Year (FY) 2022 - 2026 TIP Approval Letter
   d. INDOT FY 2022 - 2026 Statewide Transportation Improvement Program (STIP)
   e. Bloomington Transit – Route #2 Service Change
   f. Transportation Planning https://www.ite.org/technical-resources/topics/transportation-planning/; Transportation Engineering (https://www.ite.org/); Traffic Engineering (https://www.ite.org/technical-resources/topics/traffic-engineering/

VIII. Old Business
   a. BMCMPO Public Participation Plan*

IX. New Business
    a. INDOT 2022 PM1 Safety Target Declaration - Adoption by February 28, 2022*
    b. FY 2020 - 2024 TIP Amendments/FY 2022 - 2026 TIP Amendment*
        (1) DES# 2001522 - SR46 ADA Ramps at College Mall Road
    c. BMCMPO Draft Coordinated Human Services Transportation Plan*

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

XI. Communications from Committee Members on Matters Not Included on the Agenda *(non-voting items)*
    a. Communications
    b. Topic Suggestions for Future Agendas

XII. Upcoming Meetings
    a. Policy Committee - February 11, 2022 at 1:30 p.m. (Virtual or Hybrid)
    b. Technical Advisory Committee - February 23, 2022 at 10:00 a.m. (Virtual or Hybrid)
    c. Citizens Advisory Committee - February 23, 2022 at 6:30 p.m. (Virtual or Hybrid)

XIII. Adjournment

Action Requested / Public comment prior to vote (limited to five minutes per speaker).
Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call 812-349-3429 or e-mail human.rights@bloomington.in.gov.

CITIZENS ADVISORY COMMITTEE - Meeting Minutes
November 17, 2021
6:30 – 8:00 pm
Virtual Location via Zoom
Join Zoom Meeting
https://bloomington.zoom.us/j/88006301344?pwd=elpZQytoTDcyS1RESnVIREVEK2owZz09
Find you location your local number:
https://bloomington.zoom.us/u/k11kpgUwe
Dial by your location: +1-312-626-6799 US (Chicago)

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

Members Present: Sarah Ryterband, Paul Ash, John Kennedy, Mary Jane Hall, David Walter

Staff Present: Ryan Clemens

I.   Call to Order and Introductions
    a. Ryterband called the meeting to order.

II. Approval of the Meeting Agenda*
    a. *Hall motioned to approve the Meeting Agenda. Walter seconded. Motion passed unanimously by roll call vote (5-0).*

III. Approval of Minutes*
    a. October 27, 2021
        (1) *Hall motioned to approve Minutes. Ash seconded. Motion passed unanimously by roll call vote (5-0).*

IV. Reports from Officers and/or Committees
    a. Walter mentioned to watch out for the shift in traffic pattern on W 3rd Street.
    b. Ryterband mentioned that the Policy Committee did not meet this month.

V.   Reports from the MPO Staff
    a. Calendar Year 2022 BMCMPO Committee Meeting Schedules
        (1) Clemens went over the 2022 meeting schedules for each MPO committee. Discussion ensued between staff and members about how the CAC may be able to increase not only its membership size, but also its diversity within areas throughout the MPO's Metropolitan Planning Area.
    b. Fiscal Years 2022 - 2026 Transportation Improvement Program (TIP) Update
        (1) Clemens reported that the BMCMPO's TIP approval letter is still forthcoming as it still needs formal approval from the Federal Transit Administration. Staff is working with INDOT to ensure that all of our MPO's projects match how they are listed in the

Indiana Department of Transportation's Statewide Transportation Improvement Program (STIP).

c. BMCMPO Crash Report Updates
   (1) Clemens went over the updates to the BMCMPO 2015-2019 Crash Report. Discussion ensued.

d. BMCMPO Public Participation Plan Update
   (1) Clemens went over the Public Participation Plan update noting that all Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) comments received thus far have been amended into the draft document. Clemens appreciated that the CAC desired more time to look over the draft document and offer suggestions for further inclusions and updates. The TAC and CAC will have until a week before their January meetings to provide additional comments for the next round of updates within the Plan, and any suggestions may be sent to MPO staff.

VI. Old Business - None

VII. New Business - None

VIII. Public Comment on Matters Not Included on the Agenda *(non-voting items)*
Limited to five minutes per speaker, and may be reduced by the committee if numerous people wish to speak
   a. None

IX. Communications from Committee Members on Matters Not Included on the Agenda *(non-voting items)*
   a. Communications
      (1) Walter mentioned that the federal infrastructure bill was passed and signed, and that we should know soon about additional funding available to entities within the states.
   b. Topic Suggestions for Future Agendas
      (1) Ryterband mentioned that we should discuss how the CAC should go about recruiting new members to the Committee.

X. Upcoming Meetings
   a. Policy Committee - January 14, 2022 at 1:30 p.m. (Virtual or Hybrid)
   b. Technical Advisory Committee - January 26, 2022 at 10:00 a.m. (Virtual or Hybrid)
   c. Citizens Advisory Committee - January 26, 2022 at 6:30 p.m. (Virtual or Hybrid)

XI. Adjournment
   a. Hall motioned to adjourn the meeting.

Action Requested / Public comment prior to vote (limited to five minutes per speaker).
Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call 812-349-3429 or e-mail human.rights@bloomington.in.gov.

2022 BMCMPO Committee Meeting Schedules

POLICY COMMITTEE	TECHNICAL ADVISORY COMMITTEE	CITIZENS ADVISORY COMMITTEE
1/14/2022, 1:30 pm	1/26/2022, 10:00 am	1/26/2022, 6:30 pm
2/11/2022, 1:30 pm	2/23/2022, 10:00 am	2/23/2022, 6:30 pm
3/11/2022, 1:30 pm	3/23/2022, 10:00 am	3/23/2022, 6:30 pm
4/8/2022, 1:30 pm	4/27/2022, 10:00 am	4/27/2022, 6:30 pm
5/13/2022, 1:30 pm	5/25/2022, 10:00 am	5/25/2022, 6:30 pm
6/10/2022, 1:30 pm	6/22/2022, 10:00 am	6/22/2022, 6:30 pm
July - Summer Recess - No Meetings		
8/12/2022, 1:30 pm	8/24/2022, 10:00 am	8/24/2022, 6:30 pm
9/9/2022, 1:30 pm	9/28/2022, 10:00 am	9/28/2022, 6:30 pm
10/14/2022, 1:30 pm	10/26/2022, 10:00 am	10/26/2022, 6:30 pm
11/4/2022,1:30 pm*	11/16/2022,10:00 am*	11/16/2022, 6:30 pm*
December - Winter Recess - No Meetings		

*Meeting moved ahead one week due to holiday

ALL MEETINGS WILL BE HELD VIRTUALLY OR IN A HYBRID FASHION AS PER BMCMPO
RESOLUTION 22-01 UNTIL FURTHER NOTICE
Technical & Citizens Advisory Committees (4th Wednesdays)
Policy Committee (2nd Fridays)

Bloomington-Monroe County Metropolitan Planning Organization
www.bloomington.in.gov/mpo

"MPO 101"

The Purpose & Function of a Metropolitan Planning Organization (MPO)

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MPO 101 Overview

Some Key Concepts

- MPOs – What, Why, Who?
- Functions & Products
- Structure
- Best Practices
- Challenges
- Resources
- Discussion

MPO 101 Overview

Key Concepts
- Fiscal Constraint
- Public & Stakeholder Involvement
- Collaboration
- Multimodalism/Intermodalism
- Transportation – Land Use Connection
- Transportation- Economic Vitality Connection
- Safety & Security
- System Management & Operations (M&O)

MPOs - What, Why, Who?

What is an MPO?

- A transportation policy-making and planning body with representatives of local, state & federal government, transportation authorities, multi-disciplinary exerts, and citizens

- Required in urbanized areas of 50,000+

- Ensures federal investment spending on transportation activities occurs through a comprehensive, cooperative and continuing ("3-C") process

- Variety of organizational arrangements – "hosted" by another agency; stand-alone; existing agency designated as an MPO by Governor

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MPOs - What, Why, Who?

Why an MPO?

- Transportation investment means allocating scarce transportation funding resources appropriately.

- Planning must reflect the region's shared vision for its future.

- Requires a comprehensive examination of the region's future and investment alternatives.

- MPO **facilitates collaboration** of governments, interested parties and residents.

MPOs - What, Why, Who?

Who is the MPO?

- Elected Officials

- State Agencies

- Municipalities, Counties, Regional Agencies

- Transit Operators

- Public Representatives

- Federal Agencies

- Private Sector Representatives

- ADA Accessibility

- Other Interest Groups

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MPO – Functions, Process, Products

MPO Core Functions

- Establish a fair & impartial setting

- Evaluate transportation operational and capital investment alternatives

- Maintain a Long Range Transportation Plan (LRTP)

- Develop a Transportation Improvement Program (TIP)

- Involve the public residents and key affected sub-groups (Public Participation Plan)

MPO – Functions, Process, Products

The MPO Process

- Regional Vision & Goals

- Alternate Improvement Strategies – Operations & Capital

- Strategies Evaluation & Prioritization of Strategies

- Development of a Long-Range Transportation Plan

- Development of Transportation Improvement Program

- Project Development and supportive project advancement monitoring

- System Operation

MPO – Functions, Process, Products

MPO Products (All Performance Monitoring)

- *Unified Planning Work Program (UPWP)*
  - 1-2 Year Time Horizon
  - Includes Planning Studies, Tasks, Budget
  - Update Requirements = Annual

- *Transportation Improvement Program (TIP)*
  - 4-5 Year Time Horizon
  - Includes Transportation Investment Projects
  - Local Project Federal Funding Sources: STPBG (80/20); TAP (80/20); HSIP (90/10)
  - Update Requirements = Every 1-2 years

- *Long - Range Transportation Plan (LRTP)*
  - 20 Year Minimum Time Horizon
  - Includes Future Goals, Strategies, Performance Measures & Projects
  - Update Requirements = Every 5 years

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MPO – Functions, Process, Products

Unified Planning Work Program

- Reflects local transportation planning priorities

- Identifies studies & performance tasks by MPO and/or member agencies with MPO funds

- Covers at least one year

- Often includes a "preamble" element explaining a purpose and need

- Identifies funding sources for each planning study task

- Forms the basis for planning (PL) funding & FTA 5303 (planning) transferability

- Identifies Responsible Agencies for each study/task

- Establishes End Product delivery schedules

MPO – Functions, Process, Products

Long Range Transportation Plan

- Statement of regional transportation system performance-based investment priorities & plans

- Minimum 20-year time horizon

- Focused on systems level & intermodal/multimodal in nature

- Clear link with regional land use, development, housing, and employment goals/plans

- Emphasizes safe, efficient & efficient use of the existing transportation system

- Consistent with Statewide Transportation Plan

- Conforms with State Implementation Plan (SIP in non-attainment areas only) for Air Quality

- Fiscally-constrained prioritized listing of projects

"Typical" MPO Structure

MPO Policy Committee

- Locally Elected and Appointed Officials

- Modal Representatives

- State Agency Officials

- Interest Group Representatives

- Tribal Governments

"Typical" MPO Structure

Technical Advisory Committee

- An advisory body to the MPO Policy Committee for technical transportation issues

- Oversees MPO staff technical work and develops recommendations on projects and programs for Policy Committee consideration

- Meets on a regular schedule

- Usually comprised of staff-level technical officials of local, state & federal agencies, Citizens' Advisory Committee, MPO professional staff

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"Typical" MPO Structure

Citizens' Advisory Committee

- Often acts in an advisory capacity to the MPO on public participation strategies and offers "real world" feedback on issues of jurisdictional concern

- Meets regularly to review and develop plans, and also assists in organizing and managing public meetings and comments; "free flowing" discussions

- Comprised of members of the public
  - Often appointed by localities & MPO Policy Committee
  - May include representatives of community, neighborhood, environmental & other interested organizations

MPO Operating Procedures

MPO Operations
- Decision-making processes

- Effective & ongoing public involvement

Decision-Making
- MPO process is designed as "bottom-up" from stakeholders

- Leadership is also critical to progress

- Policy Committee must clearly delineate roles & responsibilities of committees & staff (through adoption/maintenance of Operational Bylaws)

MPO Operating Procedures

Effective Public Involvement

- *Public Participation Plan* (PPP)
  - Required document
  - Must clearly lay out process, strategy and responsibilities for ensuring continuous public input and education opportunities
  - Public involvement methods stressed in current "FAST Act" federal transportation funding bill

- Innovation in public involvement can enhance the process and make it more cost-effective

MPO Operating Procedures

Effective Public Involvement Examples

- Newsletters/media releases
- Electronic communications
- Public Access TV
- Community meetings
- Interactive workshops/open houses
- Resident surveys
- Interactive & social media websites
- Videos/Animation
- Telephone "hotlines"
- Speakers & Speakers' kits
- Local liaisons
- Other efforts to reach the "under-involved"

MPO Operating Procedures

MPO Best Practices

- Considerable innovation across MPOs in many different topics

- Small MPOs are sometimes among the leaders being more agile and closer to stakeholders

- Worth considering best practices for lessons learned and local applicability

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MPO Operating Procedures

Themes of MPO Best Practices

- Creativity & innovation in public & stakeholder involvement

- Focus on consensus-building for priorities & actions

- "Push the envelope" - use planning tools & process to effectively address hot topics the in region (e.g., visualization)

- Aggressively monitor & report on regional transportation system performance measures

- Develop plans, projects and work programs within a strategic framework

- Strong leadership & involvement is most important determinant of MPO "success"

MPO Operating Procedures

MPO Challenges

- "Meeting fatigue" – MPO participants, citizens, professional staff

- Coordination among different players in MPO process (and knowing who they are!)

- Staying on top of emerging issues and requirements – federal, state, local levels

- Balancing management of in-house work and consultant tasks

- Achieving organizational goals with limited resources

MPO 101 - Resources

Additional MPO Informational Resources

- Transportation Planning Capacity Building Program - https://www.planning.dot.gov/default.aspx

- Association of Metropolitan Planning Organizations (AMPO) https://ampo.org/

- TRB Committee on Metropolitan Policy, Planning and Processes https://www.nationalacademies.org/trb/transportation-research-board

- USDOT Bipartisan Infrastructure Law (BIL) Summary highlights https://www.fhwa.dot.gov/bipartisan-infrastructure-law/ and https://www.transit.dot.gov/BIL

MPO 101 - Resources

Additional Public Informational Resources
Report a Concern, Make a Request, Find an Answer

- INDOT4U: Use the Customer Service Portal at https://indottscc.service-now.com/csm
  - Call Toll-Free at **(855)-463-6848**
  - Email INDOT@INDOT.in.gov
  - Mail letters to INDOT Customer Service at 100 North Senate Avenue, Indianapolis, IN 46204

- Monroe County: Call **(812) 349-2555**, Fax (812) 349-2959, Email ljridge@monroe.co.in.us

- Town of Ellettsville: Call **(812) 876-3860**, Email utilities@Ellettsville.in.us

- Bloomington Transit: Call **(877) 336-7433**

- Rural Transit: Call **(812) 876-1079**

- City of Bloomington: Call (**812) 349-3400**, Customer Service Portal:
  https://bloomington.in.gov/ureport/

MPO 101 - Questions

- Questions?

- Suggestions?

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-Executive Office
Indianapolis, Indiana 46204

PHONE: (866) 849-1368

Eric Holcomb, Governor
Joe McGuinness, Commissioner

January 11, 2022

Mr. Patrick Martin, Senior Transportation Planner
Bloomington-Monroe County Metropolitan Planning Organization
401 North Morton Street, Suite 130
Bloomington, IN 47402

Transportation Improvement Program (TIP) Approval

Dear Mr. Martin:

The Indiana Department of Transportation (INDOT) has completed its review of the FY 2022-2026 Transportation Improvement Program for the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO). State and locally initiated transportation projects were reviewed for accuracy and compliance under the Fixing America's Surface Transportation (FAST Act).

It is my pleasure to inform you that on behalf of Governor Eric Holcomb, I approve your FY 2022-2026 Transportation Improvement Program. This document will serve as support for the local and INDOT projects in your area that fall within the FY 2022-2026 timeline and will be included by reference in the FY 2022-2026 Indiana Statewide Improvement Program (STIP). However, projects not shown by reference will be amended into the STIP upon request.

If you should have any questions, please feel free to contact Roy Nunnally at 317-234-1692.

Sincerely,

Joe McGuinness, Commissioner
Indiana Department of Transportation

JM/EN
cc: Jeffrey Brooks
       Louis Feagans
       Roy Nunnally
       Michelle Allen
       Erica Tait
       Steven Minor
       Michael McNeil
       Rebecca Parker
       Karlei Metcalf
       File

MEMORANDUM

To: BMCMPO Technical Advisory Committee & Citizens Advisory Committee

From: Ryan Clemens, Pat Martin

Date: January 27, 2022

Re: FY 2022 - 2026 Statewide Transportation Improvement Program (STIP)

Background

The Indiana Department of Transportation (INDOT) is in the process of updating the FY 2022 - 2026 STIP. A draft version of the STIP is available for a 45-day comment period between December 8, 2021 and January 27, 2022 at the following link: https://www.in.gov/indot/resources/state-transportation-improvement-program-stip/stip-fy-2022-to-fy-2026

What is a Statewide Transportation Improvement Program (STIP)?

The STIP constitutes Indiana's four-five year planning and construction document identifying all projects and project phases programmed for federal funding within five years as well as state-funded "regionally significant" projects. INDOT prepares the STIP in cooperation with local government entities throughout Indiana, including Transportation Planning Regions (TPRs), Metropolitan Planning Organizations (MPOs), and Regional Planning Organizations (RPOs). The STIP identifies the funding and the scheduling of transportation projects and programs by State Fiscal Year (July 1 through June 30). It includes all state and local transportation projects funded with federal highway and/or federal transit funding along with 100 percent state funded transportation projects (including highway, passenger rail, freight, public transit, bicycle and pedestrian), and projects in the national parks).

How is the STIP Developed?

Indiana has both a decentralized and centralized programming process. Projects submitted and selected by the six (6) INDOT districts undergo an agency-wide, statewide asset management process in coordination with MPOs, local public agencies, and transit coordinators. INDOT, the MPOs and RPOs collect stakeholder and public input at various points within the STIP development process. The Federal Highway Authority (FHWA) and the Federal Transit Authority (FTA) approve the STIP. The STIP has a two-year cycle and undergoes monthly amendments.

How is the STIP Amended?

Once INDOT achieves STIP approval from the FHWA and FTA, major changes to federally funded projects must receive approval through a formal amendment process by FHWA/FTA. INDOT accomplishes the correction of incorrect information in the STIP through a non-federal approval Administrative Modification process using specific guidelines to define requirements for STIP amendments and modifications.

How to Get Involved?

Proactive public involvement is a key component of the state's transportation planning processes. There are multiple opportunities along the way for the public and stakeholders to have a voice in the STIP process. You can attend annual district public meetings, contact your respective INDOT district office regarding transportation facility needs, contact your respective Metropolitan Planning Organization/Regional Planning Organization office, participate in regional meetings in your area of interest, participate in the STIP public comment period, and provide your comments on a Public Comment Form available at https://www.in.gov/indot/resources/state-transportation-improvement-program-stip/stip-comment-form/. INDOT's STIP Primer document attached to this memorandum provides additional technical background information.

Requested Action

None.

PPM/pm

Statewide Transportation Improvement Program (STIP)

Public Primer

The STIP is a document that identifies the funding and scheduling of transportation projects and programs. It includes projects on the federal, state, city, and county transportation systems, multimodal projects (highway, passenger rail, freight, public transit, bicycle and pedestrian), and projects in the National Parks. The goal of this STIP Primer is to describe a few fundamentals regarding the STIP as well as how to get involved.

Statewide Transportation Improvement Program (STIP)

Public Primer

What is the Statewide Transportation Improvement Program (STIP)?

The Statewide Transportation Improvement Program (STIP) is a federally mandated 4-year funding and scheduling document for surface transportation projects (road, highway, pedestrian trails, bicycle facilities, bridge facilities and transit projects in Indiana). The STIP is important because federal and state money cannot be spent on projects unless they are listed in the STIP. The STIP is NOT a plan; it is a budget document that is used to schedule and fund projects. The projects listed in the STIP typically come from local and/or state-approved plans. Only projects which construction and operating funds can reasonably be expected to be available are included in the STIP.

The Indiana Department of Transportation (INDOT) develops the STIP in accordance with the Fixing America's Surface Transportation Act (FAST Act) and applicable federal regulations. Projects are developed in coordination with the state's metropolitan planning and rural planning organizations. Projects are listed in the STIP by county. The STIP verifies that transportation revenues are available and sufficient to finance the improvements. See the STIP *Users' Guide* or view the adopted STIP at: http://www.in.gov/indot/2348.htm.

When is the STIP is Prepared?

The STIP is completely updated every two years, typically during the odd year. The process is very involved and must be coordinated with various partners; entities at the local, state, and federal levels; and must adhere to our public participation/involvement policy at http://www.in.gov/indot/2366.htm before approved. The update process can take up to 9-months.

How is the STIP Document Organized?

The STIP is organized in four sections.

- **Section 1: STIP Overview** – Provides an introduction and overview of the STIP and the process used to develop or amend the document and the coordination efforts (MPOs, RPOs, stakeholders, and the general public)

- **Section 2: Requirements** - Describes state and federal requirements and how INDOT meets these requirements (public involvement, environmental justice, ADA, and agreements/coordination between states).
- **Section 3: Financial Information/Permits–** Describes and defines funding programs, revenue history/trends, financial summaries, risk management/mitigation strategies, financial plans for major capital projects (i.e. Ohio River Bridges, I-69 corridor), tables, and related information
- **Section 4: Project Listing** – Projects are listed by project sponsor: state, local, transit, by county, funding source, and phases:
  a. **Preliminary Engineering (PE) –** Engineering analysis and design work to develop specifications, cost estimates to get a project to physical construction. PE can bring plans to 30% complete or lead to final design plans that are 100% complete.
  b. **Right of Way (RW) –** Land acquisition activities, right of way costing, and related activities
  c. **Construction (CN)** - This will include physical building activities approved roadway and transit construction activities and costs.

Who participates in the STIP Development Process?

A multi-disciplinary team participates in the development of the STIP from metropolitan/rural planning organizations, federal partners, freight advisory committees/stakeholders, transit providers, marine ports, local elected officials, and the general public.

How are Projects Chosen for the STIP?

Transportation projects begin through the identification of transportation needs, opportunities, or challenges and can be displayed in the STIP in phased development (e.g. PE, RW, and/or CN). Potential projects for the STIP can come from a number of sources from regional metropolitan plans, corridor studies, environmental studies, technical asset/engineering analysis, and transit providers just to name a few **(See Sources for Projects in the STIP table in this document).**

Each summer, INDOT District Offices open a 6-month Call for State Projects for proposed new projects on state facilities (interstates, U.S. Highways, and State Roads) and a separate Call for Local Projects. Proposed projects from the call are not fiscally constrained. All submitted projects are presented internally, reviewed, adjusted as needed, ranked and prioritized through state and local processes designed to assure the broadest participation in meeting the state's transportation needs. Funding estimates are established and the proposed projects are fiscally constrained based on their performance impacts. These new funded projects are approved by INDOT leadership and programmed into a scheduling system. Once these projects are programmed, they are amended into the STIP.

How are Projects Maintained in the STIP?

The STIP does undergo various amendments and modifications between complete updates (roughly an amendment occurring monthly). INDOT Transportation Planners, Project Managers, and Engineers work closely with Metropolitan Planning Organizations (MPOs) and non-metropolitan local officials to address needed changes between formal STIP update cycles. The updated document and amendments are publically listed on our website at: http://www.in.gov/indot/2348.htm.

Two Types of STIP Changes:

- **STIP Amendment** - is a formal process that must be approved by FHWA, FTA, and must be associated with the MPO's TIP and formally approved by the MPO Policy Board. Amendments may include changes to phases of work, major project scope changes or project work type (e.g. bridge replacement to bridge repair).
- **STIP Modification** - is not as formal and does not require formal approval from FHWA, FTA or the MPO Policy Board. Examples of modification include project advancement or deferment without changes to the project scope or cost or splitting a project.

INDOT Monthly STIP Revision Process
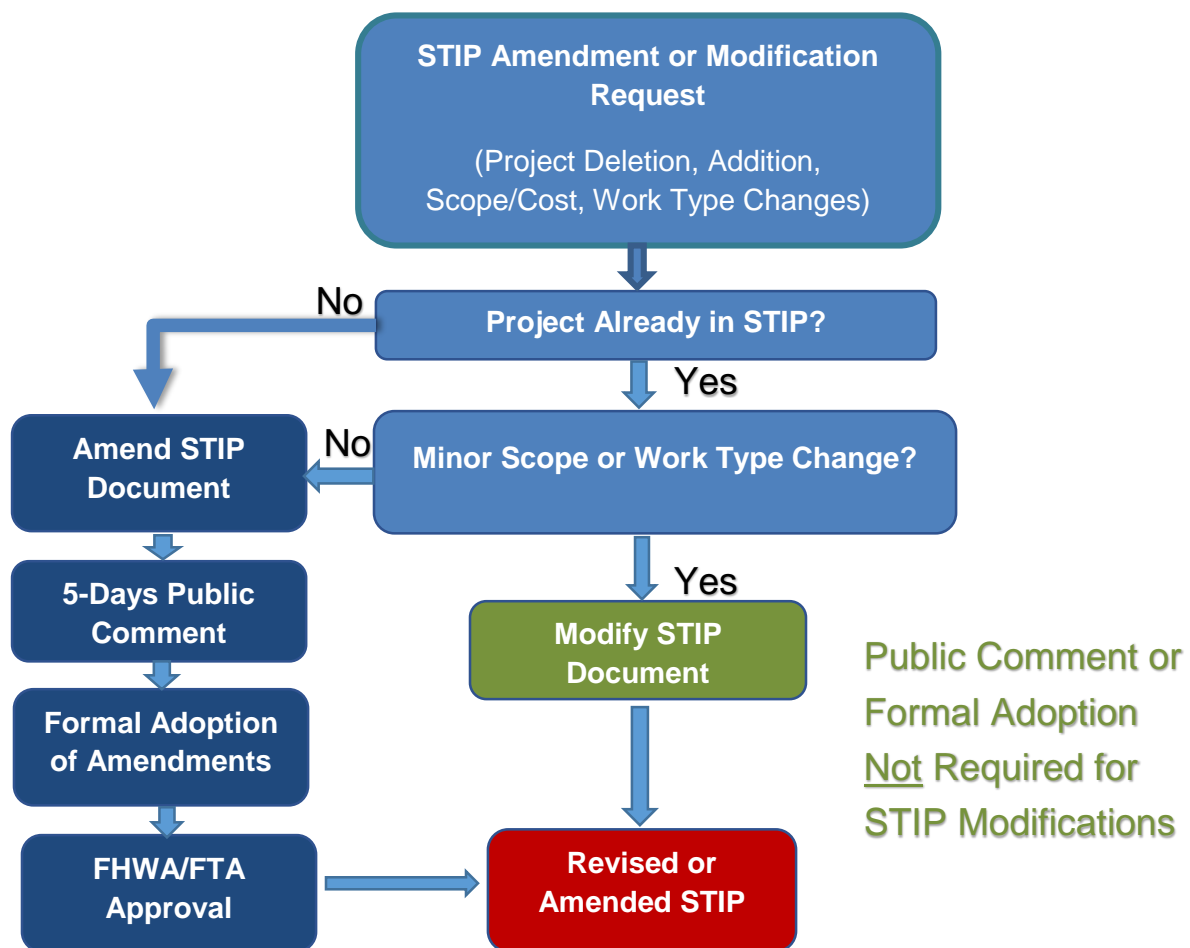
How Can You Get Involved with the STIP Development Process?

There are multiple opportunities along the way for the public and stakeholders to have a voice in the STIP process. The most effective way to get involved is to participate in the project discussion early, frequently, and strategically.

1. Attend local MPO Council Meetings in your area of interest. INDOT planners, engineers, and project managers often meet with MPO Board members, and Technical Advisory members to discuss and present project concepts, and answer questions from regional and local officials. Depending on the MPO, these opportunities may come every 2-4 months.

2. INDOT will have two opportunities for early involvement during our annual call process.
    a. Local officials outside of MPO areas should meet with their INDOT District to discuss transportation needs and challenges. District Contact Information: https://entapps.indot.in.gov/dotmaps/districtmaps/
    b. INDOT has a 45-day STIP public comment period. Public comments may be submitted by mail, email, or via our public comment form: www.in.gov/indot/3132.htm

INDOT LaPorte District
315 E. Boyd Blvd.
LaPorte, IN 46350
Toll Free: 1-855-464-6368
LaPorteDistrictCommunications@indot.in.gov

INDOT Fort Wayne District
5333 Hatfield Road
Fort Wayne, IN 46808
Toll Free: 1-866-227-3555
NEinformation@indot.in.gov

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933
Toll Free: 1-888-924-6368
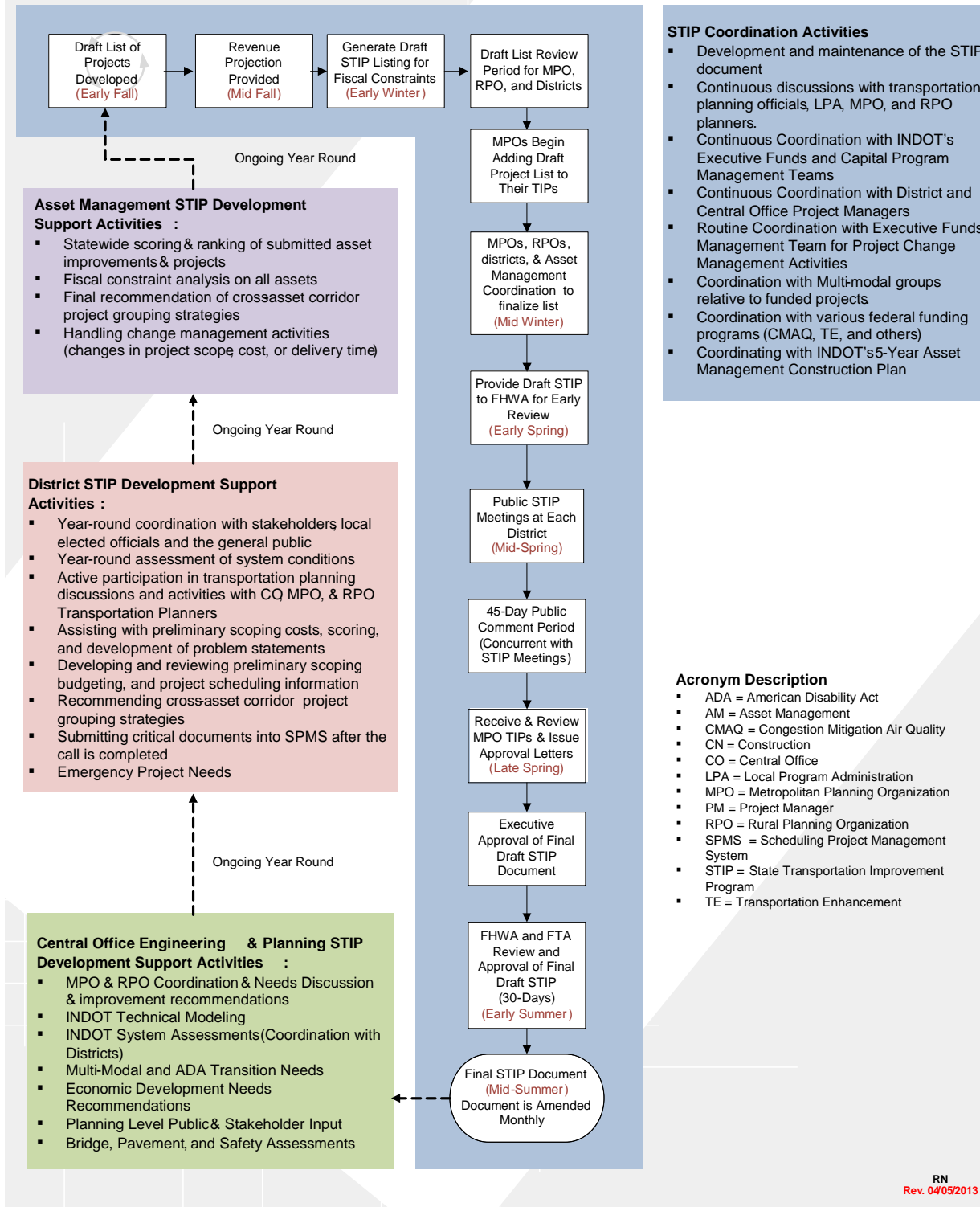westcentralIndiana@indot.in.gov
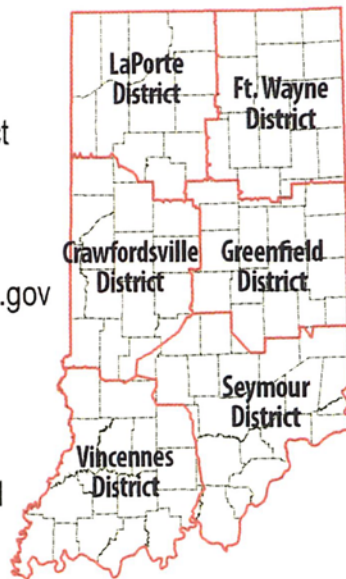
INDOT Greenfield District
32 South Broadway
Greenfield, IN 46140
Toll Free: 1-855-463-6848
eastcentralin@indot.in.gov

INDOT Vincennes District
3650 South U.S. Highway 41
Vincennes, IN 47591
Toll Free: 1-800-279-5758
swincommunications@indot.in.gov

INDOT Seymour District
185 Agrico Lane
Seymour, IN 47274
Toll Free: 1-877-305-7611
secommunications@indot.IN.gov

State Transportation Improvement Program (STIP) Development Process Every 2-Years

Main Process Flow

Draft List of Projects Developed **(Early Fall)** →
Revenue Projection Provided **(Mid Fall)** →
Generate Draft STIP Listing for Fiscal Constraints **(Early Winter)** →
Draft List Review Period for MPO, RPO, and Districts

↓

MPOs Begin Adding Draft Project List to Their TIPs

↓

MPOs, RPOs, districts, & Asset Management Coordination to finalize list **(Mid Winter)**

↓

Provide Draft STIP to FHWA for Early Review **(Early Spring)**

↓

Public STIP Meetings at Each District **(Mid-Spring)**

↓

45-Day Public Comment Period (Concurrent with STIP Meetings)

↓

Receive & Review MPO TIPs & Issue Approval Letters **(Late Spring)**

↓

Executive Approval of Final Draft STIP Document

↓

FHWA and FTA Review and Approval of Final Draft STIP (30-Days) **(Early Summer)**

↓

Final STIP Document **(Mid-Summer)** Document is Amended Monthly

Asset Management STIP Development Support Activities :

Ongoing Year Round

- Statewide scoring & ranking of submitted asset improvements & projects
- Fiscal constraint analysis on all assets
- Final recommendation of cross-asset corridor project grouping strategies
- Handling change management activities (changes in project scope, cost, or delivery time)

District STIP Development Support Activities :

Ongoing Year Round

- Year-round coordination with stakeholders, local elected officials and the general public
- Year-round assessment of system conditions
- Active participation in transportation planning discussions and activities with CO, MPO, & RPO Transportation Planners
- Assisting with preliminary scoping costs, scoring, and development of problem statements
- Developing and reviewing preliminary scoping, budgeting, and project scheduling information
- Recommending cross-asset corridor project grouping strategies
- Submitting critical documents into SPMS after the call is completed
- Emergency Project Needs

Central Office Engineering & Planning STIP Development Support Activities :

Ongoing Year Round

- MPO & RPO Coordination & Needs Discussion & improvement recommendations
- INDOT Technical Modeling
- INDOT System Assessments (Coordination with Districts)
- Multi-Modal and ADA Transition Needs
- Economic Development Needs Recommendations
- Planning Level Public & Stakeholder Input
- Bridge, Pavement, and Safety Assessments

STIP Coordination Activities

- Development and maintenance of the STIP document
- Continuous discussions with transportation planning officials, LPA, MPO, and RPO planners.
- Continuous Coordination with INDOT's Executive Funds and Capital Program Management Teams
- Continuous Coordination with District and Central Office Project Managers
- Routine Coordination with Executive Funds Management Team for Project Change Management Activities
- Coordination with Multi-modal groups relative to funded projects
- Coordination with various federal funding programs (CMAQ, TE, and others)
- Coordinating with INDOT's 5-Year Asset Management Construction Plan

Acronym Description

- ADA = American Disability Act
- AM = Asset Management
- CMAQ = Congestion Mitigation Air Quality
- CN = Construction
- CO = Central Office
- LPA = Local Program Administration
- MPO = Metropolitan Planning Organization
- PM = Project Manager
- RPO = Rural Planning Organization
- SPMS = Scheduling Project Management System
- STIP = State Transportation Improvement Program
- TE = Transportation Enhancement

RN
Rev. 04/05/2013

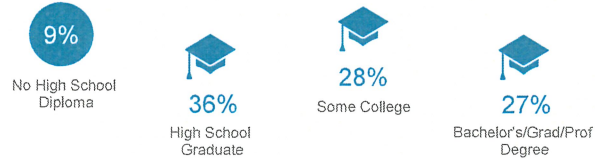## Sources for Projects in the STIP

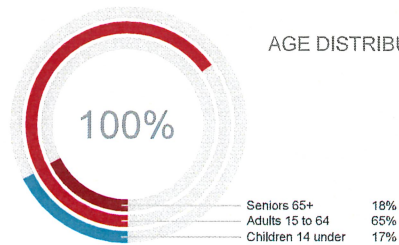| Document Type	Prepared By	Contents
Regional Long-Range Transportation Plans	Metropolitan Planning Organizations	A minimum of 20-years of projects or identified needs as part of a local land-use plans
State Long-Range Transportation Plans	INDOT Transportation Planning Department	Minimum of 20-years of identified needs or high priority corridors
Statewide Corridor Vision Planning Study (under development)	INDOT Transportation Planning Department	20-25 year vision and needs for major facilities at a corridor level.
Statewide Interchange Planning Study	INDOT Transportation Planning Department	Interchange analysis on state facilities with recommendation for operational improvements and potential new interchange locations. Updated every 3-5 years
Corridor/Project Specific Studies	Prepared by project sponsor (INDOT, Local, MPO, using in-house or consultant resources)	
Statewide Bike & Pedestrian Reports/Documents	INDOT Planning Department MPOs, RPOs, State Department of Health, Natural Resources, and Tourism as well as special interests groups	Links to regional and local bike and pedestrian plans/reports, state trails, recommendations, goals, and objectives specific to non-motorized forms of travel.
Transit Provider Plans	Local transit providers	
America with Disabilities Act Program and Initiatives	INDOT Legal Team Department with coordination with local cities and counties	Identified improvements and schedules for addressing pedestrian accommodation issues and obstacles that limit the accessibility of individuals with disabilities.
State Initiatives and Programs	INDOT Planning Department and Project Sponsors	Specifically funded projects that varies.
Pavement Management System	INDOT Pavement Asset Management Group	Condition/performance reports, maps, and location of deficient roadway segments and identification of major road construction and resurfacing projects.
Bridge Management System	INDOT Bridge Management Asset Group	Condition/performance reports, maps, and location of deficient large and small infrastructures
Congestion Management Programs	INDOT Mobility Asset Management Group and Traffic Management Center	Condition/performance reports, maps, and location of deficient large and small infrastructures and recommended strategies including operational improvements and intelligent transportation system implementation
Safety Management System	INDOT Safety Asset Management Group	
Geotechnical Assessments	INDOT Pavement Asset Management Group	Information on roadway infrastructure with identified issues with slides and rock falls
Freight Mobility Report/Plan	INDOT Multimodal Department	Various recommended improvement strategies on roadways, rail lines, and marine ports to address freight bottlenecks

HDR

Demographic and Socioeconomic Profile
SEYMOUR District

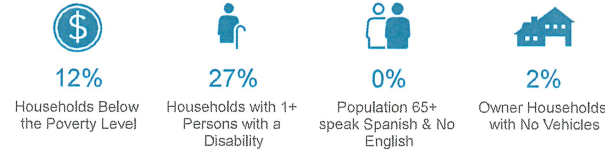## KEY FACTS

1,023,618	**39.4**	**2.5**	**$60,014**
Population	Median Age	Average Household Size	Median Household Income

AT RISK

12%	**27%**	**0%**	**2%**
Households Below the Poverty Level	Households with 1+ Persons with a Disability	Population 65+ speak Spanish & No English	Owner Households with No Vehicles

EMPLOYMENT

62% White Collar	
28% Blue Collar	**3.9%** Unemployment Rate
11% Services	

EDUCATION

9% No High School Diploma	**36%** High School Graduate	**28%** Some College	**27%** Bachelor's/Grad/Prof Degree

AGE DISTRIBUTION

100%

Seniors 65+ — 18%
Adults 15 to 64 — 65%
Children 14 under — 17%

JOURNEY TO WORK

83% Drove Alone	**9%** Carpooled	**1%** Took Public Transportation	**1%** Took a Bus or Trolley Bus	**0%** Took Light Rail, Streetcar or Trolley
0% Took a Subway or Elevated	**0%** Took a Long-distance Train	**0%** Bicycled	**2%** Walked	**4%** Worked at Home

BUSINESS

31,464 Total Businesses	**416,428** Total Employees

HOUSING

$188,105 Median Home Value	**$9,087** Average Spent on Mortgage & Basics	**$669** Median Contract Rent

Households By Income

The largest group: $50,000 - $74,999 (19.5%)
The smallest group: $200,000+ (4.6%)

Indicator ▲	Value	Diff	
<$15,000	8.9%	-0.9%	
$15,000 - $24,999	9.1%	-0.2%	
$25,000 - $34,999	9.4%	-0.3%	
$35,000 - $49,999	12.8%	-0.9%	
$50,000 - $74,999	19.5%	+0.2%	
$75,000 - $99,999	13.8%	+0.9%	
$100,000 - $149,999	15.9%	+1%	
$150,000 - $199,999	5.9%	+0.4%	
$200,000+	4.6%	-0.2%	

Bars show deviation from Indiana
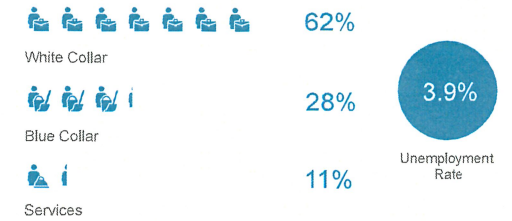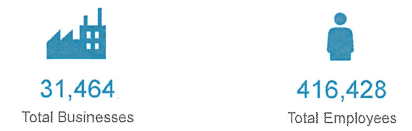
INSURANCE

2019 Pop <19: No Health Insurance Coverage (ACS 5-Yr) (%)	1%
2021 Medical insurance covers you and other household or family members (%)	44%
2021 Have home insurance coverage for earthquake or flood (%)	3%
2021 Have any homeowners or personal property insurance (%)	60%
2021 Currently carry life insurance (%)	46%

Race, Ethnicity, and Language Profile
SEYMOUR District

Race and Ethnicity

The largest group: White Alone (90.08)
The smallest group: Pacific Islander Alone (0.06)

Indicator ▲	Value	Diff	
White Alone	90.08	+9.07	
Black Alone	2.95	-6.88	
American Indian/Alaska Native Alone	0.28	-0.04	
Asian Alone	2.77	+0.01	
Pacific Islander Alone	0.06	+0.01	
Other Race	1.69	-1.67	
Two or More Races	2.17	-0.5	
Hispanic Origin (Any Race)	3.91	-3.72	

Bars show deviation from **Indiana**

> 20
10.4
< 1

Percent of adults 18 years and over who have limited English ability
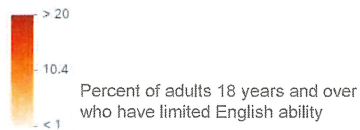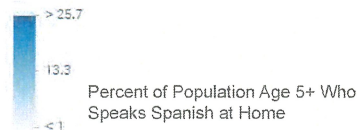
SPANISH ACTIVITIES

3%

2021 Used Spanish Language
Website or App Last 30 Days

> 25.7
13.3
< 1

Percent of Population Age 5+ Who
Speaks Spanish at Home

LIMITED ENGLISH PROFICIENCY ADULTS 18-64

	HH %
Speak Spanish & No English	0%
Speak Spanish & English Not Well	0%
Speak Indo-European & No English	0%
Speak Indo-European & English Not Well	0%
Speak Asian-Pacific Island & No English	0%
Speak Asian-Pacific Island & English Not Well	0%
Speak Other Language & No English	0%
Speak Other Language & English Not Well	0%

LIMITED ENGLISH PROFICIENCY SENIORS 65+

	HH %
Speak Spanish & No English	0%
Speak Spanish & English Not Well	0%
Speak Indo-European & No English	0%
Speak Indo-European & English Not Well	0%
Speak Asian-Pacific Island & No English	0%
Speak Asian-Pacific Island & English Not Well	0%
Speak Other Language & No English	0%
Speak Other Language & English Not Well	0%

Digital Usage Profile
SEYMOUR District

HDR

DEVICE OWNERSHIP (HH)

34%
Household owns desktop computer

58%
Household owns laptop or notebook

49%
Own any tablet

88%
Have a smartphone

44%
Have a smartphone: Android phone (any brand)

44%
Have a smartphone: Apple iPhone

INTERNET ACCESS (HH)

67%
Use Computer

79%
Use Cell Phone

30%
Use Tablet
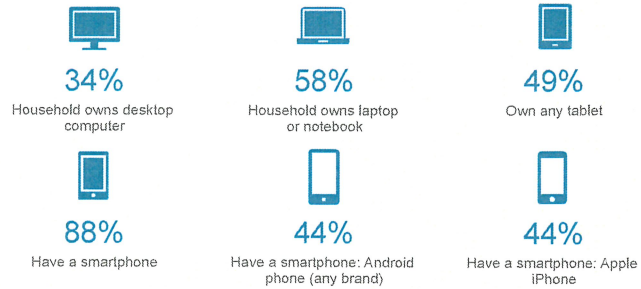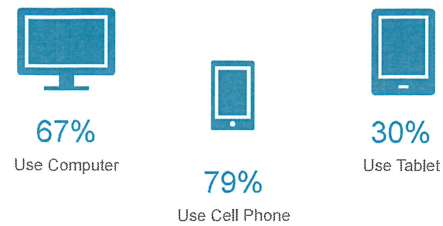
INTERNET CONNECTIVITY	HH %
2019 Have access to Internet at home (%)	91%
2019 Connect to Internet at home via cable modem (%)	44%
2019 Connect to Internet at home via DSL (%)	11%
2019 Connect to Internet at home via fiber optic (%)	11%
2019 Access Internet at home via high speed connection (%)	90%

INTERNET & SOCIAL MEDIA USAGE in Last 30 Days	HH %
Visited online blog (%)	12%
Watched TV program online (%)	20%
Used Spanish language website in last app (%)	3%
Facebook.com (%)	67%
Instagram.com (%)	30%
Linkedin.com (%)	11%
Tumblr.com (%)	3%
Twitter.com (%)	14%
Youtube.com (%)	53%
Social network used to track current events (%)	15%
Search engine: bing.com (%)	10%
Search engine: google.com (%)	82%
Search engine: yahoo.com (%)	17%

Percent of Households with No Internet Access

> 27.8

15.8

< 3.8

BLOOMINGTON

Patrick Martin <martipa@bloomington.in.gov>

Route 2 West Service Changes

1 message
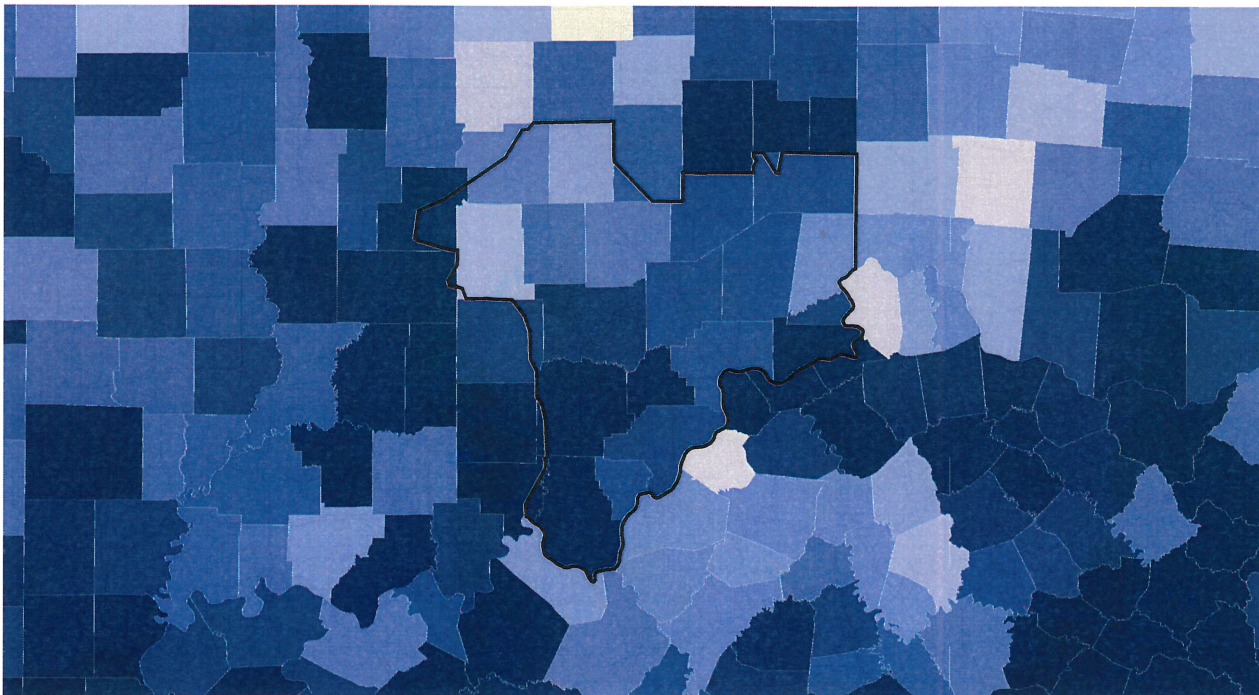
Zac Huneck <huneckz@bloomingtontransit.com>   Tue, Jan 4, 2022 at 3:17 PM
Bcc: martipa@bloomington.in.gov

Hello transit supporters!
I trust the new year is starting in the right direction for you. Here at BT we are preparing to move forward with service changes on Route 2 West (map attached), to begin **Monday, January 17th**. BT staff presented and gathered feedback on several iterations of route changes, and last month our board approved the third and final version.

Route 2 West changes include:

- Service on 12th St, instead of 13th St, through Crestmont neighborhood
- Elimination of service on Blair Ave near Tri-North MS
- Elimination of inbound service on Morton St

These alterations will allow the route to more easily stay on schedule, provide reliable transfers downtown, while maintaining accessibility.

Please let me know if you have any questions.

Best regards,
Zac

--
Zac Huneck
Planning & Special Projects Manager

Bloomington Public Transportation Corporation
130 W. Grimes Ln.
Bloomington, IN 47403
(O): 812-336-7433 ext. 106

2Wx1.17.22.png
916K

ARLINGTON

BLOOMINGTON

Legend
- 2 West (Current)
- 2 West (Alt Changes)
- New bus stop
- Removed bus stop
- New bus shelter
- Removed bus shelter

Miller-Showers Park
Crestmont Park
Reverend Ernest D Butler Park
Rose Hill Cemetery
Valhalla Memory Gardens
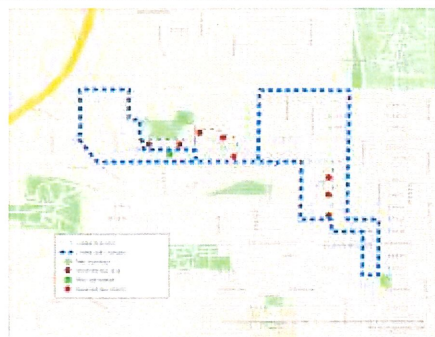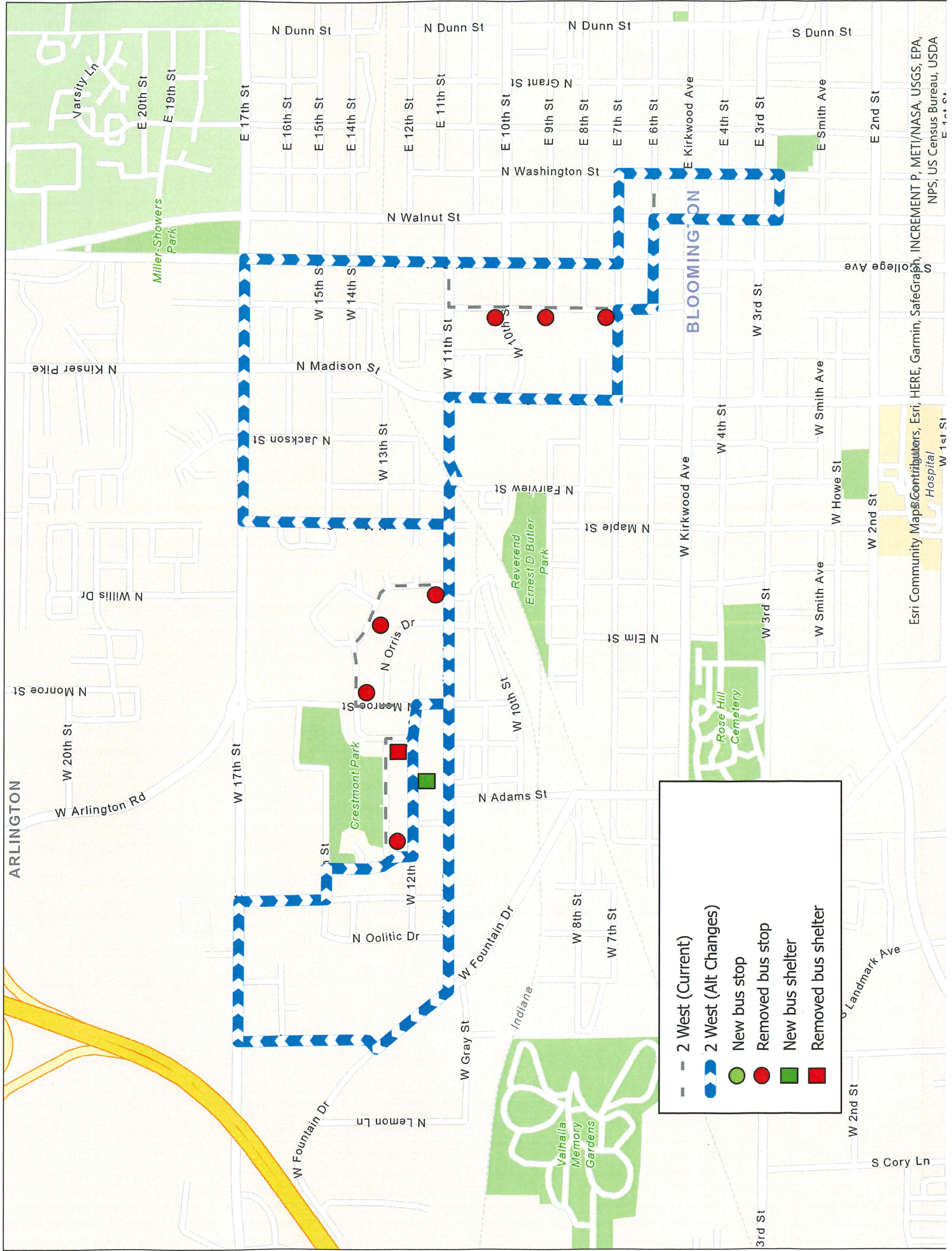
Transportation Planning, Transportation Engineering, and Traffic Engineering Studies

- Aggregate "area wide traffic studies" completed for the *2030 Long-Range Transportation Plan* and the *2045 Metropolitan Transportation Plan* using sophisticated travel-demand forecast models
- Countywide traffic studies completed by INDOT for compliance with FHWA reporting requirements,
- Sub-area analyses
- Corridor-level analyses
- Multimodal studies on whatever scale, and
- Traffic studies down to spot locations where warranted for other disaggregate purposes.

Traffic engineering is the sub-discipline of transportation engineering that addresses the planning, design, and operation of streets and highways, their networks, adjacent lands, and interaction with other modes of transportation, air, water, and rail, and their terminals. Traffic engineering studies cover a broad category of purposes, needs, and usage such as the following:

- Traffic Volume Studies
- Speed Studies
- Intersection and Driveway Studies
- Traffic Control Device Studies
- Travel-Time and Delay Studies
- Simulation Studies
- Pedestrian and Bicycle Studies
- Public Transportation Studies
- Freight Goods Movement Studies
- Parking Usage Studies
- Traffic Collision Studies
- Alternative Safety Studies
- Traffic Conflict Studies
- Transportation Planning Studies
  - Origin-Destination Surveys
  - Travel-Demand Forecast Modeling
- Traffic Access and Impact Studies
- Transportation Demand Management

Bloomington-Monroe County Metropolitan Planning Organization

Public Participation Plan

Adopted
December 13, 2002

Amended
June 8, 2007
March 11, 2011
February (TBD), 2022

Table of Contents

Introduction

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

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

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

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

Purpose

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

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

The Public Participation Plan is periodically updated and revised in order to improve continuous, comprehensive, and cooperative transportation planning (Federal 3C Process) for the BMCMPO. Plan updates are typically in response to local needs and interests or due to new state and federal requirements.

Public Participation Plan Goals
The BMCMPO Public Participation 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. Title VI, 6001 (a).134 (i) (5), (A):

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

The Plan is developed using the following FAST Act and BMCMPO general goals:

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

- o Educate and raise awareness within the Metropolitan Planning Area (MPA) boundary about current and future transportation needs;
- o Encourage broad public participation from all sectors of the community and provide the community with adequate opportunities to participate in the decision making process; and
- o Foster a sense of ownership toward the transportation planning process and the resulting projects within the community.

Public Participation Mission Statement

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

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

Public Participation Plan Policy

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

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

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

Adoption Resolutions and Major Amendments Policy

The BMCMPO shall follow to the fullest extent possible the Public Participation Plan for adoption resolutions and major amendments to the LRTP and the TIP. MPO staff shall bring all such resolutions and amendments to the Citizens Advisory Committee and Technical Advisory Committee prior to adoption by the Policy Committee. The public shall have a minimum of 30 days for written comment on such resolutions and amendments before adoption by the Policy Committee.

This section applies to the following resolutions and amendments:

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

o   Adoption of a new, or amendment to an existing, Public Participation Plan, except that the required written public comment period shall be 30 days for such action;
o   Inclusion into an adopted TIP of new capital improvement projects that meet either the criteria for capacity expansion and/or the criteria for acquisition of right-of-way;
o   Removal from an adopted TIP of an existing capital improvement project;
o   Amendments to an adopted TIP that change the total cost of an existing capital improvement project by 100% or more; and
o   Amendments to the LRTP that modify transportation projects identified in the Plan.

Related MPO Programs and Minor Amendments Policy

The BMCMPO shall follow to the fullest extent possible the Public Participation Plan for related MPO program adoption resolutions and minor amendments to the Long Range Transportation Plan and the Transportation Improvement Program. MPO staff may bring such resolutions and amendments to the Citizens Advisory Committee and Technical Advisory Committee before proposed adoption by the Policy Committee, but may only present them to the Policy Committee due to time constraints. The may also be waived for such resolutions and amendments may receive a waiver from the 30-day written public comment period.

This section applies to the following resolutions and amendments:

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

Administrative Approval Policy

Certain resolutions and amendments shall only require administrative approval by the MPO Staff and the MPO Policy Committee Chairperson once a Final Notice Period of three business days has transpired without any objection from any Policy Committee member (see Other Approvals for Final Notice Period). Such resolutions and amendments shall have exemption from review by the Citizens Advisory Committee and Technical Advisory Committee prior to their administrative approval. Such resolutions and amendments may receive a waiver from the 30-day written public comment period. All MPO Committees shall receive a report of all such resolutions and amendments approved under these administrative procedures at their next regularly scheduled meetings.

This section applies to the following resolutions and amendments:

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

Other Approvals

Three other approval types provided for the MPO include:

- o <u>Change Orders</u>: The MPO Staff may approve Change Orders to projects in an adopted TIP subject to the procedures of the BMCMPO Change Order Policy;
- o <u>Special Votes</u>: The Policy Committee may conduct special votes using mail, fax, e-mail or virtual public meetings in the event of a time-sensitive business item, subject to the procedures of the BMCMPO Operational Bylaws; and
- o <u>Final Notice Period</u>: Staff shall issue a "Final Notice Period" by email to all Policy Committee members for eligible administrative approval requests. The message shall contain "Final Notice Period" in the subject line, details on the nature of the request, the response requested (objection only), the deadline to respond, and detail the minor amendment process actions if any objection is received by BMCMPO staff. The Policy Committee will have three business days for response from the time the Final Notice Period issuance. The MPO Staff and the MPO Policy Committee Chairperson may approve a request once the Final Notice Period is expired and there are no objections. If any member of the Policy Committee objects, then the amendment will receive consideration at the next Policy Committee meeting and follow the Minor Amendments Policy process.

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

General Provisions

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

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

Environmental Justice Policy

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

The fundamental principles of environmental justice are:

- o To avoid, minimize, or remedy disproportionately high and adverse human health and environmental (including social and economic) effects of policies, programs, and projects on all living and non-living things, regardless of perceived or real economic, social, or ecological status;
- o To ensure the full and fair participation of all affected communities in the transportation decision making process; and
- o To prevent the denial of, reduction in, or significant delays in, the receipt of project benefits by all populations regardless of perceived or real economic, social, or ecological status.

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

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

By applying the following guidelines, the BMCMPO further complies with Title VI, EO 12898 and the Department of Transportation (DOT) Order to Address Environmental Justice in Minority and Low Income Populations. These criteria provide guidance for the BMCMPO transportation planning activities and a common understanding of the concept of environmental justice.

Six Environmental Justice Principles for Transportation Planning

1. *Making Environmental Justice a Priority* - The BMCMPO is committed to following the spirit, as well as the letter of the Order (DOT Order to Address Environmental Justice in Minority Populations and Low Income Populations), throughout all of its projects and activities. The MPO will require that all BMCMPO transportation planning partners (i.e. INDOT, Bloomington Transit, Indiana University Campus Bus, etc.) do so as well.

2. *Increasing Meaningful Public Participation* - The BMCMPO will continuously work to develop public participation that will:

- o Be thorough and fully inclusive, involving all relevant stakeholders and communities. The MPO involves the broadest cross-section of the community in the transportation planning process, based on geographic distribution, sex, race, socioeconomic status, and interests (environmental, neighborhood, etc.);
- o Adapt and tailor programs to specific populations and situations, taking in to account a wide range of differences;
- o Reach out to communities that have not traditionally been involved in transportation planning, particularly low income and minority communities;
- o Provide opportunities to members of affected communities to influence project decisions by proactively soliciting their input;
- o Have opportunities for public input throughout the project development process (from project selection, design, and implementation); and
- o Develop and maintain a Public Involvement Process that is transparent and open in its methods.

3. *Maintaining Project Flexibility* - In implementing environmental justice practices, the BMCMPO will tailor its methods to reflect the unique issues and populations affected by each policy, program, or project. The MPO will work with members of affected communities and all stakeholders to

encourage input and develop project options that meet transportation goals as well as community needs.

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

5. *Utilizing Rigorous Demographic Analysis* - In order to address potential environmental justice issues, low income and/or minority populations will receive identification through demographic (U.S. Bureau of the Census) data and then mapped. To identify and map potential low-income and/or minority populations, the BMCMPO will:

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

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

Public Participation Plan

Public Education

Successful and meaningful public participation must ensure a public education effort where the issues and complexities of transportation planning involve simple exploitations and open discussion. Public education will take place using the MPO website, public workshops, and various media outlets. By increasing publicity and awareness for the MPO and its activities, more citizens will become educated about transportation issues.

Visualization

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

- o 3D Renderings
- o 2D Overlays
- o Maps
- o GIS
- o Engineering Designs

Website

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

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

- o The current Bloomington-Monroe County Metropolitan Transportation Plan (MTP);
- o The current Bloomington-Monroe County Transportation Improvement Plan (TIP);
- o The current Bloomington-Monroe County Unified Planning Work Program (UPWP);
- o The Policy Committee (PC), Technical Advisory Committee (TAC), and Citizens Advisory Committee (CAC) meeting schedules;
- o The agendas for upcoming Policy Committee (PC), Technical Advisory Committee (TAC), and Citizens Advisory Committee (CAC) meetings; and
- o Archives of minutes from previous Policy Committee (PC), Technical Advisory Committee (TAC), and Citizens Advisory Committee (CAC) meetings.

Committee Meetings

The MPO committees (Policy Committee, Technical Advisory Committee, and Citizens Advisory Committee) have regularly scheduled meetings that are open to the public. The MPO Staff will annually develop a schedule of meeting dates for each committee, consisting of monthly meeting times, dates, and places. The meeting schedule and agendas are available from the MPO website (https://bloomington.in.gov/mpo) or by request. The public is actively encouraged to attend MPO committee meetings and to be involved in the transportation planning process. Please refer to the BMCMPO website, the BMCMPO Operational Bylaws, or contact the BMCMPO at (812) 349-3423 for information on these committees.

Public Meetings and Workshops

The MPO Staff will regularly conduct multiple workshops and/or public information meetings timed to coincide with important milestones in the development of the regular update of the Long Range Transportation Plan. The MPO Staff will try to hold these meetings at various locations throughout the urbanized area. The purpose of these workshops will support development and public review of the Long Range Transportation Plan. The MPO Staff will additionally conduct interagency coordination workshops timed to coincide with the preparation for annual development of the Transportation Improvement Program. This coordination will provide the technical support needed in the preparation of the TIP for public comment and review through the committee meeting process.

Media Participation and Public Notification

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

The MPO staff may announce committee and public meeting/workshop information in the following media outlets:

- o The Bloomington Herald-Times (in the On the Agenda section);
- o The Indiana Daily Student;
- o Radio Public Service Announcements (as needed) on B97, WHFB, WFIU or other similar outlets;
- o Television Public Service Announcement (as needed) on B-CATS;
- o On the MPO website - http://bloomington.in.gov/mpo;
- o At the Monroe County Public Library (Bloomington and Ellettsville); and
- o At the Showers Center City Hall.

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

Individuals with Disabilities

All of the meeting rooms at Bloomington's City Hall are accessible by Americans with Disabilities Act (ADA) standards.

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

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

Getting in Touch - Comments

Public comment can be submitted in several ways:

- o By attending meetings and workshops;
- o By visiting the City of Bloomington Planning and Transportation Department located at 401 North Morton Street; Suite 130; Showers Center City Hall;
- o By phone (812) 349-3423;
- o By fax (812) 349-3535;
- o By US Postal Service: Attention: MPO; Showers Center City Hall; 401 N Morton St.; Bloomington, IN 47402; and/or
- o By email: mpo@bloomington.in.gov

Measuring Public Outreach

In order to evaluate the quality of input and participation generated through the public participation technique(s) used, the BMCMPO has developed a set of performance objectives: accessibility, diversity, outreach, and impact.

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

Diversity

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

Outreach

- o The MPO Staff and MPO Committee Members are encouraged to participate in potential outreach activities (e.g. other committees, workshops, and meetings) to increase public awareness of the MPO.
- o The MPO should issue press releases of all of its activities.
- o When appropriate, the MPO will participate in radio and/or TV spots to extend public outreach.

Impact

- o All written comments received as part of a written public comment period will undergo review and communicated by the MPO Staff to transportation decision makers.
- o All written comments received as part of a formal written public comment period will receive acknowledgement by the MPO Staff so that citizens are confident that their comments received consideration in MPO decision making process.

Appendix A

Core Transportation Planning Documents

The FAST Act continues the requirements of the development of a Long Range Transportation Plan (LRTP) and a Transportation Improvement Plan (TIP) by each MPO. The Act further requires the incorporation of these documents into a statewide plan and program of projects. The annual Unified Planning Work Program (UPWP) outlines and documents the MPO planning process.

Long Range Transportation Plan (LRTP)

The BMCMPO Long Range Transportation Plan, also known as the Metropolitan Transportation Plan (MTP), is a comprehensive multimodal transportation plan for the Bloomington-Monroe County Metropolitan Planning Area. Transportation projects (including but not limited to major roadways, transit, and other multimodal facilities) proposed by the plan provide a guideline of future transportation investments over a long-term planning horizon. The plan undergoes reviews and updates every three to five years to confirm its consistency with current and forecasted transportation and land use trend, and to maintain a minimum 20 year forecast horizon stipulated under current federal-aid requirements. The transportation plan reflects environmental and intermodal considerations and provides a financially constrained vision of future transportation investments.

Transportation Improvement Plan (TIP)

The TIP is a short term document covering three to five fiscal years with annual updates or as needed. The TIP includes a list of priority projects for implementation in each of the identified program years. The TIP serves as a strategic management tool to accomplish the goals of the MTP. The TIP projects must therefore have consistency with the MTP. The TIP lists all roadway, transit, and intermodal projects planned to receive federal, state, and local funding. The TIP organizes projects by the local public agency implementing the project and the year the scheduled project action. The TIP must additionally achieve annual fiscal constraint and include only those projects with identified funding sources. The MPO develops the TIP financial plan in cooperation with local and state transportation agencies as well as transit operators. The TIP becomes part of the Statewide Transportation Improvement Program (STIP) after adoption by the Policy Committee. Adoption of the TIP by the Policy Committee is a reaffirmation of the MTP. If at the time of adoption the TIP does not agree with the MTP, amendment of the MTP will become necessary for the adoption of the proposed TIP to achieve concurrence.

Unified Planning Work Program (UPWP)

The UPWP guides the MPO and summarizes transportation planning activities for the various agencies and interests in the Bloomington urbanized area. It shows the agency responsible for specific planning studies, a work completion schedule, allocated resources, and what final end product. The UPWP also serves as a program budget and includes anticipated financial resources and

expenditure information for individual fiscal years. The UPWP receives annual updates, subject to review and approvals by state and federal funding agencies.

Appendix B

BMCMPO Resolution 22-01 – Electronic Meetings Policy

<u>ADOPTION RESOLUTION FY 2022-01</u>

A RESOLUTION ESTABLISHING THE POLICY BY WHICH MEMBERS OF THE TECHNICAL ADVISORY COMMITTEE, CITIZENS ADVISORY COMMITTEE, AND POLICY COMMITTEE OF THE BMCMPO, ASSOCIATED STAFF, AND MEMBERS OF THE PUBLIC MAY PARTICIPATE IN MEETINGS BY ELECTRONIC MEANS OF COMMUNICATION as presented to the Policy Committee of the Bloomington-Monroe County Metropolitan Planning Organization on April 9, 2021.

WHEREAS, the Indiana General Assembly adopted HEA 1437 in the 2021 Regular Session, which amended Indiana Code (IC) 5-14-1.5-1 et seq. (Act) by amending IC 5-14-1.5-3.5 to prescribe new requirements by which members of the governing body of a public agency of a political subdivision may participate in a meeting by an electronic means of communication; and

WHEREAS, a member of the governing body may participate by any means of communication that: allows all participating members of the governing body to simultaneously communicate with each other; and except for a meeting that is an executive session, allows the public to simultaneously attend and observe the meeting; and

WHEREAS, the Act requires the governing body to adopt a written policy establishing the procedures that apply to a member's participation in a meeting by an electronic means of communication and allows the governing body to adopt procedures that are more restrictive than the procedures established by IC 5-14-1.5-3.5; and

WHEREAS, the Committees of the Bloomington-Monroe County Metropolitan Planning Organization are governing bodies of the BMCMPO and wish to adopt such a policy;

NOW, THEREFORE, BE IT RESOLVED:
1. **<u>Section I.</u>** The Bloomington-Monroe County Metropolitan Planning Organization's Rules and Procedures are modified in accordance with Indiana Code sections 5-14-1.5-1 and 5-14-1.5-3.5, et seq., BMCMPO Committee meetings may be conducted electronically.

2. **<u>Section II.</u>** The BMCMPO Policy Committee hereby adopt the following **Electronic Meeting Policy** on the participation of a member of the Committees, city staff, and members of the public in a meeting of the

Policy Committee, Technical Advisory Committee, and Citizens Advisory Committee by an electronic means of communication:

The provisions of the Act, including definitions, apply to this resolution. This resolution shall be known as the "Electronic Meetings Policy" and applies to the BMCMPO and any of its committees, including the Policy Committee, the Technical Advisory Committee, and the Citizens Advisory Committee.

Subject to Sections III and V, any member may participate in a meeting by any electronic means of communication that simultaneously communicate with each other and other than a meeting that is an executive session, allows and the public to simultaneously attend and observe the meeting.

A member who participates by an electronic means of communication shall be considered present for purposes of establishing a quorum and may participate in final action only if the member can be seen and heard. All votes taken during a meeting at which at least one (1) member participates by an electronic means of communication must be taken by roll call vote.

3. **Section III.** At least fifty percent (50%) of the members must be physically present at a meeting at which a member will participate by means of electronic communication.

   Not more than fifty percent (50%) of the members may participate by an electronic means of communication at that same meeting.

   A member may not attend more than a fifty percent (50%) of the meetings in a calendar year by an electronic means of communication unless the member's electronic participation is due to military service, illness or other medical condition, death of a relative, or an emergency involving actual or threatened injury to persons or property.

   A member may attend two (2) consecutive meetings (a set of meetings) by electronic communication. A member must attend in person at least one (1) meeting between sets of meetings that the member attends by electronic communication, unless the member's absence is due to military service, illness or other medical condition, death of a relative; or an emergency involving actual or threatened injury to persons or property.

   A member who plans to attend a meeting by any electronic means of communication shall notify the presiding officer and relevant staff within three (3) days before the meeting so that arrangements may be made for the member's participation by electronic communication and so that notices may be prepared.

4. **Section IV.** The memoranda and any minutes prepared for a meeting at which any member participates by electronic means of communication must (1) identify each member who was physically present at the meeting, (2) participated in the meeting by electronic means of communication, (3) was absent; (4) identify the electronic means of communication by which members participated in the meeting; (5) members participated in the meeting; and (6) members of the public attended and observed the meeting, if the meeting was not an executive session.

5. **Section V.** In the event the governor declares a disaster emergency under IC 10-14-3-12 or the executive (as defined in IC 36-1-2-5) of a political subdivision declares a local disaster emergency under IC 10-14-3-29, the BMCMPO Committees may meet by any means of electronic communication if the following requirements of IC 5-14-1.5-3.7 are satisfied:

   - At least a quorum of the members of the Committee participate in the meeting by means of electronic communication or in person.

   - The public is able to simultaneously attend and observe the meeting; however, this subdivision does not apply to a meeting held in executive session.

   - The memoranda and any minutes prepared for a meeting held under this section must state the name of each member of the Committee who participated in the meeting by using electronic means of communications, was absent, and identify the electronic means of communication by which members of the Committee participated in the meeting members of the public attended and observed the meeting if the meeting was not an executive session, and all votes taken during a meeting under this section must be taken by a roll call vote.

6. **Section VI.** At any meeting of the Committees where any member participates by an electronic means of communication, members of the public shall be able to attend and observe the meeting via electronic means. Subject to the Committees' rules for making public comment, members of the public may also participate in the meeting via electronic means.

7. **Section VII.** At any meeting of the Committees where any member participates by an electronic means of communication, staff members may also participate in the meeting via electronic means, provided there is no actual need for a staff member to be physically present at a particular meeting. Such need shall be determined in the sole discretion of the presiding officer.

8. **Section VIII**. If any section, sentence, or provision of this resolution, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions, or applications of this resolution which can be given effect without the invalid provision or application, and to this end the provisions of this resolution are declared to be severable.

9. **Section IX**. This resolution shall be in full force and effect from and after its passage by the BMCMPO Policy Committee.

PASSED AND ADOPTED by the BMCMPO Policy Committee upon this 9th day of July, 2021.

_____
Lisa J. Ridge
BMCMPO Policy Committee Chair

_____
Attest: Patrick Martin
BMCMPO Senior Transportation Planner

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue   PHONE: (317) 232-5137   **Eric Holcomb, Governor**
Room N758xxx   **Joe McGuinness, Commissioner**
Indianapolis, Indiana 46204

November 17, 2021

TO: MPO Directors

Subject: INDOT 2022 PM1 Safety Target Declaration

The purpose of this notification is to inform you that The Indian Department of Transportation (INDOT) has completed the annual process to establish jointly with the Indiana Criminal Justice Institute (CJI) and the MPO Council, the PM1 Safety Performance Targets for the Year 2022. The Indiana Statewide Targets that were established are 5-year averages as follows:

Number of Fatalities = 876.0
Rate of Fatalities = 1.076
Number of Suspected Serious Injuries = 2998.2
Rate of Suspected = 3.675
Number of Non-Motorized Fatalities and Serious Injuries = 344.5

By February 28 – MPOs shall provide documentation to INDOT Office of Traffic Safety, that either supports the Statewide PM1 Traffic Safety Performance Targets as established by INDOT for the subject calendar year or provide an alternate set of safety performance targets.

In the case that an MPO choses to adopt the statewide safety performance targets as established by the INDOT/CJI procedures, the expected documentation is a resolution by that MPO's Executive Committee.

In the Case that an MPO chooses to adopt an alternate set of safety Performance Targets, the expected documentation is a description of the procedure used to set the targets and a resolution by the MPO's Executive Committee adopting the alternative targets.

Mike Holowaty, Manager of Traffic Safety
INDOT Traffic Engineering
Indiana Department of Transportation
Room N642, 100 N. Senate Avenue,
Indianapolis, IN 46204

Cc: FHWA -Rick Drumm, FHWA Safety Engineer
        Todd Shields. INDOT Statewide Asset Management Engineer
        Roy Nunnally, INDOT Director Technical Planning and Programming
        Jay Mitchell, INDOT Transportation Planning Supervisor

mpo

FY 2022 - 2026 Transportation Improvement Program
Project Request Form

Mail: Bloomington - Monroe County MPO
401 N Morton Street, Suite 130
Bloomington, Indiana 47402
Email: 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): _____
Phone: _____
Email: _____

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 BMCMPO Complete Streets Policy.

___Karlei Metcalf_____   _____11/24/2021_____
Employee in Responsible Charge (ERC)   Date

Section 3: Project Information

A. Project Name: ADA Sidewalk Ramp Construction at the Intersection of SR 46 (3rd St) and College Mall Road

B. Is project already in the TIP?
    ☒   Yes   ☐   No

C. DES # (if assigned):   2001522

D. Project Location (detailed description of project termini):   SR 46 at the intersection of SR 46 (3rd St) at College Mall Road

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.): N/A

G. Allied Projects: N/A

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: _3/9/2022_____

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 2022 begins on July 1, 2021 and ends on June 30, 2022.

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	*Outlying Years*
PE		$	$	$	$	$	*$*
		$	$	$	$	$	*$*
		$	$	$	$	$	*$*
RW		$	$	$	$	$	*$*
		$	$	$	$	$	*$*
		$	$	$	$	$	*$*
CE		$	$	$	$	$	*$*
		$	$	$	$	$	*$*
		$	$	$	$	$	*$*
CN	NHPP	$ 321,149.00	$	$	$	$	*$*
		$	$	$	$	$	*$*
		$	$	$	$	$	*$*
	Totals:	$ 321,149.00	$	$	$	$	*$*

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 BMCMPO 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) <u>Detailed Scope of Work</u> – 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) <u>Performance Standards</u> – 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) <u>Measurable Outcomes</u> – 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) <u>Project Timeline</u> – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.

5) <u>Key Milestones</u> – identify key milestones (approvals, permits, agreements, design status, etc.).

6) <u>Project Cost</u> – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.

7) <u>Public Participation Process</u> – 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) <u>Stakeholder List</u> – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list.

Coordinated Human Services Transportation Plan Update

Bloomington – Monroe County Metropolitan Planning Organization

WORKING DRAFT REPORT

Prepared for Bloomington – Monroe County Metropolitan Planning Organization

October, 2021

Prepared by:
RLS & Associates, Inc.

3131 S. Dixie Hwy, Suite 545
Dayton, OH 45429
(937) 299-5007
rls@rlsandassoc.com

Contents

INTRODUCTION

OVERVIEW

This plan updates the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) Coordinated Human Services Transportation Plan that was developed in 2007 and updated in 2012 to fulfill the planning requirements for the Federal Transit Administration's (FTA) United We Ride initiative and the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), the 2005 authorization of U.S. Department of Transportation funding programs. These requirements continued under the Moving Ahead for Progress in the 21st Century (MAP-21) Act. The SAFTEA-LU and MAP-21 Acts were effective through September 30, 2015.

On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act, was signed into law as a reauthorization of surface transportation programs through Fiscal Year 2020. The FAST Act applies new program rules to all FTA funds and authorizes transit programs for five years. According to requirements of the FAST Act, locally developed, coordinated public transit-human services transportation plans must be updated to reflect the changes established by the FAST Act Federal legislation.

Funding to update this locally-developed Coordinated Human Services Transportation Plan was provided by the Indiana Department of Transportation, Office of Transit (INDOT) and involved active participation from local agencies that provide transportation for the general public, older adults, and individuals with disabilities.

Section 5310 Program: Enhanced Mobility for Seniors and Individuals with Disabilities

The program most significantly impacted by the plan update is the Section 5310 Program because participation in a locally developed Coordinated Human Services Transportation Plan is one of the eligibility requirements for Section 5310 Program funding.

The Section 5310 Program provides formula funding to States and urbanized areas for the purpose of assisting public and private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when transportation service provided is unavailable, insufficient, or inappropriate to meet those needs. The FTA apportions Section 5310 Program funds to direct recipients based on the population within the recipient service area. For rural and small urban areas in Indiana, the Indiana Department of Transportation (INDOT) is the direct recipient. As the direct recipient, INDOT solicits applications and selects Section 5310 Program recipient projects for funding through a formula-based, competitive process which is clearly explained in the INDOT Transit Section

5310 State Management Plan. In Indiana, eligible activities for Section 5310 Program funds include purchasing buses and vans, wheelchair lifts, ramps, and securement devices.

Section 5310 Program projects are eligible to receive an 80 percent Federal share if the 20 percent local match is secured. Local match may be derived from any combination of non-U.S. Department of Transportation Federal, State, or local resources. The FAST Act also allows the use of advertisement and concessions revenue as local match. Passenger fare revenue is not eligible as local match.

PLAN DEVELOPMENT METHODOLOGY

Some human service agencies transport their clients with their own vehicles, while others may also serve the general public or purchase transportation from another entity. Regardless of how services are provided, transportation providers and human service agencies are all searching for ways to economize, connect, increase productivity, and provide user-friendly access to critical services and community amenities. In an era of increasing need and demand for shared-ride and non-motorized transportation, and stable or declining revenue, organizational partnerships must be explored and cost-saving measures must be made to best serve the State's changing transportation demands. Interactive coordinated transportation planning provides the best opportunity to accomplish this objective.

According to FTA requirements, the coordinated plan must be developed and approved through a process that includes participation by older adults and individuals with disabilities. And, INDOT and FTA also encourage active participation in the planning process from representatives of public, private, and nonprofit organizations that provide or support transportation services and initiatives, and the general public. The methodology used in this plan update includes meaningful efforts to identify these stakeholders and facilitate their participation in the planning process.

The fundamental element of the planning process is the identification and assessment of existing transportation resources and local/regional unmet transportation needs and gaps in service. This was accomplished by receiving input from the stakeholders noted above through a public meeting, telephone interviews, email conversations, and completion of a public survey available both online and on paper. Social distancing protocols led to changed public engagement and outreach methods.

The coordination plan update incorporated the following planning elements:

1. Review of the previous regional coordination plan updates to develop a basis for evaluation and recommendations;
2. Evaluation of existing economic/demographic conditions in each county;
3. Conduct of a survey of the general public. It must be noted that general public survey results are not statistically valid, but are intended to provide insight into the opinions of the local community. The survey also includes distribution to agencies that serve older adults and individuals with disabilities and their consumers. A statistically valid public survey was beyond the scope of this project.

However, U.S. Census data is provided to accompany any conclusions drawn based on general public information;

4. Conduct of three local virtual meetings for stakeholders for the purpose of soliciting input on transportation needs, service gaps, and goals, objectives and implementation strategies to meet these deficiencies;
5. Update of the inventory of existing transportation services provided by public, private and non-profit organizations;
6. Update of the summary of vehicle utilization for the purpose of determining where vehicles can be better utilized to meet transportation needs;
7. Update of the assessment of unmet transportation needs and gaps in service obtained through meetings, interviews, and surveys; and
8. Development of an updated implementation plan including current goals, strategies, responsible parties and performance measures.

GLOSSARY OF TERMS

Bus and Bus Facilities Grants Program (Section 5339 Program) – The Grants for Buses and Bus Facilities program makes Federal resources available to States and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. Eligible recipients include direct recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; State or local governmental entities; and Federally recognized Indian tribes that operate fixed route bus service that are eligible to receive direct grants under Sections 5307 and 5311. States and direct recipients may allocate Section 5339 funding to subrecipients that are public agencies or private nonprofit organizations engaged in public transportation. For more information, see https://www.transit.dot.gov/bus-program.

Coordinating Council on Access and Mobility (CCAM) – a Federal interagency council that works to coordinate funding and provide expertise on human service transportation for three targeted populations: people with disabilities, older adults, and individuals of low income. The CCAM works at the Federal level to improve Federal coordination of transportation resources and to address barriers faced by States and local communities when coordinating transportation. The CCAM's mission is to issue policy recommendations and implement activities that improve the availability, accessibility, and efficiency of transportation for CCAM's targeted populations, with the vision of equal access to coordinated transportation for all Americans. Additional information is available at https://www.transit.dot.gov/coordinating-council-access-and-mobility.

Direct Recipient – Federal formula funds for transit are apportioned to direct recipients; for rural and small urban areas, this is the Indiana Department of Transportation. In large urban areas, a designated recipient is chosen by the governor. Direct recipients have the flexibility in how they select subrecipient projects for funding. In Indiana, their decision process is described in the State or Metropolitan Planning Organization's Program Management Plan.

Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310 Program) – The program provides formula funding to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized, small urbanized, and rural. INDOT administers the Section 5310 Program for rural and small urban areas in Indiana. The Federal share is 80% for capital projects. In Indiana, the program has historically been utilized for capital program purchases. Additional information is available at https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310.

Fixing America's Surface Transportation (FAST) Act – On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act, reauthorizing surface transportation programs through Fiscal Year 2020. Details about the Act are available at https://www.transit.dot.gov/FAST.

Indiana Department of Transportation, Office of Transit (INDOT) administers the Section 5311 program in Indiana, as well as the Section 5310 program for rural and small urban areas. The Federal share is 80% for capital projects. The Federal share is 50% for operating assistance under Section 5311.

Individuals with Disabilities – This document classifies individuals with disabilities based on the definition provided in the Americans with Disabilities Act implementing regulations, which is found in 49 CFR Part 37.3. This definition, when applied to transportation services applications, is designed to permit a functional approach to disability determination rather than a strict categorical definition. In a functional approach, the mere presence of a condition that is typically thought to be disabling gives way to consideration of an individual's abilities to perform various life functions.

Local Matching Funds – The portion of project costs not paid with the Federal share. Non-Federal share or non-Federal funds includes the following sources of funding, or in-kind property or services, used to match the Federal assistance awarded for the Grant or Cooperative Agreement: (a) Local funds; (b) Local-in-kind property or services; (c) State funds; (d) State in-kind property or services; and, (e) Other Federal funds that are eligible, under Federal law, for use as cost-sharing or matching funds for the Underlying Agreement. For the Section 5310 Program, local match can come from other Federal (non-DOT) funds. This can allow local communities to implement programs with 100% Federal funding. One example is Older Americans Act (OAA) Title III-B. Support Services.

Public Mass Transportation Fund (PMTF) – The Indiana State Legislature established the Public Mass Transportation Fund (I.C. 8-23-3-8) to promote and develop transportation in Indiana. The funds are allocated to public transit systems on a performance-based formula. The actual funding level for 2021 was $38.25 million. PMTF funds are restricted to a dollar-for-dollar match with Locally Derived Income and are used to support transit systems' operations or capital needs.

Rural Transit Program (Section 5311 Program) – The Formula Grants for Rural Areas program (49 U.S.C. 5311) provides capital, planning, and operating assistance to States to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to

reach their destinations. The program also provides funding for State and national training and technical assistance through the Rural Transportation Assistance Program. Additional information is available at https://www7.fta.dot.gov/rural-formula-grants-5311.

Seniors – For the purpose of the Section 5310 Program, people who are 65 years of age and older are defined as seniors.

Subrecipient – A non-Federal entity that receives a subaward (grant funding) from a pass-through entity to carry out part of a Federal program; but does not include an individual that is a beneficiary of such program. Subrecipient programs are monitored by the direct or designated recipient for grant performance and compliance.

Transit Demand – Transit demand is a quantifiable measure of passenger transportation services and the level of usage that is likely to be generated if passenger transportation services are provided. Refer to the following website for a toolkit and more information on methods for forecasting demand in rural areas. http://www.trb.org/Publications/Blurbs/168758.aspx

Urbanized Area Formula Grants Program (Section 5307 Program) - The Urbanized Area Formula Funding program makes Federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas. An urbanized area is an incorporated area with a population of 50,000 or more. Eligible expenses are typically limited to capital purchases and planning, but operating assistance can be provided under certain conditions, including to systems operating fewer than 100 vehicles. Additional information is available at https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307.

Zero Vehicle Households – No vehicles available to a housing unit, according to U.S. Census data. This factor is an indicator of demand for transit services.

EXISTING CONDITIONS

The BMCMPO planning area encompasses Monroe County, including the City of Bloomington and the Town of Ellettsville. The map in Figure 1 provides a depiction of the area included in this study.

Figure 1: Location Map
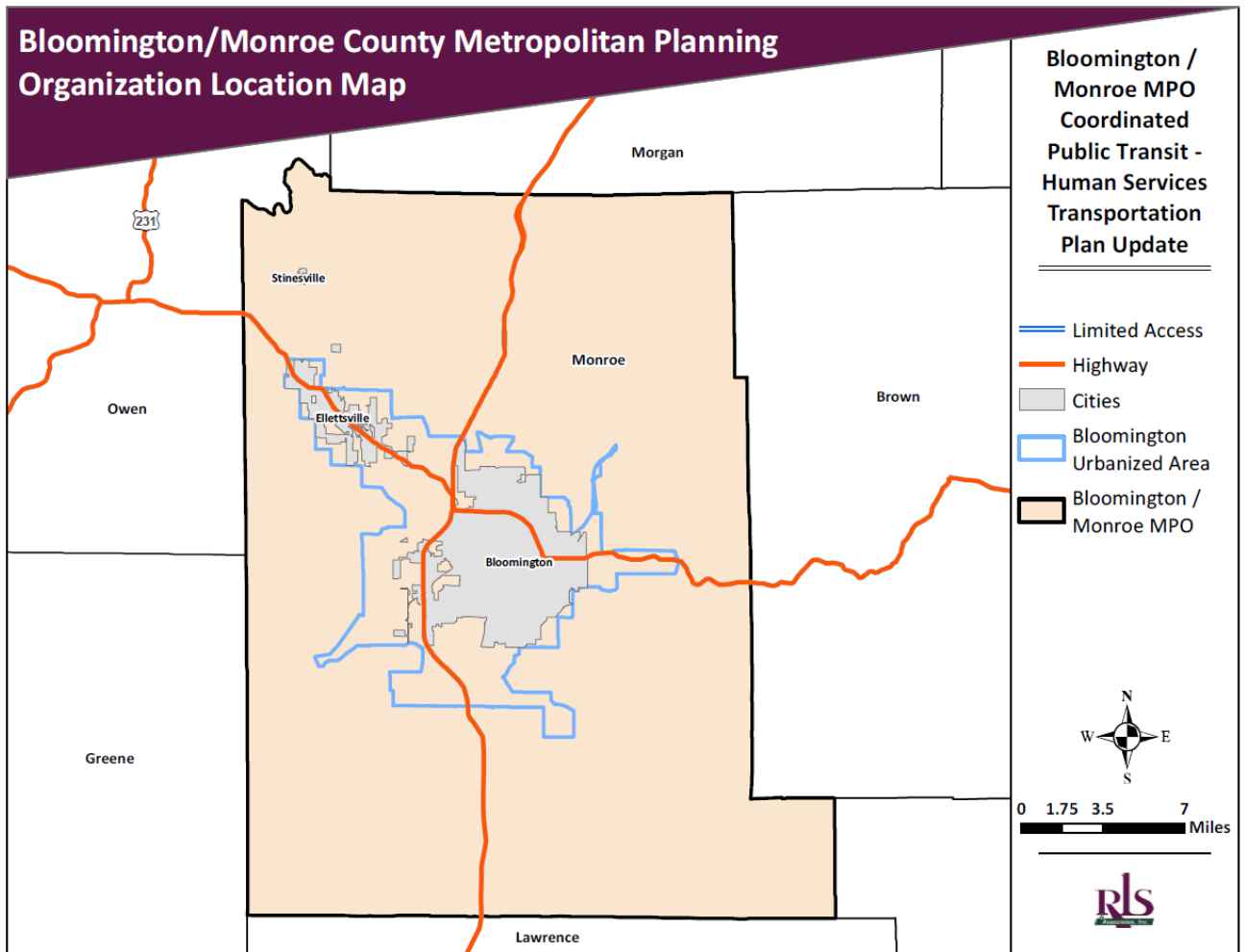
The demographics of an area are a strong indicator of demand for transportation service. Relevant demographic data was collected and is summarized in this section. The data provided in this chapter was gathered from multiple sources, including the U.S. Census Bureau's 2019 American Community Survey (ACS) Five-Year Estimates and the State of Indiana. These sources are used to ensure that the most current and accurate information is presented. As a five-year estimate, the ACS data represents a percentage based on a national sample and does not represent a direct population count.

POPULATION PROJECTIONS

STATS Indiana, using data from the Indiana Business Research Center, IU Kelley School of Business projects that the Monroe County population will grow to 180,159 by 2050, an estimated gain of 19.6 percent over the population projection for 2020. Figure 2 shows the population trend between 2020 and 2050 for the county.

Figure 2: Population Growth Projection for Monroe County, 2020 – 2050
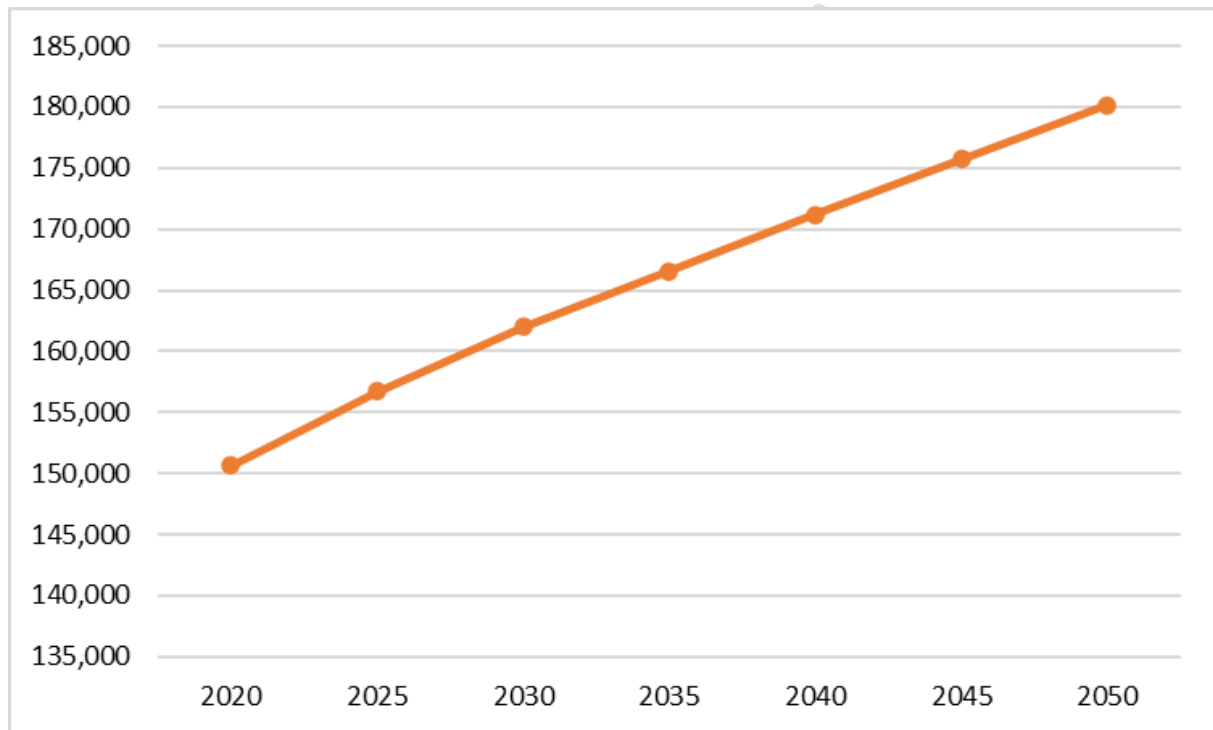
OLDER ADULT POPULATION

Older adults are most likely to use transportation services when they are unable to drive themselves or choose not to drive. This may include self-imposed limitations, including driving at night and trips to more distant destinations. Older adults also tend to be on a limited retirement income and, therefore, public or agency sponsored transportation services are a more economical alternative to owning a vehicle. For these reasons, the population of older adults in an area is an indicator of potential transit demand.

There is a trend occurring in the United States relating to the aging of the population. Increasing numbers of people born during the post-WWII "baby boom" era defined by the Census Bureau as persons born from 1946 through 1964 are over the age of 65 and are more likely to need alternatives to driving personal vehicles. Further, the Administration on Aging (U.S. Department of Health and Human Services)

reports that, based on a comprehensive survey of older adults, longevity is increasing and individuals in this category are younger and healthier than in all previously measured time in our history. Quality of life issues and individuals' desire to live independently will put increasing pressure on existing transit services to provide mobility to this population. As older adults live longer and remain independent, the potential need to provide public transit is greatly increased.

Figure 3 shows the population growth projections by age group for Monroe County. The "senior" category, representing individuals aged 65 and older, will grow at a rate of 53.6 percent, compared to an average rate of 14.8 percent for all other age groups. Figure 4 displays the population density of persons over 65 years of age by block group in Monroe County.

Figure 3: Population Growth Projections by Age Group for Monroe County, 2020-2050
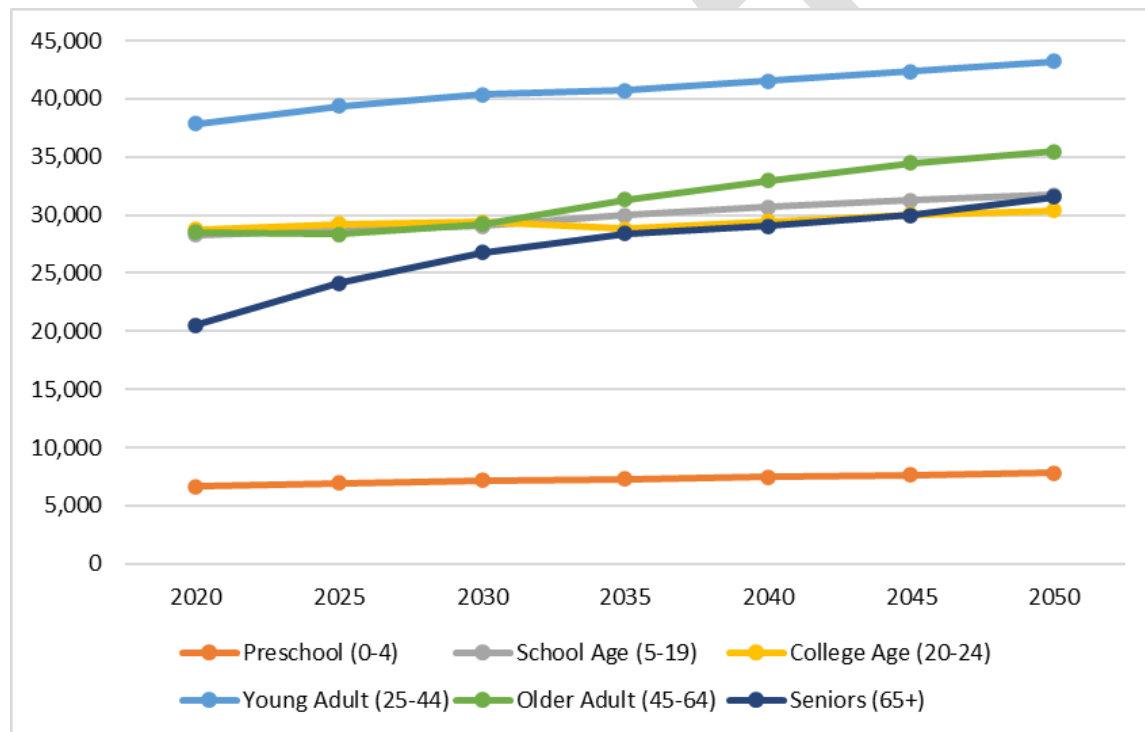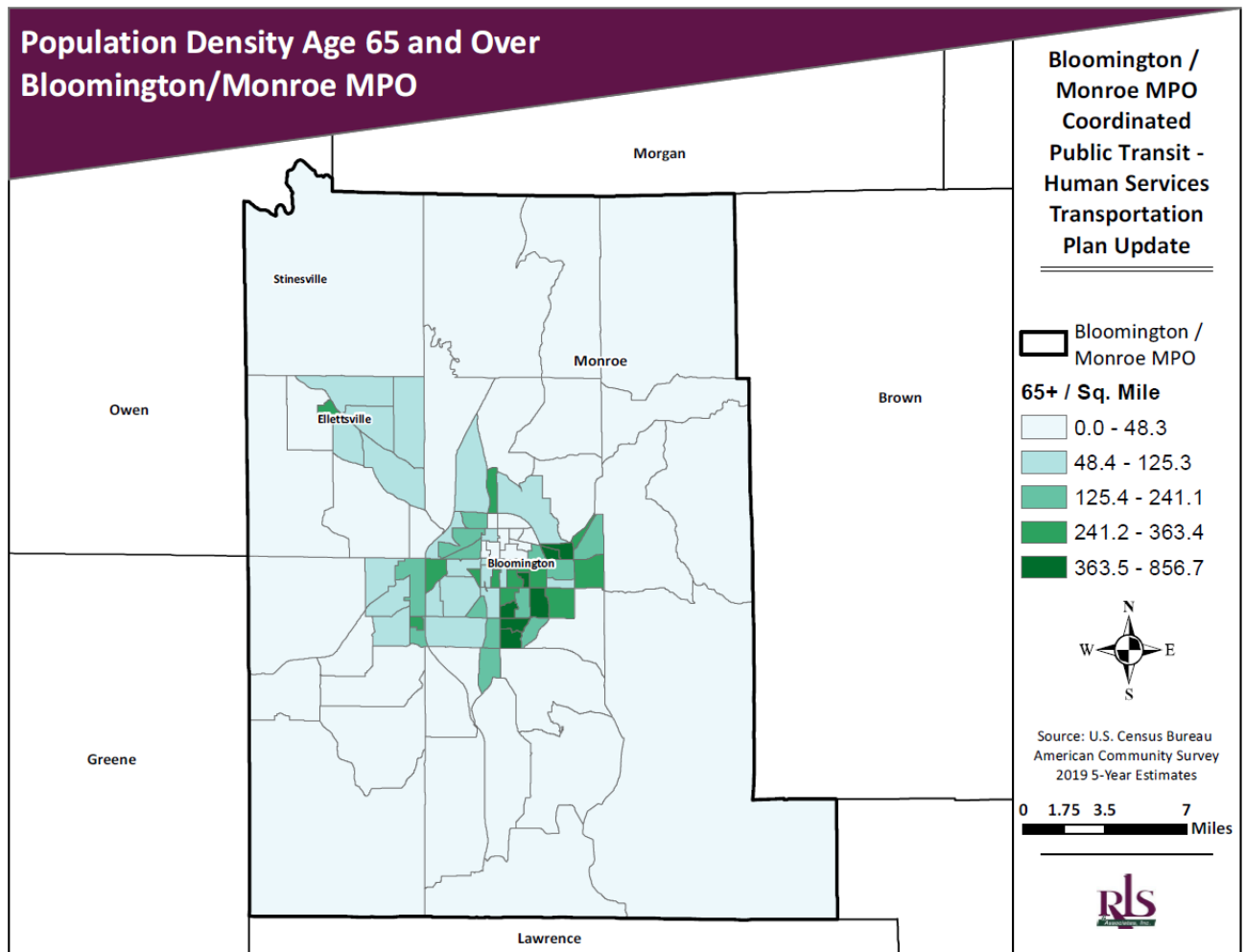
Figure 4: Older Adult Population Density

Population Density Age 65 and Over Bloomington/Monroe MPO

Bloomington / Monroe MPO Coordinated Public Transit - Human Services Transportation Plan Update

Bloomington / Monroe MPO

65+ / Sq. Mile

- 0.0 - 48.3
- 48.4 - 125.3
- 125.4 - 241.1
- 241.2 - 363.4
- 363.5 - 856.7

Source: U.S. Census Bureau American Community Survey 2019 5-Year Estimates

0   1.75   3.5   7 Miles

INDIVIDUALS WITH DISABILITIES

Enumeration of the population with disabilities in any community presents challenges. First, there is a complex and lengthy definition of a person with a disability in the Americans with Disabilities Act implementing regulations, which is found in 49 CFR Part 37.3. This definition, when applied to transportation services applications, is designed to permit a functional approach to disability determination rather than a strict categorical definition. In a functional approach, the mere presence of a condition that is typically thought to be disabling gives way to consideration of an individual's abilities to perform various life functions. In short, an individual's capabilities, rather than the mere presence of a medical condition, determine transportation disability.

The U.S. Census offers no method of identifying individuals as having a transportation-related disability. The best available data for Monroe County is available through the 2019 ACS Five-Year Estimates of disability for the non-institutionalized population.

Figure 5 provides a comparison of the population percentage of individuals with disabilities in Monroe County and the entire state. In Monroe County, approximately 11 percent of the population has a disability.

Figure 5: Disability Incidence
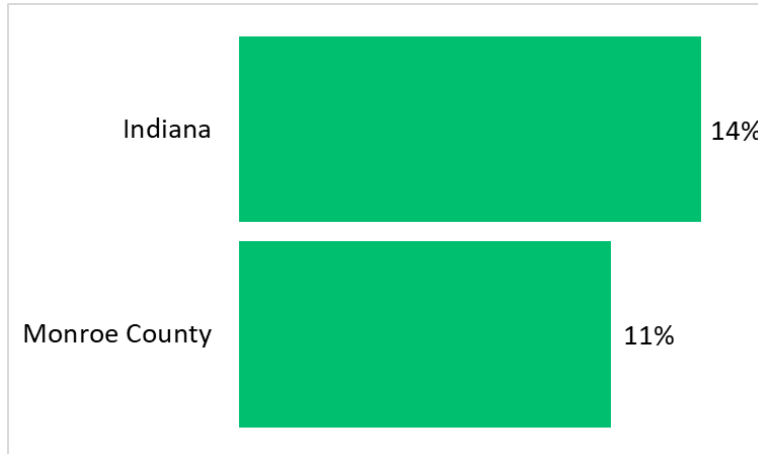
HOUSEHOLD INCOME AND POVERTY STATUS

Figure 6 illustrates the household incomes for the study area according to the 2019 ACS Five-Year Estimates. According to the survey, there are a total of 55,624 households in Monroe County. Of those households, 36.4 percent make less than $35,000 per year. Of the households earning less than $35,000, some 9 percent earned between $25,000 and $34,999. Another 16.8 percent earned between $10,000 and $24,999 and about 10.6 percent earned less than $10,000 per year. The median household income for Monroe County is $49,839 compared with $56,303 for the state of Indiana.

Figure 6: Distribution of Household Income

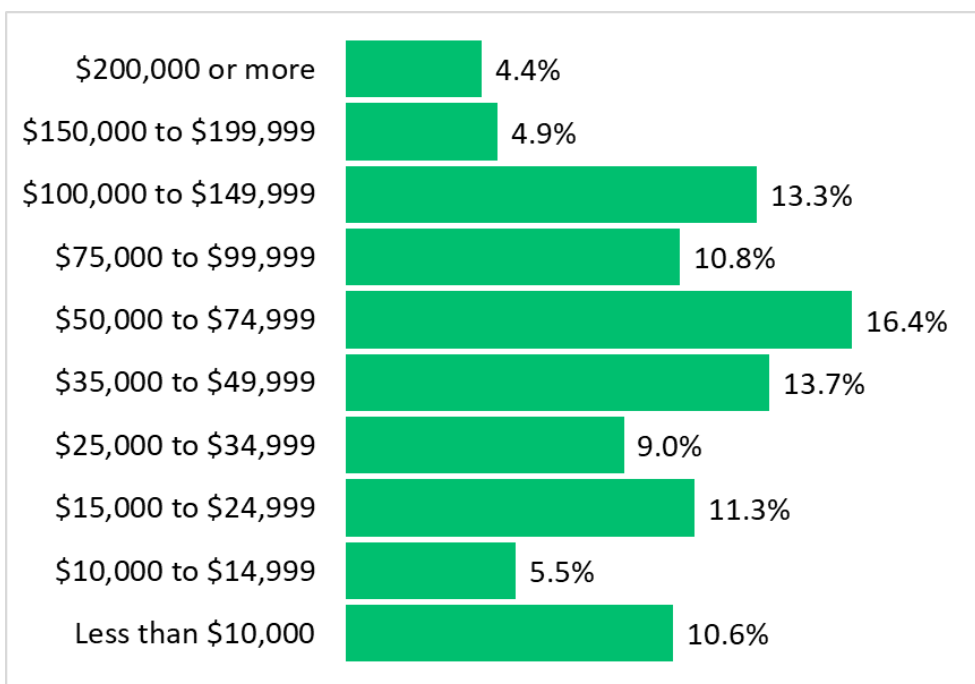| Income Range	Percent
$200,000 or more	4.4%
$150,000 to $199,999	4.9%
$100,000 to $149,999	13.3%
$75,000 to $99,999	10.8%
$50,000 to $74,999	16.4%
$35,000 to $49,999	13.7%
$25,000 to $34,999	9.0%
$15,000 to $24,999	11.3%
$10,000 to $14,999	5.5%
Less than $10,000	10.6%

Table 1 illustrates the percentage of the population in each area that is living below the poverty level. As the Census data was reported for 2019, the poverty guideline for that year was set at an annual income of $25,750 for a family of four. In the City of Bloomington, 24,350 individuals or 35.3 percent are in poverty. Potentially, Bloomington's numbers were impacted by the Indiana University student population. While Monroe County has a lower rate at 21.0 percent, the City of Bloomington and Monroe County each have a higher incidence of poverty when compared with the 13.4 percent for the state of Indiana. In 2021, the poverty guideline is an annual income of $26,500 for a family of four or $12,880 for an individual.

Table 1: Percent Population Below Poverty

| Geography	Population	Poverty	Percent Poverty
Monroe County	146,461	30,706	21.0%
City of Bloomington	84,116	24,350	35.3%
Town of Ellettsville	6,642	832	12.7%
Indiana	6,665,703	867,996	13.4%

According to data from Stats Indiana, the largest percentage of jobs in Monroe County is in the health care and social assistance sector, at 15.6 percent. Manufacturing (11.7 percent), accommodation and food service (10.1 percent), and retail trade (9.7 percent) are the next largest employment sectors. Health care, social service, and retail jobs are typically low-wage sectors. The unemployment rate for Monroe County was 4.4 percent of the labor force in June 2021.

Transportation is typically a household's second-largest expense after housing. The characteristics of the household's neighborhood or community will impact the costs of transportation. Locations that are close to services and employment will allow the household to spend less time, energy, and money on transportation, while more spread-out locations may involve higher costs and more time for transportation. The Center for Neighborhood Technology's Housing and Transportation (H+T) Index calculation for Monroe County is $12,001 for the typical household's annual transportation spending, an average of 28 percent of household income. Combining this with the average housing expenses in the county, at 30 percent of average household income, means that the typical household spends 58 percent of income on housing and transportation. While housing alone is traditionally deemed affordable when consuming no more than 30 percent of income, the H+T Index incorporates transportation costs—usually a household's second-largest expense—to show that location-efficient places can be more livable and affordable. More information about the H+T Index can be found at https://htaindex.cnt.org/map/.

Figure 7 illustrates the percentage of housing units that have no available vehicle, according to the 2019 ACS Five-Year Estimates. The block groups with the darkest shading have the highest percentage of housing units with no available vehicles. These block groups are concentrated in and around Bloomington, with high percentages of zero vehicle households in several suburban areas. In the block groups with the highest densities of zero vehicle households, between 20.7 and 31.8 percent of households have no access to a vehicle.

Figure 7: Zero Vehicle Household Density
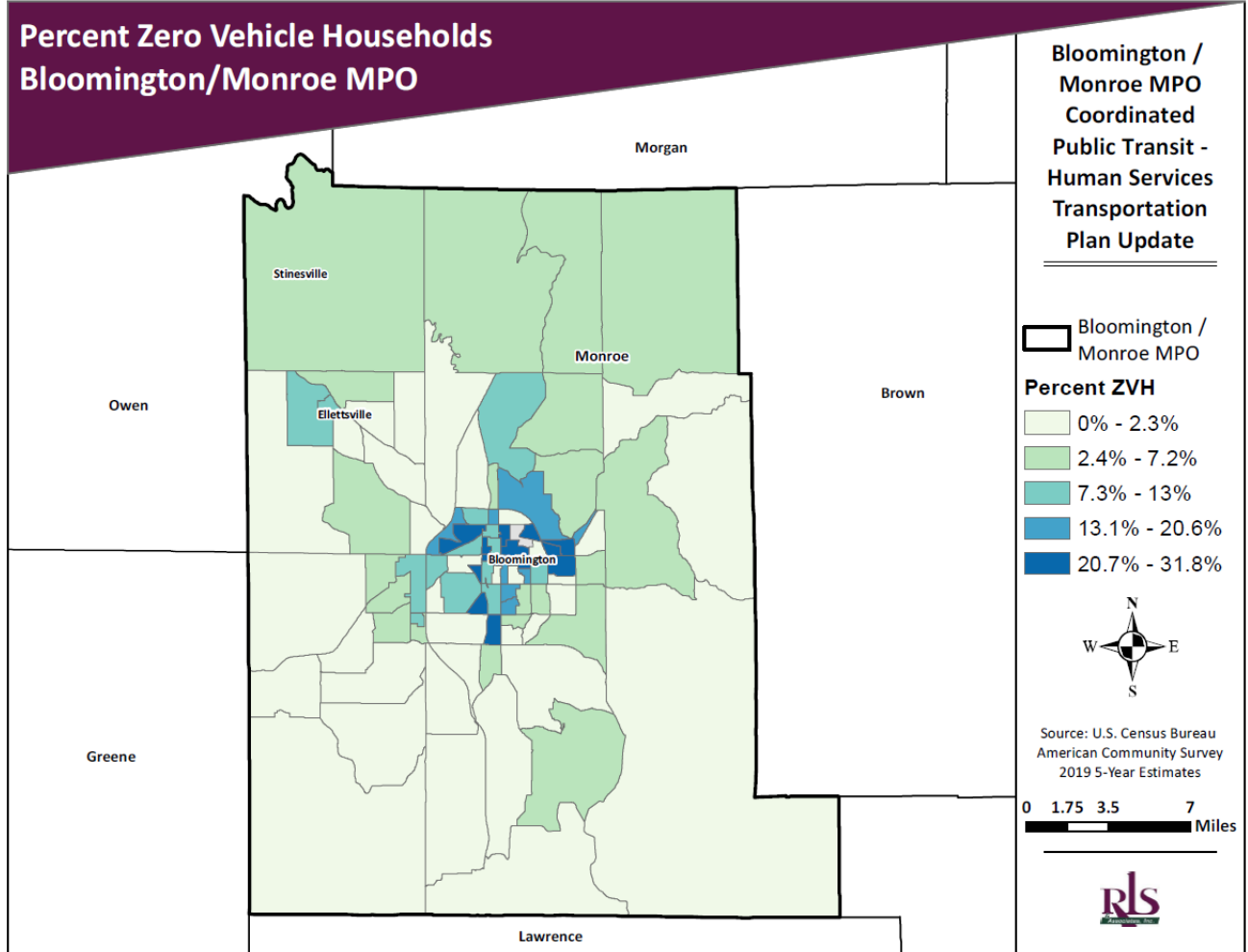
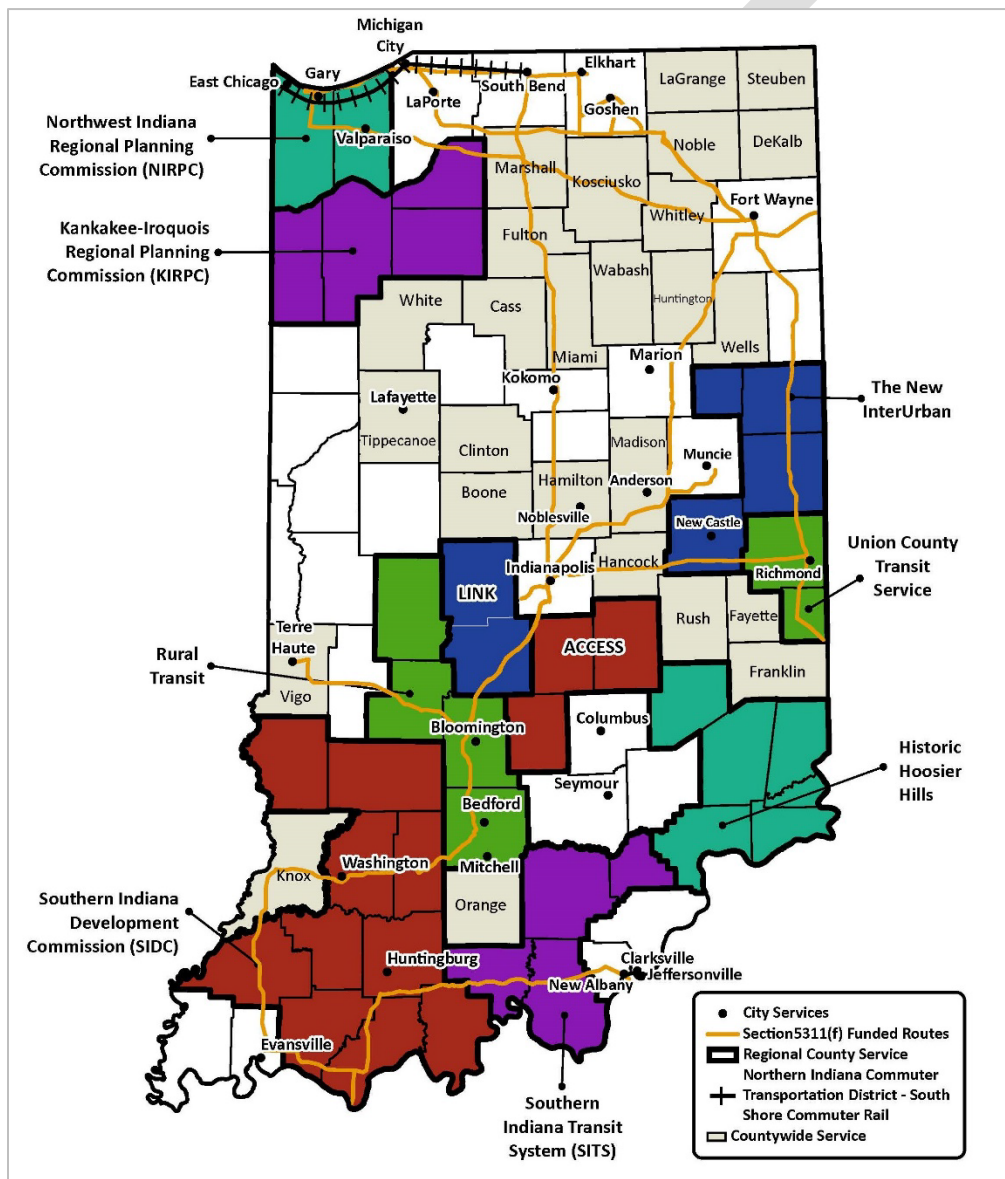## INVENTORY OF EXISTING TRANSPORTATION PROVIDERS AND SERVICE GAPS

Providers of public and human service transportation were asked to participate in interviews and to share service and asset data to update the transportation provider inventory for the MPO area. Providers were also invited to participate in a virtual public meeting to evaluate unmet human service transportation needs and service gaps. The public meeting included a discussion of goals and strategies/projects to address unmet needs and service gaps, promoting coordination in the delivery of transportation services to maximize the use of resources.

An update of the inventory of provider services and vehicles was obtained through phone interviews and e-mail requests. A set of scripted questions was used for the interviews to ensure that similar information was gathered from all agencies. The provider summaries listed below include providers who serve primarily older adults and individuals with disabilities. These agencies provide transportation primarily to

their agency consumers, but may have the potential for shared services with other providers in the future. Public transit agencies, like Bloomington Transit, also serve these same populations of older adults and individuals with disabilities, within the City of Bloomington.

The map in Figure 8 shows where public transit systems are working across the state, including intercity bus connections between cities. Intercity buses in Indiana are operated by private companies, but serve a general public purpose and receive public funding for critical route connections. These routes are marked as 5311(f)-funded routes on the map legend.

Figure 8: Public Transit Systems in Indiana (2020)

Source: CY 2020 Indiana Public Transit Annual Report

EXISTING TRANSPORTATION RESOURCES

Table 2 provides information about the study area's public transit systems. The City of Bloomington's transit system, Bloomington Transit, is the largest public transit operator in the MPO service area. Rural Monroe County) is served by Rural Transit, operated by Area 10 Agency on Aging. The following table provides basic information about each system. IU Campus Bus serves Indiana University. Hoosier Ride provides inter-city bus service that connects Bloomington to downtown Indianapolis, including transfers at the Greyhound bus station to destinations nationwide. Operating budget figures are for 2019.

Table 2: Public Transit Providers

	Bloomington Transit	Rural Transit	IU Campus Bus	Hoosier Ride
Location and Contact Information	130 West Grimes Lane Bloomington, IN 47403 (812) 332-5688 bloomingtontransit.com	631 West Edgewood Drive Ellettsville, IN 47429 (812) 876-1079 area10agency.org/ruraltransit/	120 W Grimes Lane Bloomington, IN 47403 (812) 855-8384 iubus.indiana.edu	4045 Park 65 Dr Indianapolis, IN 46254 800-544-2383 www.hoosierride.com
Service Area	City of Bloomington	Monroe, Lawrence, Owen, and Putnam Counties	Indiana University campus in Bloomington	Inter-city bus service throughout Indiana; includes Bloomington-Indianapolis route
Days/Hours of Service	Monday – Friday, 6 AM – 11:30 PM Saturday, 7:30 AM – 9:30 PM Sunday, 9:30 AM – 7:30 PM (BTaccess only – no fixed route service)	Monday – Friday, 6 AM – 6 PM	Monday – Friday, 7 AM – 10 PM Saturday, 9:30 AM – 9:30 PM Sunday, 12:10 PM – 6:32 PM	Schedules vary – see website
Ridership	2019: 3,197,637 2020: 1,383,895	2019: 77,174 2020: 32,227	7/1/19-6/30/20: 2,326,380 7/1/20-6/30/21: 165,842	Not reported
Fare/Donation Structure	$1; Youth/Elderly/Disabled: $0.50	$3 In-County; $6 Cross-County; $1 Deviated Route	Fare-free	Mileage-based ticket pricing

	Bloomington Transit	Rural Transit	IU Campus Bus	Hoosier Ride
Funding Sources	FTA Section 5307, PMTF, Property and Income Taxes, Service Contracts, Advertising	FTA Section 5311, PMTF, Medicaid, Local Governments	Indiana University	FTA Section 5311(f), Ticket Revenue
Operating Budget	$7,853,248	$1,471,942	$3,930,495	Not provided
Fleet by Location and Wheelchair Accessibility	53 Vehicles in Bloomington; All Wheelchair-Accessible	23 Vehicles in Monroe County; 22 Wheelchair-Accessible	29 Vehicles in Bloomington; All Wheelchair-Accessible	Not provided (Call 1-800-544-2383 48 hours before departure for accessible service)
Service Type(s)	Fixed Route; ADA Complementary Paratransit	Demand Response; Deviated Route	Fixed Route	Inter-city
Scheduling/ Dispatching	HBSS/QRyde software	Manual	N/A	N/A
Trip Denials	Not tracked (no general public demand response service)	Approximately 12 per month	Not tracked (no general public demand response service)	

*2019 total represents normal ridership; 2020 ridership was heavily impacted by the COVID pandemic

The project consultant identified three providers of human service transportation Monroe County. Their contact information is provided in Table 3. In addition to these providers, the Bloomington area is served by taxis and transportation network companies (e.g., Uber and Lyft).

Table 3: Contact Information for Human Service Transportation Providers

	Be Loved Transportation, Inc.	SafeMed Transport, LLC	El Shadday and I, Inc.
Contact Information	(812) 287-2610 beloved.transportation@gmail.com	(812) 679-7273	(812) 908-2134 el.shadday812@gmail.com

NEEDS ASSESSMENT

OVERVIEW

Local human service agencies, all transportation providers serving each county, and the general public were invited to participate in the coordinated transportation plan needs assessment process. An online public survey and four virtual meetings for stakeholders and the public were used to gather input. The provider interviews described in the previous chapter supplemented the needs assessment. The following paragraphs outline transportation needs identified through public surveys and stakeholder coordinated transportation meetings.

GENERAL PUBLIC AND STAKEHOLDER MEETINGS

Due to pandemic-related restrictions, online input meetings were organized in lieu of in-person meetings to identify ongoing or new transportation needs. RLS & Associates facilitated two discussions at virtual meetings in March and May of 2021 to discuss unmet needs and gaps in service for older adults, individuals with disabilities, people with low incomes, and the general public. A meeting of the BMCMPO Citizens Advisory Committee was held on March 24, 2021, at 6:30 PM. Additionally, RLS conducted a virtual focus group on May 5, 2021, at 10:00 PM. Both meetings were held virtually using the Zoom and GoToMeeting platforms. Local organizations serving older adults and people with disabilities were invited to these meetings via email. Lists of attendees and meeting notes are provided in Appendix A. Organizations that were represented at the meetings are listed below:

- Alzheimer's and Dementia Resource Center (IU Health Bloomington)
- City of Bloomington
- Indiana University
- Monroe County Probation Department
- BMCMPO Citizens' Advisory Committee
- BMCMPO

- ◆ Centerstone

During the two meetings, the RLS facilitator presented facts about the Section 5310 program and discussed the activities since the 2012 Coordinated Public Transit Human Services Transportation Plan Update that have helped to address some of the unmet transportation needs and gaps in services for the area.

The meeting attendees were asked to review the gaps in transportation services and needs from the 2012 plan, to identify any gaps that were no longer valid, and any new needs/gaps. The focus of the discussions was transportation for older adults and individuals with disabilities. However, several topics discussed also impact mobility options for the general public, especially the local workforce.

An online public input survey was distributed by the BMCMPO, Rural Transit, Bloomington Transit, and other local stakeholder organizations. Surveys were available for approximately five months. The purpose of the survey was to gather input about transportation from the general public and transportation customers.

This section provides the identified unmet transportation needs and gaps in services that were identified by meeting participants or during the public survey process. Coordinated transportation stakeholders considered these unmet needs and gaps in service when developing transportation strategies, which will form the basis of future Section 5310 grant applications.

RESULTS OF THE GENERAL PUBLIC SURVEY

The following charts outline the public survey results received from individuals living in Bartholomew County. Surveys were available online, on public transit vehicles, and at various non-profits in English and Spanish. The survey was available January 2021 through May 2021. The survey instrument is provided in Appendix A.

This section includes the information gained from 52 surveys from the general public. Each chart is based on the number of responses received for individual questions. If an individual skipped a question or did not provide an eligible answer, the distribution of responses for that particular question will be based on fewer than 52 surveys. The survey results are not statistically valid, but do offer insight into the unmet transportation needs and gaps in services for the general public in the county.
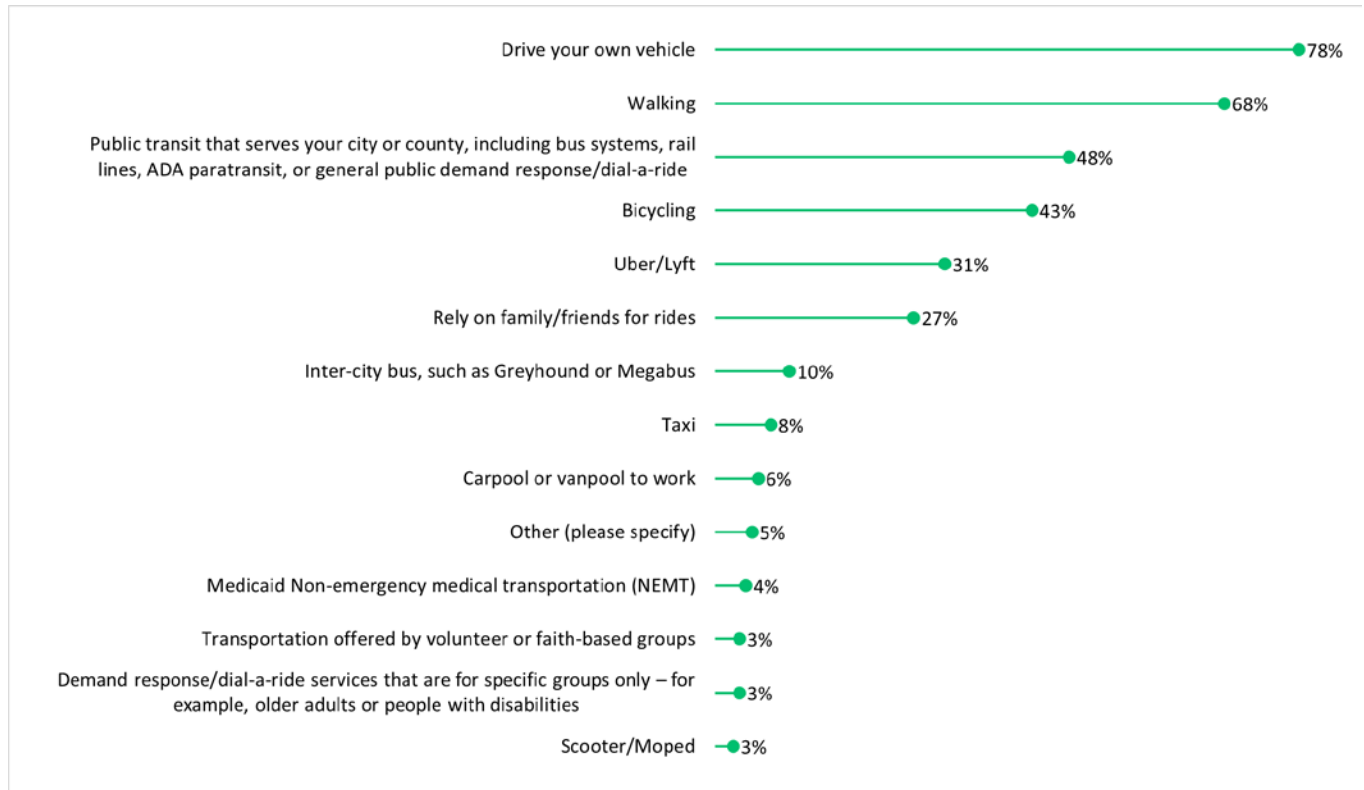
Modes of Transportation Used
Survey respondents were asked to report all forms of transportation they or their family have used in the past 12 months. As indicated in

Figure 9, over three quarters of the respondents (78 percent) indicated that they drove their own vehicle, and 48 percent of respondents indicated that they used public transportation. Also, 68 percent of respondents reported that they walk for transportation, while 43 percent reported that they ride a bicycle.

Figure 9: Modes of Transportation Used

Mode	Percent
Drive your own vehicle	78%
Walking	68%
Public transit that serves your city or county, including bus systems, rail lines, ADA paratransit, or general public demand response/dial-a-ride	48%
Bicycling	43%
Uber/Lyft	31%
Rely on family/friends for rides	27%
Inter-city bus, such as Greyhound or Megabus	10%
Taxi	8%
Carpool or vanpool to work	6%
Other (please specify)	5%
Medicaid Non-emergency medical transportation (NEMT)	4%
Transportation offered by volunteer or faith-based groups	3%
Demand response/dial-a-ride services that are for specific groups only – for example, older adults or people with disabilities	3%
Scooter/Moped	3%

Five percent of the respondents selected "Other." Those who specified what form of transportation said that they used rental cars (1), BTaccess (1), and school bus (1).

Transportation Services Used

Respondents were asked to name any transportation services that they use. Table 4 displays the services used by the survey respondents. While this question has similar data to the "other" category of the previous question, this question was asked of all respondents. Thirty-six respondents provided the names of one or more transportation services. The results are provided in Table 4.

Table 4: Transportation Services Used by Respondents

Service Name (provided by respondent)	Count
IU Campus Bus	7
BTaccess	3
Uber/Lyft/Taxi	7
Miller Transit/Greyhound	4
Bloomington Transit	25

Desired Changes to Local Transportation Options

When asked what changes could be made to the local transportation options to make using them more

♦ appealing, the most common response was getting rides to other parts of the state (60 percent). Running fixed route service more frequently (57 percent), operating on Sundays (43 percent), picking an individual up at home (36 percent) were the next most common responses. For the most part, demand response service requires at least a day's notice; however, new technologies have allowed many public and human service transportation providers to incorporate same-day and on-demand services into their operations. Making demand response scheduling more convenient was selected by 28 percent of respondents, along with being mentioned as "Other" responses. The responses are shown in

Figure 10.

"Other" responses, selected by 28 percent of respondents, allowed for write-in comments. These responses were categorized into broad categories of public transit service area expansion, walking/bicycling infrastructure, demand response/paratransit, and other. The comments were as follows:

Public Transit Service Area Expansion
♦ Public transit coverage.
♦ Increase the bus routes to outer sections of town.
♦ Add stops. Some places I have a long walk to get to the building I need.
♦ Bus routes in county, outside city limits
♦ Expand locations for pick up and drop off of bus services. The nearest bus stop to my area (West Side) is over half a mile away.
♦ Provide public transit service to surrounding neighborhoods in Monroe County beyond the bounds of Bloomington's city limits.
♦ The local bus system will need to expand its routes to include the new Regional Academic Health Center on the east side of town.
♦ Operate beyond the city bus routes.
♦ Provide equal access to public transit to all areas of the city. I do not get access in my community for transit services even though there is demand. We have completed similar services in the past, but all to no avail.
♦ Expand public transportation to my neighborhood, or at least build the sidewalk we've been requesting for over 20 years, so I can walk to my nearest bus stop and go to the grocery store instead of walking to the convenience store and eating nothing but canned and processed food.
♦ Service from outside the city to areas within (I live about a mile outside of City of Bloomington municipal limits, so don't have access to city transit services. I would have to walk about 2 miles to just reach a bus stop from which I could use transit to reach downtown. Not at all practical or useful.

Walking/Bicycling Infrastructure
♦ Extending sidewalks so that bus stops can be safely reached by pedestrians.
♦ Improve bicycle/pedestrian access to core amenities.
♦ More bike lanes and bike friendly roads throughout the county. Or more sidewalks that connect with city sidewalks.

- Require lockable bike parking options at civic, institutional, and commercial destinations throughout the community, especially in shopping areas. I hate locking my bike to a trash can!
- Sidewalks and crosswalks near all bus stops for safe departure. I live at Meadow Park Apartments, and there is a city rule that there must be a sidewalk for a crosswalk from the Short Stop bus stop across the street to Meadow Park. This is a fatal accident waiting to happen as civilians cross the busy street with no crosswalk.
- Improve pedestrian infrastructure throughout the city to make it easier to walk from one end to the other and to public transportation spots.
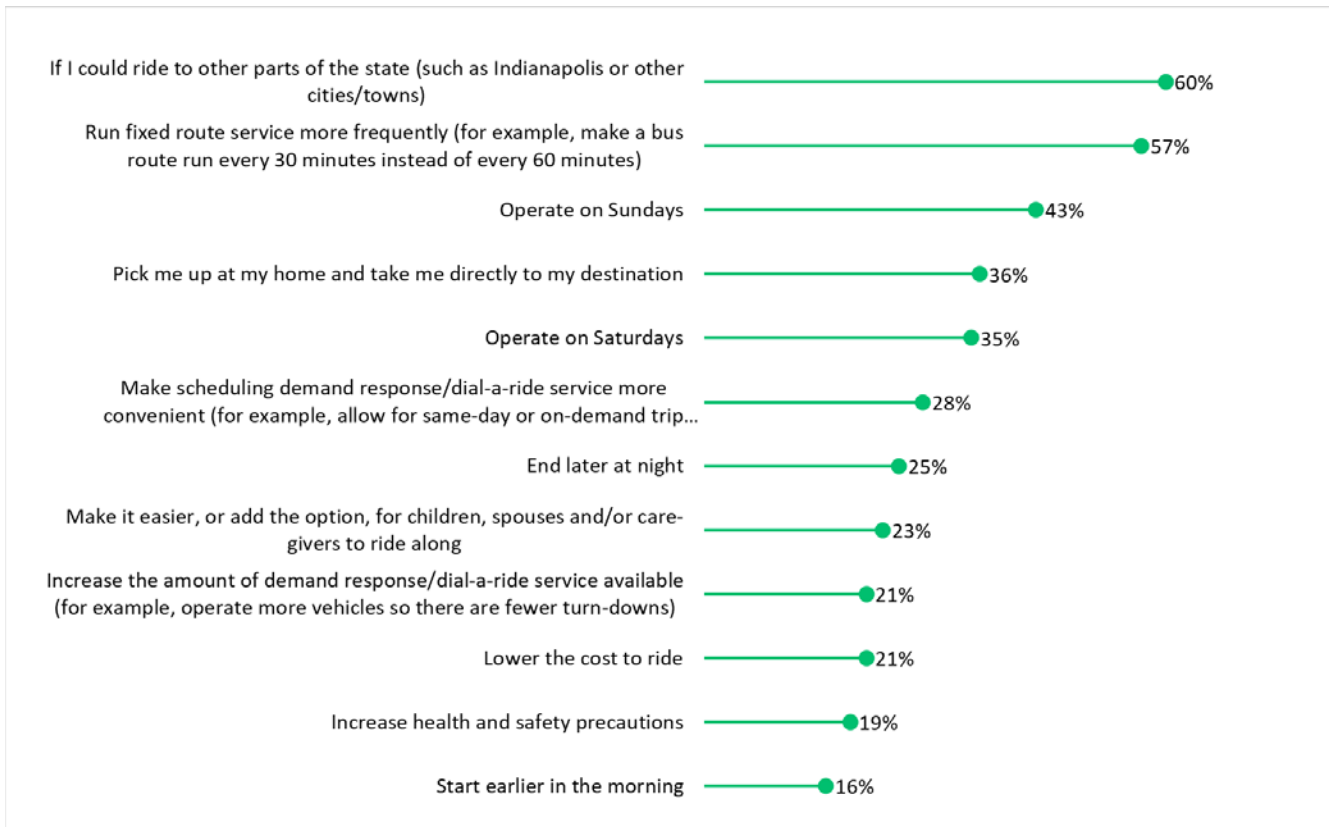
Demand Response/Paratransit
- BTaccess needs to go to Ellettsville with a full-fledged advertising and enrollment system to make it viable with enough riders. It also needs to combine somehow with Rural Transit to make travel within the county more possible.
- BTaccess same day ride online.

Other
- Regional park and rides.
- I drive my own car. Stop making all of the intersections dangerous by making the lanes smaller and the turns more difficult. We are now impeding traffic with traffic dividers, etc. which makes it more dangerous than safer.
- Have specific training and plans for providing rides for people living with dementia/cognitive impairment.
- Taxpayers already subsidize public transit too much. We don't need any additional.
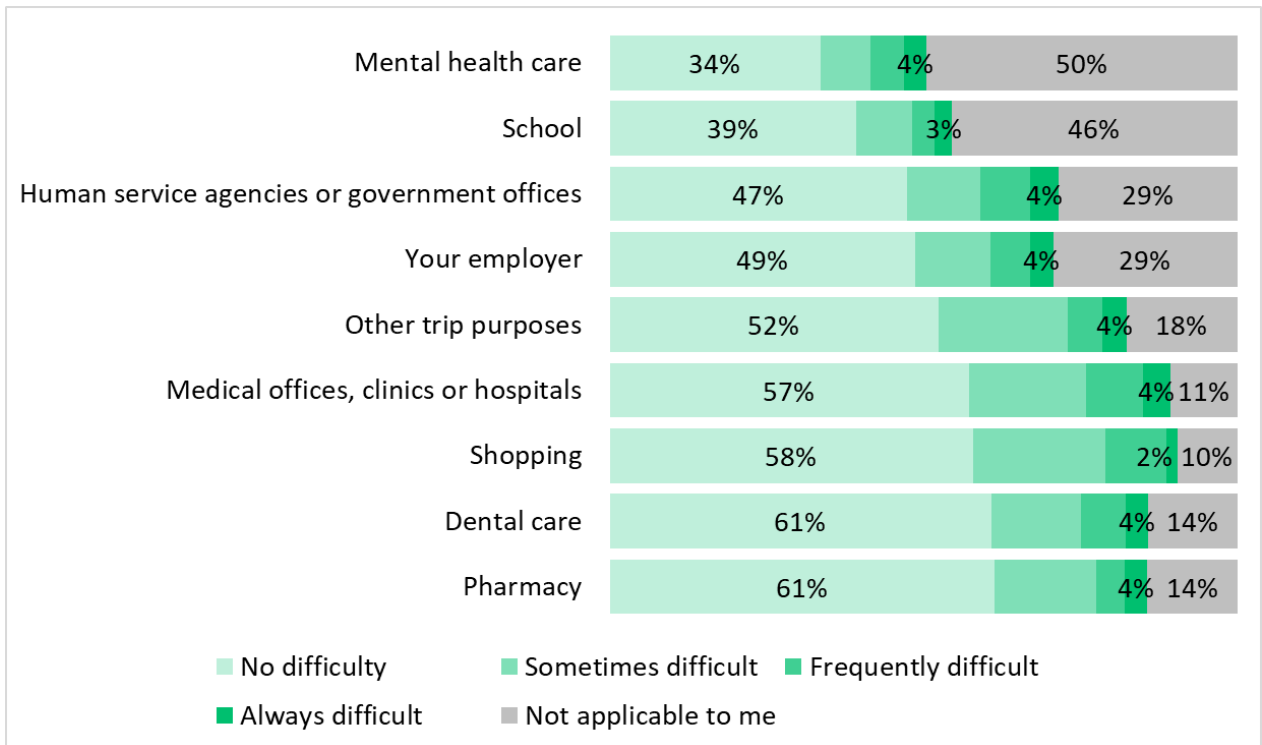- The current BT and IU Campus Bus systems are optimal for service area and frequency

Figure 10: Changes that Would Make Transportation Options More Appealing

If I could ride to other parts of the state (such as Indianapolis or other cities/towns)	60%
Run fixed route service more frequently (for example, make a bus route run every 30 minutes instead of every 60 minutes)	57%
Operate on Sundays	43%
Pick me up at my home and take me directly to my destination	36%
Operate on Saturdays	35%
Make scheduling demand response/dial-a-ride service more convenient (for example, allow for same-day or on-demand trip...	28%
End later at night	25%
Make it easier, or add the option, for children, spouses and/or care-givers to ride along	23%
Increase the amount of demand response/dial-a-ride service available (for example, operate more vehicles so there are fewer turn-downs)	21%
Lower the cost to ride	21%
Increase health and safety precautions	19%
Start earlier in the morning	16%

Difficulty Getting Needed Transportation

Respondents were asked if they have difficulty getting the transportation they need to a variety of specific types of destinations. The results are provided in Figure 11. Many respondents indicated some level of difficulty with all trip purposes referenced in the question.

Figure 11: Difficulty with Transportation to Specific Destination Types

Mental health care: No difficulty 34%, Frequently difficult 4%, Not applicable to me 50%
School: No difficulty 39%, Frequently difficult 3%, Not applicable to me 46%
Human service agencies or government offices: No difficulty 47%, Frequently difficult 4%, Not applicable to me 29%
Your employer: No difficulty 49%, Frequently difficult 4%, Not applicable to me 29%
Other trip purposes: No difficulty 52%, Frequently difficult 4%, Not applicable to me 18%
Medical offices, clinics or hospitals: No difficulty 57%, Frequently difficult 4%, Not applicable to me 11%
Shopping: No difficulty 58%, Frequently difficult 2%, Not applicable to me 10%
Dental care: No difficulty 61%, Frequently difficult 4%, Not applicable to me 14%
Pharmacy: No difficulty 61%, Frequently difficult 4%, Not applicable to me 14%

Legend: No difficulty ■ Sometimes difficult ■ Frequently difficult ■ Always difficult ■ Not applicable to me

Out-of-County Destinations

Two questions concerned travel to out-of-county destinations. Respondents indicated whether they needed to travel outside of the county for work, medical care, shopping, or other reasons. The results are shown in Figure 12. More than half of the respondents indicated that they have out-of-county travel needs, including for work, shopping, and medical care. The specified other reasons included socializing with family or friends (12), leisure or recreation (10), and going to the Indianapolis Airport (1).

Figure 12: Need for Travel Outside of the County
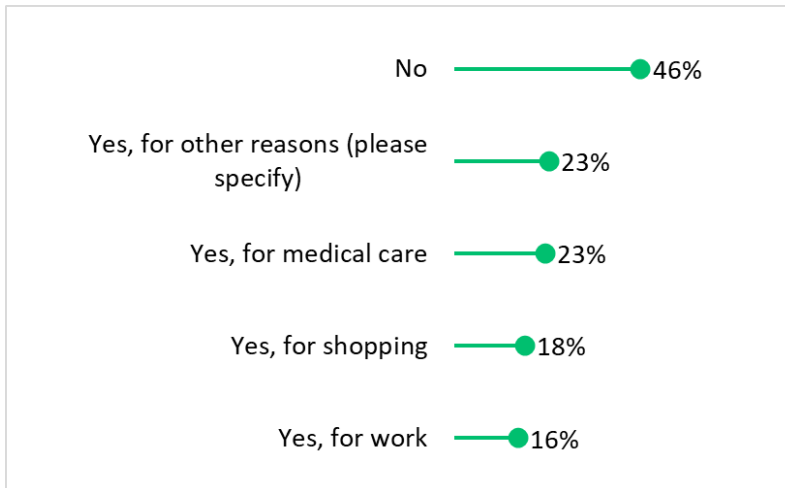
Respondents also indicated whether it was difficult to travel outside of the county (see Figure 13), and if yes, to provide more information in an open-ended response. 28 percent of respondents to this question (33 respondents) said that they have difficulty leaving the county. Their open-ended responses were:

♦ My doctor is in Terre Haute and I do not have a car.
♦ Bus service is limited on weekends limiting when I can get to and back from a car rental location. Rental costs sometimes prohibit renting during the week, when needed for a weekend. Charter bus, like Miller or Greyhound, has limited stops, takes additional time, and is not always near other transport hubs.
♦ I don't like to drive out of town.
♦ Do not have a reliable car.
♦ So expensive to get a ride to Indy on the occasions I need to go for medical stuff.
♦ Traffic around I69 construction and bypass.
♦ There are few ways for me to travel to Indianapolis without owning a car. I would appreciate there being more.
♦ Getting to the Indianapolis area has been challenging due to I-69. Have not flown anywhere for a while, but that has related issues.
♦ The ongoing I-69 construction hinders travel.
♦ I can drive. I own a car. If either of those was not true, it would be almost impossible to do this, or get transportation to any of type of destination because of the transit route nearest to my house.
♦ Travelling by car is stressful because my car is old so anytime I travel outside of town, I worry that it will die and my family and I will be stranded on some highway.
♦ The Campus Connect offered between IU Bloomington and IUPUI was an excellent and valuable service for everyone in the community - not just students and faculty. I am disappointed that it has been discontinued, as there is no other reasonable way to get to downtown Indy from Bloomington without a private car.
♦ I can't drive.
♦ Difficult to get to Indianapolis quickly without a car.
♦ Cost due to no Medicaid.
♦ There aren't very many bus lines and no AMTRAK for most places.

- Would prefer an easy and more affordable ride to the Indy Amtrak train station.
- No transportation.
- Not many options.
- Few buses, poor availability.
- Conversion of State Road 37 to Interstate 69 has totally screwed up planning for trips from Bloomington to Indianapolis for a number of years and still more years to come. I'll be lucky if I am alive when they finish the road work. But it will be great to save 15 minutes on the trip.
- There is no public transit available (train or bus) from Bloomington to Indianapolis.
- I don't have a car and get limited public transportation.
- Finding accessible transportation.

Figure 13: Is It Difficult for You to Travel Outside Your County?
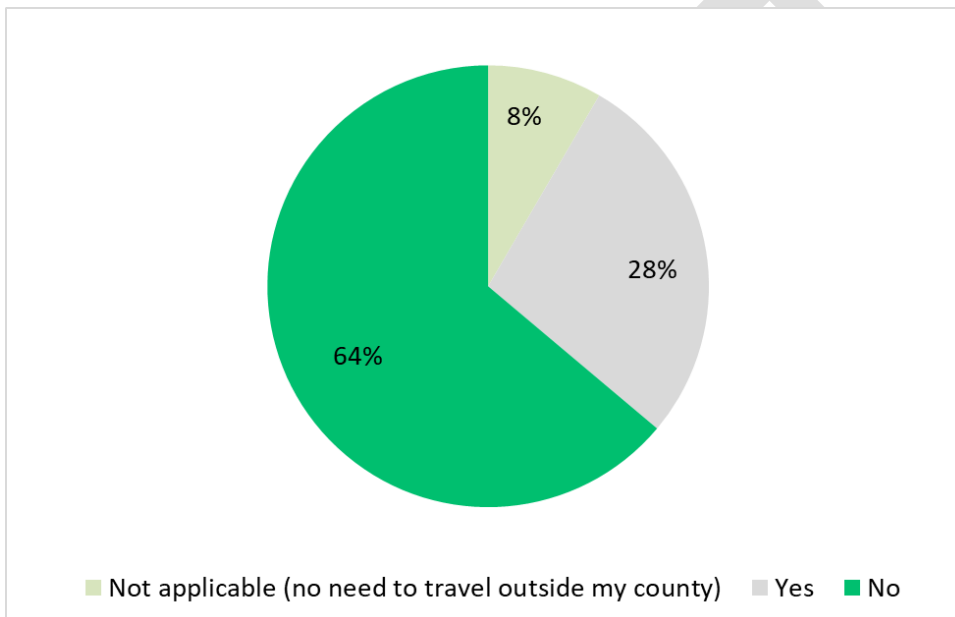
Other Comments About Community Transportation Services

Finally, the survey included an open-ended question that asked if the respondent had any other comments about transportation services in their community. 66 respondents provided input. The responses are provided in Appendix A.

Respondent Demographics

Demographic questions on the survey included age group (Figure 14), physical disability status (Figure 15), and ZIP code (Figure 16).

Figure 14: Age Ranges
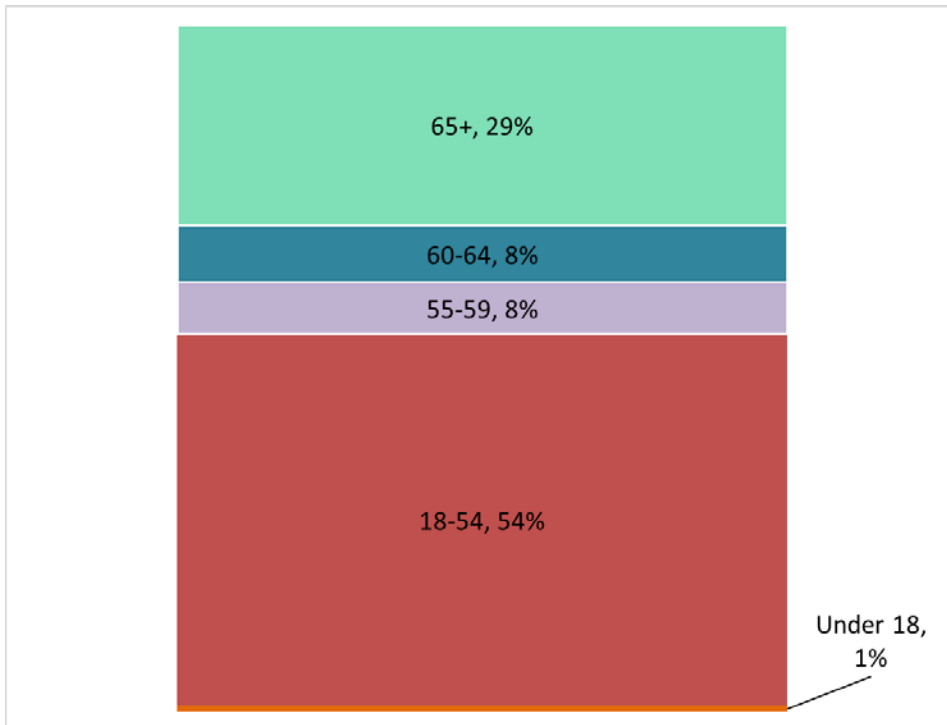
Figure 15: Disability Status that Requires a Cane, Walker, Wheelchair, or Other Device, or a Service Animal
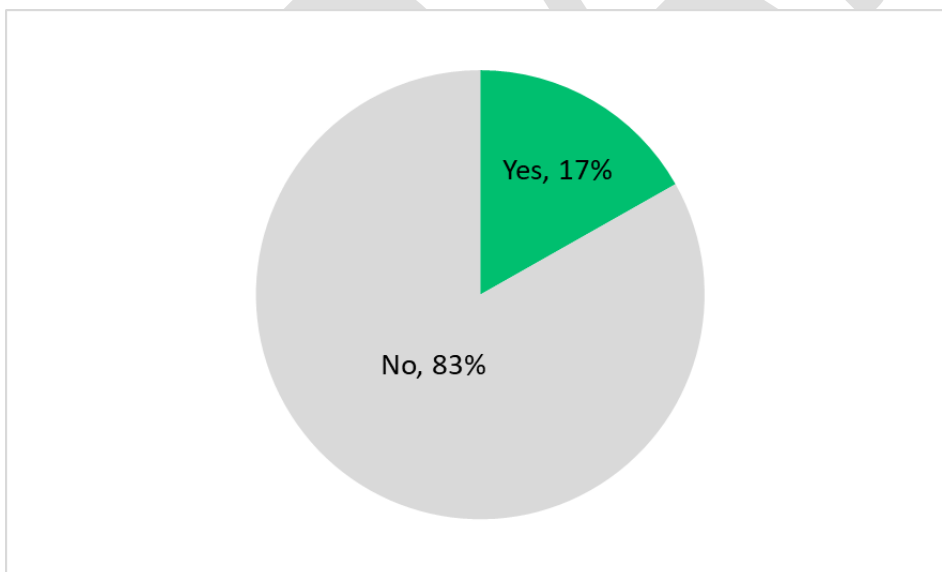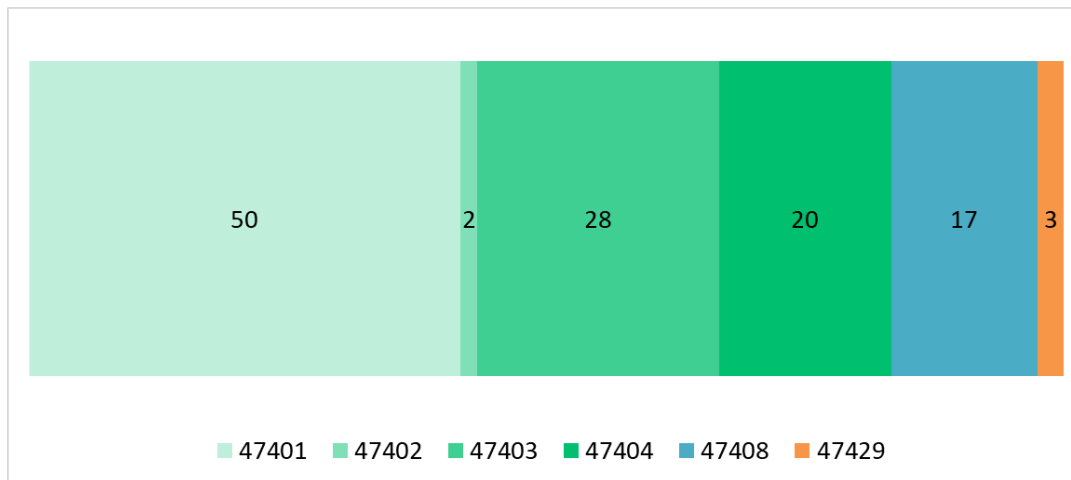
Figure 16: ZIP Code

| 50 | 2 | 28 | 20 | 17 | 3 |

■ 47401 ■ 47402 ■ 47403 ■ 47404 ■ 47408 ■ 47429

NEEDS IDENTIFIED IN THE 2012 COORDINATED PLAN UPDATE

The 2012 Coordinated Public Transit Human Services Transportation Plan Update included a summary of unmet needs and gaps in service identified by local stakeholders, including:

♦ Transit operating hours after 8:00 PM and on Sundays
♦ Bus stop accessibility
♦ Annunciators on buses (so people with blindness/low vision are informed of the bus's arrival at stops)
♦ Paratransit operating hours
♦ Paratransit service area (geographical coverage)
♦ Same-day paratransit
♦ Transportation affordability
♦ Bicyclist/pedestrian facilities
♦ Transportation options education/safety education for users of all modes
♦ Lack of coordination between providers

Discussion at the stakeholder input meetings indicated that many of the needs identified in 2012 remain as unmet needs. The 2012 plan laid out several strategies for addressing these needs, but some these measures were not taken for one reason another; in some cases, there was no clear responsible party for implementing the strategy, and in others, funding was not available to support implementation. Bloomington Transit has installed bus stop annunciators in recent years.

UNMET NEEDS AND GAPS IN SERVICE

The unmet transportation needs and service gaps listed in Table 5 were identified through reviewing the input received in the survey, the stakeholder input meetings, the demographic analysis, and the 2012 plan. Following the table, each need or gap is explained in further detail.

Table 5: Unmet Needs and Service Gaps

Unmet Transportation Needs and Gaps in Service
Accessible Bus Stops with Improved Amenities
Bus Service Outside of Bloomington City Limits
Door-to-Door Transportation
Frequent Fixed Route Service
Human Service Agency Access to Subsidized Bus Passes
Safe, Accessible Pathways To/From Bus Stops
Same-Day and On-Demand Transportation Throughout Monroe County
Transportation Later at Night and on Weekends
Transportation to Destinations Outside of Monroe County
Travel Training
User-Oriented Wayfinding

Accessible Bus Stops with Improved Amenities

Bus stop accessibility is critical for transit customers with physical disabilities. Infrastructure such as curb cuts, sidewalks, concrete pads, shelters, and benches is important for making bus stops usable by people with mobility limitations. Bloomington Transit has recently begun to make improvements to some bus stops, but many stops remain inaccessible to people with limited mobility.

Door-to-Door Transportation

Some older adults and individuals with disabilities in Bloomington are unable to use fixed route bus service, but do not qualify for BTaccess. Stakeholders indicated that individuals with mobility limitations need services that do not involve walking long distances, transferring between vehicles, or enduring long rides. Rides are needed for shopping, errands, medical appointments, jobs, and other trips purposes.

Bus Service Outside of Bloomington City Limits

Bloomington Transit serves the City of Bloomington only. Public and stakeholder input indicated rides are throughout the county, especially in the "fringe" areas that are immediately outside of the city limits. Ivy Tech Community College is an important destination for Bloomington residents, but is not served by Bloomington Transit since it is not within city limits. Some of the area's largest employers, such as Cook Medical, are also located outside of the city. A new library branch is being constructed in southwest Monroe County outside of the city limits.

Frequent on Fixed Route Service

More than half of survey respondents indicated that they would like fixed route service to operate more frequently. Bloomington Transit's fixed routes typically operate on 30-minute headways. Improvements to frequency increase the convenience of public transit for customers, and can result in reduced trip times when customers must transfer between routes.

Human Service Agency Access to Bus Passes for Clients

Some governmental and nonprofit human service agencies purchase bus passes for clients. The cost to ride public transit can be a barrier for people with very low incomes. During the input meetings, some agency personnel mentioned having difficulties purchasing bus passes for their clients. A process that is more convenient for the agencies and their clients is desired.

Safe, Accessible Pathways To/From Bus Stops
Pedestrian infrastructure plays a critical role in public transportation networks. Safe, convenient, and accessible facilities such as sidewalks and crosswalks can bring passengers to bus stops and connect them with their destinations, providing "first-mile" or "last-mile" connections between transit stops and passengers' origins and destinations.

Transportation Later at Night and on Weekends
Later evening and weekend service would benefit many customers with employment and other trip needs. Forty-three percent of survey respondents said that Sunday service was a desired change (35 percent selected Saturday service, which is already offered by Bloomington Transit; 25 percent indicated that later evening hours were needed). Potentially, Bloomington Transit could offer limited demand response service to the general public on Sundays or during the late evenings instead of operating the fixed route network. This would be a less expensive alternative for days and times when demand is lighter.

Same-Day and On-Demand Transportation Throughout Monroe County
Many survey respondents and input meeting participants said same-day and on-demand rides were important for residents of the county. Newer forms of scheduling and dispatching technology have made it easier for providers to schedule same-day and on-demand trips. Some public transit systems have partnered with taxis and transportation network companies (e.g., Uber or Lyft) to offer subsidized on-demand rides, which can increase customer satisfaction while reducing ADA complementary paratransit costs.

Transportation to Destinations Outside of Monroe County
Transportation is needed to places located outside of the county. Several individuals mentioned Indianapolis as an important destination. One survey respondent said that their doctor was located in Terre Haute. There are options for getting to Indianapolis, such as Hoosier Ride/Miller Transportation and the Indianapolis Airport Shuttle, but they are not meeting all of the need in the community.

Travel Training
Stakeholder input indicated that it can be difficult for community members to figure out how to use the county's transportation options. Targeted training is necessary for people living with dementia/cognitive impairment.

User-Oriented Wayfinding
Providing clear and simple information like route and system maps, schedules, expected travel times, real-time arrival times, and "how to ride" information would make public transit more attractive and simpler to use. For example, bus stop signs with route maps would allow passengers to easily understand

where they could go by using particular routes. Wayfinding integrates multiple modes of transportation, including transit, walking, bicycling, and other modes. The goal of wayfinding is to make a place legible to people, so it is easy to understand how to navigate from place to place.

CONTINUING CHALLENGES TO COORDINATED TRANSPORTATION

There are numerous challenges to the coordination of human service agency and public transportation in any community or region. Some of the unmet transportation needs listed in Table 5 are unmet either because of the level of difficulty to implement strategies that will address them, or funding to support the activity is not available. While these needs remain top priority, some may take more time to implement because of the necessary steps and changes that must precede them. Additionally, some of the unmet transportation needs may be addressed before the top priority needs simply because they are easily addressed and/or they are a step that will improve the likelihood of implementing a priority improvement.

During the stakeholder meetings, participants mentioned that inadequate funding, as well as the real and perceived limitations on use of available funding resources create challenges to achieving a higher level of service or service expansions. It is also critical for individuals to actively champion the cause of improved transportation. Change requires leadership with long-term commitment and the ability to generate buy-in and support from the right players.

While there are challenges to implementing coordination among various transportation providers, services, and funding sources, it is important to note that transportation coordination is being successfully implemented throughout the country and in Indiana. Therefore, issues such as conflicting or restrictive state and Federal guidelines for the use of funding and vehicles, insurance and liability, and unique needs presented by the different populations served, to name a few, should challenge, but not stop, a coordination effort. There are many resources available to assist communities as they work together to coordinate transportation. Contact the Indiana Department of Transportation (INDOT), Office of Transit (https://www.in.gov/indot/multimodal/transit/) for assistance.

IMPLEMENTATION PLAN

Stakeholders are willing to continue to work toward coordinated regional transportation services by utilizing existing resources and implementing new projects that fill the service gaps associated with employment related trips, out-of-city trips, and general quality of life for older adults, individuals with disabilities, and the general public. Local stakeholders set four coordinated transportation goals to address the unmet needs. The coordinated transportation goals are as follows:

♦ Goal 1: Increase Awareness of How to Use Available Transportation Services and Improve Wayfinding
♦ Goal 2: Expand Transportation Service for Older Adults, People with Disabilities, Low-Income Individuals, and the General Public

♦ Goal 3: Improve Pedestrian and Wheelchair-User Access to Bus Stops and Add Stop Amenities
♦ Goal 4: Increase Participation in Initiatives to Enhance Mobility

STRATEGIES FOR IMPLEMENTATION

The following strategies are needed in order to make further progress on the accepted goals. Stakeholders indicated the priority for the strategies (high, medium, or low).

The following paragraphs outline the timeframe, responsible party, and performance measure(s) for implementation of each of the above noted coordination goals and objectives. The implementation timeframes/milestones are defined as follows:
♦ Immediate – Activities to be addressed immediately
♦ Near-term – Activities to be achieved within 1 to 12 months
♦ Mid-term – Activities to be achieved within 13 to 24 months
♦ Long-term – Activities to be achieved within 2 to 4 years
♦ Ongoing – Activities that either have been implemented prior to this report, or will be implemented at the earliest feasible time and will require ongoing activity

Goals and implementation strategies are offered in this chapter as a guideline for leaders in the coordination effort as well as the specific parties responsible for implementation. Goals and strategies should be considered based upon the available resources for each county during the implementation time period.

GOAL 1: INCREASE AWARENESS OF HOW TO USE AVAILABLE TRANSPORTATION SERVICES AND IMPROVE WAYFINDING

Strategy 1.1: Collaborate to Offer Travel Training or Mobility Management and Improve Awareness of How to Use Existing Transportation Options
Monroe County residents are served by multiple transportation options, including public transit operators, inter-city bus services, and non-profit and for-profit human service transportation providers. This strategy includes initiatives to involve all area transportation providers in setting up travel training and/or mobility management services so that the public understands how to use all available options. This strategy includes strengthening relationships between the transportation providers and local human service agencies. A travel training and/or mobility management program can address the objective of improving communication between public transit agencies and key stakeholders such as service providers for older adults, people with disabilities, and people with low incomes.

Travel training is the professional practice of teaching people to travel independently on public and human service transportation. Travel training is offered one-to-one or as part of designed instruction for a group and is most often provided for older adults or for people who have cognitive or physical disabilities. The goal is not only to provide information about using transportation, but increasing

individuals' confidence and comfort level with using the available services. Bloomington Transit currently offers a travel training program for its system.

Mobility management is a transportation strategy that focuses on the customer and their needs, and meeting these needs through the coordinated use of a variety of providers. Mobility management is an evolving concept that aims to improve specialized transportation, particularly for older adults, people with disabilities, and individuals with lower incomes through a range of activities. A mobility management program looks beyond a single transportation service or solution to a "family of services" philosophy that can offer a wide range of options to meet an equally wide array of community demographics and needs.

Some examples of mobility management activities include:
♦ Operating transportation brokerages to coordinate service providers, funding resources, and customer needs;
♦ Coordinating transportation services for older adults, individuals with disabilities, and individuals with low incomes;
♦ Supporting local partnerships that coordinate transportation services;
♦ Providing travel training and trip planning activities for customers;
♦ Developing and operating traveler call centers to coordinate travel information, manage eligibility requirements, and arrange customer travel; and
♦ Planning and implementing the acquisition and purchase of intelligent transportation technologies to operate a coordinated system.

Travel training and mobility management should address all transportation options in Monroe County. For example, if one agency starts a travel training program, the program should include training on using other local services, including inter-city bus services. A common concern reflected in the public survey and stakeholder meetings was transportation to Indianapolis. Bloomington is served by Hoosier Ride, which provides multiple daily schedules to the Greyhound terminal in downtown Indianapolis. Additionally, there are private services that provide trips to the Indianapolis Airport. At the airport and the Greyhound terminal, people can transfer to the Indianapolis city bus system, IndyGo, and ride to destinations throughout the city. A travel training or mobility management program can be used to familiarize people with using these options.

Implementation Time Frame:	Staffing Implications:
Mid-Term (13-24 months)	Travel training and mobility management are programs that can be developed by existing staff or by hiring new staff. If using existing staff, it may be necessary to add part- or full-time staff positions to absorb preexisting duties.

Implementation Budget: Budget is scalable depending on the size of the program; up to $100,000 could be expended annually for this type of program, primarily on staffing.

Potential Grant Funding Sources: FTA Section 5307, 5310 or 5311 grants (local match required) can be used to fund mobility management or travel training. Currently, these funds are utilized by Bloomington Transit and Rural Transit to operate service and make capital purchases.

Performance Measures:
- Travel training or mobility management program initiated
- Number of individuals assisted through new program

Strategy 1.2: Implement Wayfinding

Wayfinding integrates multiple modes of transportation, including transit, walking, bicycling, and other modes. The goal of this strategy is to make getting around Bloomington and Monroe County more legible to residents and visitors, so it is easy to understand how to navigate from place to place. Wayfinding strategies include measures such as adding maps to bus stop signs, as pictured in the bus stop sign shown in Figure 17.

Figure 17: Metro Transit (Minneapolis, MN) Bus Stop Sign

Wayfinding strategies help people process information and make decisions about travel. People move through three specific interrelated processes while wayfinding:

1. Decision making. This leads to a plan of action or a decision plan to reach a given destination.
2. Decision execution. This transforms the plan of action into appropriate behavior and movement at the right place in space.
3. Information processing. This comprises environmental perception and cognition, which permits the above decision-related processes to occur. Perception is the process of obtaining information through the senses. Cognition is understanding and being able to manipulate information.

An example of an urban wayfinding program is the Seamless Seattle Pedestrian Wayfinding Program. According to the program's website, four pillars underpin the Seamless Seattle wayfinding strategy:

♦ Modal Integration: Walking information deployed in stations, stops and interchanges, and integrated digital tools, that will connect transit modes to each other and last mile walking journeys.
♦ Local Distinctiveness: Development of a single, agreed city-wide wayfinding standard that will provide a consistent information layer, while allowing for local content, and potentially local design distinctiveness for historic landmark neighborhoods.
♦ Design for All: Development of planning rules to prioritize safe and accessible walking routes, prioritization of content to support people with greater needs and system design guided by strong inclusive design principles establishing accessibility of information for all.
♦ Systemization: Design standards with a high degree of commonality for planning and system design, to guide deployment of all city wayfinding. Supported by a back-of-house Content Management System run by the city and/or its partners to ensure system integrity.

More information about Seamless Seattle is available at http://www.seattle.gov/transportation/projects-and-programs/programs/urban-design-program/pedestrian-wayfinding. Seattle's wayfinding approach is led by the City of Seattle and involves the two public transit systems that serve the metropolitan area.

Implementation Time Frame: Mid-Term (13-24 months)	Staffing Implications: Staffing needs depend on the complexity of the wayfinding strategy. For a public transit provider to upgrade some bus stops signs to include maps, no new staffing would be required. A comprehensive city- or county-wide wayfinding program would require up to 100% of a full-time equivalent staff member as well as the services of a wayfinding consultant.
Implementation Budget: The budget for a wayfinding program is scalable depending on complexity. For example, the cost of designing and replacing bus stops signs would depend on the number of signs to be replaced. Consulting services for a comprehensive wayfinding program should be obtained through a Request for Proposals process.	
Potential Grant Funding Sources: FTA Section 5307 or 5310 grants can fund specific types of expenses incurred by a public transit system or a non-profit organization serving older adults or people with disabilities. Wayfinding costs may be eligible for support from a variety of Federal or local (governmental or private) funding sources.	

Responsible Parties:

Performance Measures:

♦ Number of upgrades made (e.g., replaced bus stop signs or added directional signage for pedestrians)

♦ Increases in ridership on bus routes with new wayfinding amenities

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GOAL 2: EXPAND TRANSPORTATION SERVICE FOR OLDER ADULTS, PEOPLE WITH DISABILITIES, LOW-INCOME INDIVIDUALS, AND THE GENERAL PUBLIC

Expanded transportation services could meet a variety of the unmet needs identified in this plan. Different types of service expansions could meet needs for affordable door-to-door transportation, transportation to west side employers and Ivy Tech Community College, late evening and weekend service, and regularly scheduled service connecting rural communities to Bloomington destinations.

Strategy 2.1: Enhance Transportation Service in the "Fringe" Area Outside Bloomington City Limits

The last few decades have seen significant population growth in areas just outside Bloomington's city limits. Bloomington is currently in the process of annexing some of these areas. Bloomington Transit operates within the city limits only. A change in state law would be required to allow the agency to operate outside city limits. Additionally, more annual revenue would be necessary to support an expansion of public transit service in the urban fringe areas.

A potential source of revenue for additional transit service is the State of Indiana's Economic Improvement District (EID) mechanism. In the past five years, three EIDs have been formed to fund bus service in Central Indiana. EIDs involve special assessments for parcels within designated boundaries selected by participating landowners. The districts are created by petitioning a local municipality with a petition signed by 60 percent of landowners representing 60 percent of assessed value. An EID must be contiguous, but may exclude parcels. The generated funds support projects that target the EID area.

This strategy is written so that any provider could expand its service to new areas, using fixed route or demand response service, as both modes would add value for local residents. In recent years, Rural Transit has operated deviated route bus service in the West Third Street corridor, serving Ivy Tech, Cook Medical, and other destinations. This service is currently suspended due to the COVID-19 pandemic.

Implementation Time Frame:	Staffing Implications:
Long-Term (2-4 years)	No additional staff would be required during the planning stages, but additional time by existing staff will be necessary. To pursue the formation of an Economic Improvement District, staff time and consulting services would be necessary. Any expanding transportation provider would have to hire drivers and other personnel.

Implementation Budget: Transportation services typically range in cost from $45 to $100 per vehicle service hour, depending on the type of operator and service.

Potential Grant Funding Sources: FTA Section 5307 funding can be used to operate public transit service in the urban fringe areas around Bloomington, because these areas are part of the U.S. Census-defined urbanized area. Section 5310 grants may be used for projects that support transportation that benefits older adults and people with disabilities; public transit that is supported with Section 5310 would need to be planned in cooperation with the INDOT Office of Transit.

Responsible Parties: Bloomington Transit, Rural Transit, Monroe County, City of Bloomington, and the Bloomington-Monroe County MPO would conduct initial meetings to discuss this strategy. To pursue the formation of an EID, the county or a local municipality must agree to sponsor the EID formation.

Performance Measures:
- Meetings held to discuss expanded services
- Service plan developed
- Funding secured
- General public services initiated
- Number of passenger trips provided

Strategy 2.2: Provide Door-to-Door/On-Demand Service to City of Bloomington Residents
This strategy addresses the transportation needs of Bloomington residents who are unable to use fixed route transportation, but do not qualify for BTaccess. Door-to-door transportation could be provided as an expansion of Bloomington Transit, or, a non-profit or for-profit organization could offer this service to a target population such as older adults or people with disabilities. This service could be directly operated by a transportation provider, or, a local organization could offer vouchers or subsidies that could be used with providers such as the human service transportation operators identified in Table 3. A partnership with a transportation network company like Uber or Lyft could be used as part of this strategy. Ideally, service would be available by same-day request or on-demand, to accommodate spontaneous travel needs.

Implementation Time Frame:	Staffing Implications:
Long-Term (2-4 years)	No additional staff required during the planning stages, but additional time by existing staff will be necessary for planning. To launch new transportation services, a new or existing organization would have to hire drivers and other personnel.

Implementation Budget: Demand response transportation services in most areas of Indiana typically range in cost from $45 to $65 per vehicle service hour. The cost of this strategy is scalable based on the amount of transportation provided.

Potential Grant Funding Sources: FTA Section 5307 or 5310 grants.

Responsible Parties:

Performance Measures:
- Service plan developed
- Funding secured
- New transportation service or voucher/subsidy program established
- Number of passenger trips provided

Strategy 2.3: Add/Increase Weekend Service on Public Transit

Rural Transit does not currently operate on the weekends; Bloomington Transit does not operate on Sundays. Expansions of service require additional funding from Federal, state, or local sources. To reduce cost, Sunday service could be limited to demand response instead of fixed route.

Implementation Time Frame:	Staffing Implications:
Long-Term (2-4 years)	No additional staff required during the planning stages, but additional time by existing staff will be necessary for planning. To expand service, Rural Transit would have to hire additional drivers.

Implementation Budget: Transportation services typically range in cost from $45 to $100 per vehicle service hour, depending on the type of operator and service. The cost of this strategy is scalable based on the amount of transportation provided.

Potential Grant Funding Sources: FTA Section 5307, 5310 or 5311 grants. Section 5310 grants may be used for projects that support transportation that benefits older adults and people with disabilities; public transit that is supported with Section 5310 would need to be planned in cooperation with the INDOT Office of Transit.

Responsible Parties: Rural Transit and Bloomington Transit

Performance Measures:
- ◆ Service plan developed
- ◆ Funding secured
- ◆ Weekend transportation provided
- ◆ Number of passenger trips provided

Strategy 2.4: Enhance Rural Transit Service Connecting Outlying Communities to Bloomington

An expansion of Rural Transit in Monroe County would allow more individuals to travel to Bloomington to work, medical appointments, shopping and other destinations. With additional funding, Rural Transit could offer regularly scheduled bus service from outlying communities. Currently, Rural Transit operates demand response service only. Regularly scheduled service, potentially in the form of one or more point deviation routes, would offer consistent, guaranteed trips to rural residents. Currently, Rural Transit riders must call in advance to request rides, which are sometimes unavailable due to the system's capacity constraints. An expansion of Rural Transit's service would require additional funding from Federal, state, or local sources.

Implementation Time Frame: Staffing Implications:
Long-Term (2-4 years)   No additional staff required during the planning
                              stages, but additional time by existing staff will be
                              necessary for planning. To expand service, Rural
                              Transit would have to hire additional drivers.

Implementation Budget: Rural Transit's cost per vehicle service hour in 2020 was $44.56. The cost of this strategy is scalable based on the amount of transportation provided. The agency could start the service using only one or two vehicles at a time.

Potential Grant Funding Sources: FTA Section 5311 or 5310 grants. Section 5310 grants may be used for projects that support transportation that benefits older adults and people with disabilities; public transit that is supported with Section 5310 would need to be planned in cooperation with the INDOT Office of Transit.

Responsible Parties: Rural Transit

Performance Measures:
- ◆ Service plan developed
- ◆ Funding secured
- ◆ Additional hours of transportation provided
- ◆ Number of passenger trips provided

GOAL 3: IMPROVE PEDESTRIAN AND WHEELCHAIR-USER ACCESS TO BUS STOPS AND ADD STOP AMENITIES

Some Bloomington Transit stops have infrastructure and amenities such as concrete pads for standing and boarding with a wheelchair, shelters, benches, garbage cans and sidewalks providing pedestrian connectivity to nearby destinations. However, some stops have only a sign, and are located in places with poor sidewalk coverage. The City of Bloomington and Bloomington Transit have the challenge of balancing financial investment in bus stop infrastructure, within a constrained budget, and investing in bus service itself. Oftentimes, the same funding sources are used to make infrastructure improvements and to fund transit operating expenses such as labor, fuel and maintenance.

Strategy 3.1: Add Infrastructure to Bus Stops to Improve Accessibility
Bloomington Transit will improve bus stop accessibility for people with disabilities, including adding curb cuts, repairing or extending sidewalks, adding concrete pads, adding shelters, or adding benches.

Implementation Time Frame: Ongoing	Staffing Implications: Staff time to plan and coordinate bus stop improvements.
Implementation Budget: Budget is scalable depending on available funding.	
Potential Grant Funding Sources: FTA Section 5307 and 5310 grants.	

Responsible Parties: Bloomington Transit

Performance Measures:
- Number of bus stops with improved amenities
- Feet of sidewalk constructed
- Increased numbers of passenger boardings at stops with improved amenities

GOAL 4: INCREASE PARTICIPATION IN INITIATIVES TO ENHANCE MOBILITY

Community leaders in all sectors need to be educated about the importance of public transit and human service transportation. Partnerships between transportation providers and stakeholder organizations such as healthcare providers or employers can lead to new sources of funding support for services. Goal 4 is intended to build community support for transportation in Bloomington and Monroe County.

Strategy 4.1 Participate Actively in the Indiana Council on Specialized Transportation (INCOST) and Other Statewide Organizations

INCOST is the most active statewide association for rural and specialized transportation providers. Participation is not limited to public transit systems; human service agencies may also participate. INCOST meets on a regular basis to discuss statewide policy issues and network to find solutions to common problems. The organization holds an annual conference. The Indiana Transportation Association (ITA) as another statewide transportation organization that focuses on public transit.

There are many other interest groups and advocacy organizations that discuss transportation issues and advocate for improvements. The Governor's Council for People with Disabilities, for example, conducted a statewide study revealing that transportation is one of the top needs for their constituents, prompting new policy and program discussion. The National Federation for the Blind has similar state and local chapters. The American Planning Association organizes professionals that care deeply about filling infrastructure gaps. Health by Design advocates for increased transportation funding and built environment changes that increase accessibility and quality of life. Participation in these and other statewide networks which may lead to opportunities for new grants, pilot projects and funding partnerships.

Implementation Time Frame:	Staffing Implications:
Immediate and Ongoing	Staff time to provide meaningful participation in meetings.
Implementation Budget:	
Minimal expenses to participate in meetings, but significant time to provide a leadership role in outreach and advancing coordination of resources and/or services.	
Potential Grant Funding Sources: Not required.	

Responsible Parties: Public and human service transportation providers; Individual advocates

Performance Measures
- Number of representatives from Bloomington and Monroe County organizations who attend meetings of INCOST, ITA, and other statewide organizations
- Number of contacts with state-level policymakers about transportation needs and funding concerns

Strategy 4.2 Educate Local Elected Officials About Transportation Needs
It is critical that transportation providers and stakeholders educate County Commissioners, City Council members, and other local elected officials about the value of public transit and human service transportation. The disconnect between transit and other transportation programs (roads and bridges) can be resolved by bringing transit conversations and trainings to the notice of elected officials.

Implementation Time Frame: Staffing Implications:
Immediate and Ongoing   Staff time to provide meaningful participation in
                                  meetings.

Implementation Budget:
Minimal expenses to participate in meetings, but significant time to provide a leadership
role in outreach and advancing coordination of resources and/or services.

Potential Grant Funding Sources: Not required.

Responsible Parties: Public and human service transportation providers; Individual advocates

Performance Measures:

♦   Number of networking and outreach activities that are used to educate local policymakers about
    transportation needs

POTENTIAL GRANT APPLICATIONS

The following table outlines the strategies and objectives designated to achieve the locally identified transportation goals that are intended to meet local unmet transportation needs, reduce duplication, and improve coordination of human service agency and transportation provider resources. Potential funding sources for many of these strategies include grants from the Transportation for Enhanced Mobility of Seniors and Individuals with Disabilities program (Section 5310) and the Urbanized Area Formula Grants Program (Section 5307)/Formula Grants for Rural Areas (Section 5311) programs for public transportation providers. Page numbers are provided in Table 6 for quick reference to detailed information for each objective.

All Section 5310 grant funds will be available through a competitive process. Please also note that each grant application for Section 5310 will be considered individually to determine if the proposed activities to be supported by the grant adequately meet the requirements of the intended funding program. Grant applications for strategies that do not meet the intended requirements of the FAST Act will not be awarded, regardless of the designated eligibility in this report.

The implementation timeframe for each strategy ranges from the date of this report through 2024. It is noted that a coordinated transportation working group (such as a regional coordination committee) should review this plan on an annual basis and as new coordinated transportation strategies and objectives are developed.

Table 6: Implementation Key

Goal 1: Increase Awareness of How to Use Available Transportation Services and Improve Wayfinding			
Page Number	**Strategy Number**	**Objective/Strategy Description**	**Priority**
30	1.1	Collaborate to Offer Travel Training or Mobility Management and Improve Awareness of How to Use Existing Transportation Options	
32	1.2	Implement Wayfinding	
Goal 2: Expand Transportation Service for Older Adults, People with Disabilities, Low-Income Individuals, and the General Public			
Page Number	**Strategy Number**	**Objective/Strategy Description**	**Priority**
34	2.1	Enhance Transportation Service in the "Fringe" Area Outside Bloomington City Limits	
35	2.2	Provide Door-to-Door/On-Demand Service to City of Bloomington Residents	
36	2.3	Add/Increase Weekend Service on Public Transit	
37	2.4	Enhance Rural Transit Service Connecting Outlying Communities to Bloomington	

(Table continues on following page)

Goal 3: Adopt New Technologies to Enhance Customer Service and Increase Efficiency			
Page Number	**Strategy Number**	**Objective/Strategy Description**	**Priority**
38	3.1	Add Infrastructure to Bus Stops to Improve Accessibility	
Goal 4: Increase Participation in Statewide Initiatives to Enhance Mobility			
Page Number	**Strategy Number**	**Objective/Strategy Description**	**Priority**
38	4.1	Participate Actively in the Indiana Council on Specialized Transportation (INCOST) and Other Statewide Organizations	
39	4.2	Educate Local Elected Officials About Transportation Needs	

APPENDIX: OUTREACH DOCUMENTATION

MEETING NOTES

Bloomington-Monroe County Metropolitan Planning Organization Technical Advisory Committee Meeting
March 24, 2021, 10:00 AM – 11:30 AM
Conducted virtually on Zoom

Christy Campoll, RLS & Associates, provided a presentation on the coordinated planning process. She covered the context of coordinated plan and INDOT support for Section 5310 vehicle projects. A public input survey is available online. It is also available in Spanish.

One attendee commented to add Uber/Lyft to the inventory of local transportation providers as well as the IU Campus Bus.

Lew May with Bloomington Transit said that the agency has worked on routing changes. All fixed route buses now have annunciators. Regarding accessible bus stops – the city will invest as part of "recover forward" program and committed $400,000 to improve stops. The agency has received a Section 5310 grant to improve bus stops as well.

Christy said that next steps include keeping the survey open for the next month. RLS will conduct a focus group for human service providers, local older adults and people with disabilities. They are looking at having a plan to adopt in August this year. Lew May said that Bloomington Transit would like to discuss goals and strategies when they are drafted.

Bloomington-Monroe County Metropolitan Planning Organization Citizens Advisory Committee Meeting
March 24, 2021, 6:30 PM – 8:00 PM
Conducted virtually on Zoom

Christy Campoll and Laura Brown of RLS & Associate attended the regular meeting of the Bloomington MPO CAC. RLS provided an overview of the coordinated transportation plan update and some of the preliminary public survey responses collected to date. A brief presentation was also provided about the current demographic assessment which reveal the densities of zero vehicle households, older adults. The areas where there are higher densities of older adults and zero vehicle households are different.

Discussion
- Transportation Providers – Any one missing?
  - What about the nursing homes that have vehicles? Meadow Wood has a large bus and a small bus and both are wheelchair accessible. One or two other nursing homes have vehicles as well.

- o What about the apartment complexes that have disabled residents and a vehicle? If they provide transportation for their other tenants, do they have an accessible vehicle too?
    - Could we push the apartment complexes/apartment association to ask about making their transportation accessible?
    - We should look further afield to see if other agencies or private companies are trying to accommodate transportation needs of older adults and people with disabilities.
    - Stonebelt is another transportation provider that operates transportation for their clients. Not sure if they have their own vehicles.
- Christy provided a review of the 2012 strategies
- Christy asked about transportation needs and if they have changed
    - o If you are not at the BT downtown transportation center, you don't know where the bus is going. There are not maps on **bus stop signs** so that you can know what you are able to access from that stop if you don't have access to a phone.
    - o "I have a neighbor that does not drive. In order to go grocery shopping she calls a taxi. It costs about $18 to $20 for the round trip to the grocery store. That has been an issue for her." (Quote from David)
        - With COVID there has been an opening up of new home delivery of groceries but still it is expensive.
        - How do we reach out to older adults that no longer drive and make sure they have access to grocery stores, bank, and day to day errands. BT would take too long. Neighbor is only 2 blocks from BT bus stop but it would take a transfer to get to her shopping area… it is too much with groceries.
    - o Question about volunteer transportation networks. Are there networks set up in other communities? Christy provided some examples.
    - o Transportation between the City and County. It applies to people who may live in the city and need to go into the "city fringe." There is an expansion of jobs in the perimeter of the city but they are not served by BT.
        - People with disabilities who are very capable of working cannot really get to the jobs unless BT Access can get them on a regular schedule and on time.
    - o We need to make the objectives more reachable so that BT and others can take action.
    - o "As citizens it is up to us to make some noise because everyone matters." (Quote from Sarah)
    - o People out in the county can't really use the transit system we have here because they can't get into the city.
        - How do we address the gap in the 'fringe areas' around the city where people have moved because housing is more affordable. People living in those areas need to have a vehicle to get to work.
    - o What is your perception of Monroe County's Rural Transit
        - It is extremely limited service.
        - There are parts of the county that could be served (Curry – on the way out – a trailer park) and Rural Transit doesn't get near that area.

- ▪ The service will go to Spencer but you can't stop anywhere along the line on the north side of the city. You have to make special accommodations if you are riding and want to go to those areas.
  - o Looking at Spring of 2022 to implement route changes on Bloomington Transit.
  - o Public library is going to open a southern branch. Getting older adults to that area, since it is not within the city, will be a challenge. Getting people to the library will be a challenge. It will be a challenge even for people who are already in the southern part of the county may not have access to the new library.
- Christy provided a wrap-up and let them know about next steps in the planning process and noted that we will reconvening to review what has been captured in the draft plan. Plan adoption is projected for August.

Focus Group for Human Services Providers and Advocates
May 5, 2021
10:00 AM – 11:00 AM
Conducted virtually on Zoom

Attendance:
1. Michelle Hahn, Indiana University
2. Patrick Martin, Bloomington-Monroe Co MPO
3. Ryan Clemens, Bloomington-Monroe Co MPO
4. Jamie Zoss, Monroe County Probation Department
5. Dayna Thompson, Alzheimer's and Dementia Research Center at IU Health
6. Greg Clark, Centerstone
7. Michael Shermis, City of Bloomington

Facilitator was Christy Campoll, RLS; Assistant: Laura Brown, RLS. Christy provided an overview of the coordinated HSTP and its purpose. Christy updated them on the current public survey and the responses to date. Michael (City of Bloomington) requested that we resend the survey announcement to him. Jamie also wanted the survey. RLS will resend it to everyone on the call.
- Needs identified in the survey so far
  - o Out of county transportation
  - o Increasing point-to-point service opportunities
  - o Increasing frequency on fixed route bus service
  - o Ability to ride BT Access same-day
  - o Speeding up the rides on public transit routes
  - o Same-day service from providers who can transport larger wheelchairs
  - o Regular feeder services to connect in to BT from outside its service area
  - o Access to medical transportation
- Open discussion to the meeting participants about transportation challenges
  - o Challenge has been the ability for clients to purchase bus passes. As an organization, they would collect money from clients and then go down and buy the passes for the people and then pass them out. Client must now have the ability to go down and get the bus pass and

then hold on to the pass for a period of time without losing it. Clients tend to lose the pass or the money.

- o (Dayna) Current systems seem to be complicated for someone living with dementia. It is complex to figure out how to understand bus schedules. They tend to use demand response service because it is easier to understand. But DR service can be expensive. Also, there doesn't seem to be any on demand option outside of medical.
- o (Michael) Works with people with disabilities. There are people who are frustrated by the requirement to give 24-hour advance notice for BT Access. Also, power wheelchair users have had issues getting stuck and not being able to get an accessible ride.
  - Training on how to use scheduling apps has been helpful. Train the trainer. The City did this as a grant but the program has expired.
  - (Jaime) Her clients also tend to lose things and they are not really good at planning ahead for getting to where they need to be on time. If they miss a medical appointment, it is hard to get back into the schedule.
    - She doesn't have a lot of people who use Uber/Lyft because it is not affordable. If there was a way for her clients to get a pass, they could use it. But she doesn't think they have a reliable way to pay for it.
  - (Michelle) Health care providers are charging now if you miss an appointment. This is even more of a challenge to people with low incomes. Reliability of transportation is important.
    - She did not say that the existing services are unreliable. But the problem is more because there is not a bus stop near the medical appointment or the trip on public transit would take a long time. For example, she might take Uber instead of public transit to a medical appointment because public transit does not go close enough to where the medical offices are located. Even if the offices are located within the city, sometimes they are far from a bus stop. (Ex. Hospice, audiologists, etc. in a medical complex)
  - Question – How do we define transportation for the purpose of this plan?
    - We do include pedestrian issues (ex. Improving access to bus stops)
  - (Ryan) Extending service later at night could be a big success because it would help people go out for social and recreation. Doing anything after 5:00 or 6:00 is a big challenge because of limited transportation options.
  - Many people do not have access to smart phones or they do not have the knowledge necessary to use it if there were a smart phone app for transportation.
  - There is a need to travel within Monroe County as well as getting outside of Monroe County. For example, the FSSA building (on South Curry Pike – south of Third Street) is on the bus route but it doesn't go all the way to the building. People have to walk a long distance to go through the giant parking lot because the FSSA building is in the County and not the City. Ivy Tech is also not on the bus line.
    - There has also been some concern about not being able to get to the kidney doctor.
  - People living in Bloomington know about Rural Transit but they are less familiar with using it because it is a county service. Most people who live in the city focus on

traveling in the city --- people in the county are more aware of Rural Transit because they need to travel outside the city or to/from the city.
- People in Bloomington may not really be aware of the services offered by Rural Transit.
- If there is funding what would be first priority strategies
  - (Patrick) Discussed microtransit service that was attempted in the southwest portion of the city. BT held back on the option because of COVID but it is still something that they will implement once COVID situation is over.
  - (Michael) Solutions are mostly around pedestrian issues except for the need for accessibility at bus stops. Bus stops are being upgraded now. There are some stops that are problematic that are not on the list. More curb cuts are needed because there are so many sidewalks that do not have access for wheelchairs or can be dangerous for anyone walking or using a wheelchair.
  - A public version of Uber would be a great solution because it would improve the competition and provide access to people. For example, if private companies had more competition with a better option, it might drive the private companies to do better.
- What organizations should be involved in solutions?
  - Public transit providers
  - Chamber of Commerce
  - Health care organizations (IU Health, IU Health Foundation, Bloomington Hospital Auxiliary, providers) in Bloomington
    - BT has a quarterly meeting that anyone can attend to discuss transportation-related issues. It is focused a little on people with disabilities but others also attend and other issues are discussed.
- Christy covered next steps in the planning process
  - Draft goals and strategies for the coordinated plan update
  - Reconvene to priorities the strategies (either through a call or email)
  - Plan will be adopted in August of this year by the MPO
  - Ongoing – the plans primarily exist as a reference for funding applications for Section 5310. But they are also a reference for local committees and planners to implement the goals locally.

2020 INDIANA PUBLIC & HUMAN SERVICE TRANSPORTATION NEEDS SURVEY

Please complete this survey about your transportation needs and preferences. This information will be used in your local area's Coordinated Public Transit-Human Service Transportation Plan. For more information please contact RLS & Associates at (937) 299-5007. Thank you!

1. **What forms of transportation do you use? Select all that apply.**

☐ Public transit that serves your city or county, including bus systems, rail lines, ADA paratransit, or general public demand response/dial-a-ride

☐ Medicaid Non-emergency medical transportation (NEMT)

☐ Demand response/dial-a-ride services that are for specific groups only – for example, older adults or people with disabilities (this excludes ADA complementary paratransit provided by public transit systems)

☐ Transportation offered by volunteer or faith-based groups

☐ Drive your own vehicle

☐ Other (please specify) _____

☐ Rely on family/friends for rides

☐ Carpool or vanpool to work

☐ Uber/Lyft

☐ Taxi

☐ Inter-city bus, such as Greyhound or Megabus

2. **If you use any transportation services, such as public transit or demand response/dial-a-ride, please tell us the name(s) of the services you use:**

Name of Service 1: _____

Name of Service 2: _____

Name of Service 3: _____

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3. **What changes could be made to your local transportation options to make using them more appealing to you?**

☐ If I could ride to other parts of the state (such as Indianapolis or other cities/towns)

☐ Pick me up at my home and take me directly to my destination

☐ Lower the cost to ride

☐ Increase health and safety precautions

☐ Run fixed route service more frequently (for example, make a bus route run every 30 minutes instead of every 60 minutes)

☐ Start earlier in the morning

☐ End later at night

☐ Increase the amount of demand response/dial-a-ride service available (for example, operate more vehicles so there are fewer turn-downs for trip requests)

☐ Operate on Saturdays

☐ Operate on Sundays

☐ Make scheduling demand response/dial-a-ride service more convenient (for example, allow for same-day or on-demand trip requests)

☐ Make it easier, or add the option, for children, spouses and/or caregivers to ride along

☐ Other (please specify) _____

_____

_____

_____

_____

_____

_____

_____

_____

4. Do you have difficulty getting the transportation you need to any of the following types of destinations?

	No difficulty	Sometimes difficult	Frequently difficult	Always difficult	Not applicable to me
Your employer	☐	☐	☐	☐	☐
Medical offices, clinics or hospitals	☐	☐	☐	☐	☐
Mental health care	☐	☐	☐	☐	☐
Dental care	☐	☐	☐	☐	☐
Pharmacy	☐	☐	☐	☐	☐
Shopping	☐	☐	☐	☐	☐
School	☐	☐	☐	☐	☐
Human service agencies or government offices	☐	☐	☐	☐	☐
Other trip purposes	☐	☐	☐	☐	☐

5. Do you need to travel to destinations outside of your county for work, medical care, shopping, or other reasons?

☐ No
☐ Yes, for work
☐ Yes, for medical care
☐ Yes, for shopping
☐ Yes, for other reasons (please specify) _____

6. **Is it difficult for you to travel outside of your county? If yes, please indicate what makes it difficult.**

   ☐ Yes
   ☐ No
   ☐ Not applicable (No need to travel outside my county)
   If yes, please provide more information: _____

   _____

   _____

7. **What is your age group?**

   ☐ Under 18
   ☐ 18-54
   ☐ 55-59
   ☐ 60-64
   ☐ 65+

8. **Do you have a disability which requires you to use a cane, walker, wheelchair, and/or another device, or a service animal, to help you get around?**

   ☐ Yes
   ☐ No

9. **What county do you live in?** _____

10. **What is your ZIP code?** _____

11. **Do you have other comments about transportation services in your community?**

   _____

   _____

   _____

   _____