



**POLICY COMMITTEE**

**Meeting Agenda**

May 13, 2022

1:30 – 3:00 p.m.

City Hall Council Chambers

Hybrid Meeting Location via Zoom:

<https://bloomington.zoom.us/j/87257532042?pwd=MEIYK0xkNUJpbW0rSWI0dHAwdXEyZz09>

Meeting ID: 872 5753 2042

Passcode: 109409

Find your local number: +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 the Agenda\*
- III. Approval of the Minutes\*
  - a. April 8, 2022
- IV. Communications from the Chair
- V. Reports from Officers and/or Committees
  - a. Technical Advisory Committee
  - b. Citizens Advisory Committee
- VI. Reports from the MPO Staff
  - a. INDOT4U Correspondence Response
  - b. INDOT FY 2022 - 2026 Statewide Transportation Improvement Program (STIP) Status Report
- VII. Old Business
  - a. Final Unified Planning Work Program\*
    - (1) Adoption Resolution FY 2023 & 2024 for FY Beginning 07/01/22 to 06/30/24
  - b. BMCMPPO Final Draft Public Participation Plan Update\*
- VIII. New Business
  - a. FY 2020 - 2024 TIP Amendment / FY 2022 - 2026 TIP Amendment\*
    - (1) DES# 2101712 - Dillman Road, Bridge #83, 3000' W of SR 37
- IX. Public Comment on Matters Not Included on the Agenda (*non-voting items*)  
*Limited to five minutes per speaker. The Committee may reduce time limits if numerous people wish to speak.*
- X. Communications from Committee Members on Matters Not Included on the Agenda (*non-voting items*)

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

XI. Upcoming Meetings

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

XII. Adjournment

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

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



## POLICY COMMITTEE

### Meeting Minutes

April 8, 2022

1:30 - 3:00 p.m.

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

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

**Staff present:** Ryan Clemens, Pat Martin, Beth Rosenbarger

- I. Call to Order and Introductions
  - a. Steve Volan called the meeting to order.
  
- II. Approval of the Agenda\*

**\*\* Sarah Ryterband motioned for approval of the agenda. Lisa Ridge seconded. Motion carried by roll call vote 11:2:0 - Approved.**
  
- III. Approval of the Minutes\*
  - a. March 11, 2022

**\*\*Sarah Ryterband motioned for approval of the March 11, 2022 meeting minutes. Andrew Cibor seconded. Motion carried by roll call vote 10:1:2 - Approved.**
  
- IV. Communications from the Chair
  - a. Steve Volan noted that an agenda item requested by Margaret Clements will be added to the to the April 2022 meeting.
  
- V. Reports from Officers and/or Committees
  - a. Technical Advisory Committee
    - (1) Nate Nickel reported that the Committee convened but failed to have an in-person quorum. The Committee shall meet again in April 2022. Discussion ensued.
  - b. Citizens Advisory Committee
    - (1) Sarah Ryterband reported the CAC met and recommended approval of the TIP Amendment on today's meeting agenda. They additionally looked forward to implementation of the Monroe County Coordinated Human Services Transportation Plan.
  
- VI. Reports from the MPO Staff
  - a. INDOT FY 2022 - 2026 Statewide Transportation Improvement Program (STIP) Status Report
    - (1) Staff referenced a meeting packet memorandum where INDOT's Central Office Planning Team resubmitted a revised Draft FY 2022 - 2026 STIP to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on March 30th addressing comments and issues. INDOT's STIP has a May 12, 2022 target date for the federal approval. Discussion ensued.

VII. Old Business

a. Monroe County Coordinated Human Services Transportation Plan Update\*

- (1) Staff presented the Final Draft Report of the locally developed Monroe County Coordinated Human Services Transportation Plan (CHSTP) prepared by RLS Associates. Funding to update the locally-developed CHSTP had full support from the Indiana Department of Transportation, Office of Transit (INDOT). The Plan involved active participation from local agencies that provide transportation for the general public, older adults, and individuals with disabilities. This Plan fulfills Federal Transit Administration (FTA) requirements for the receipt of program service funds by Rural Transit and Bloomington Transit. The staff noted the identification of Goals and Strategies set forth by the Plan, associated implementation timeframes, budgets, potential grant funding sources, and responsible parties. The staff further identified potential grant applications through an implementation key of priorities. Discussion ensued. **\*\*Sarah Ryterband moved to adopt the Monroe County Coordinated Human Services Transportation Plan. Kate Wiltz seconded. Motion carried by roll call vote 10:3:0 - Approved.**

VIII. New Business

a. FY 2020-2024 TIP Amendment/FY 2022-2026 TIP Amendment.\*

- (1) DES# 2200146 - North Eagleson Avenue Bridge Superstructure Replacement over the Indiana Rail Road. Chris Wahlman provided background on the proposed amendment and noted errors on the application including the structure's ownership which resides with Indiana University, not the Indiana Rail Road. Discussion ensued. **\*\*Chris Wahlman moved to postpone consideration of the proposed amendment to a later date. Lisa Ridge seconded. Motion carried by roll call vote 13:0:0 - Approved.**

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

- a. None

X. Communications from Committee Members (non-agenda/non-voting items)

- a. Sarah Ryterband noted numerous upcoming transportation webinars relevant to local urban area issues. She asked that individuals contact her for the notifications.
- b. Penny Githens noted that the Coordinated Human Services Transportation Plan required by the Department of Transportation should have coordination with the 2020 U.S. Census.

XI. Upcoming Meetings

- a. Policy Committee – May 13, 2022 at 1:30 p.m. (Hybrid)
- b. Technical Advisory Committee – April 27, 2022 at 10:00 a.m. (Hybrid)
- c. Citizens Advisory Committee – April 27, 2022 at 6:30 p.m. (Hybrid)

XII. Adjournment

- a. Sarah Ryterband moved to adjourn the meeting. Lisa Ridge seconded.

*\*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.***

CS0307380 - study



**INDOT Customer Service** <indottsc@service-now.com>

Jan  
25

Dear INDOT4U,

Members of the BMCMPPO Policy Committee hereby request a study of the Indiana SR45 corridor from the SR45-46 Bypass to Smith Road, and a study of the Indiana SR46 corridor from the 3<sup>rd</sup> Street/College Mall Road intersection to Indiana SR446.

Please feel free to contact us if you should have additional questions.

Thanks,

Pat Martin  
Bloomington-Monroe County Metropolitan Planning Organization



OFFICE OF  
**MONROE COUNTY COMMISSIONERS**  
100 West Kirkwood Avenue  
The Courthouse Room 322  
BLOOMINGTON, INDIANA 47404

Telephone 812-349-2550  
Facsimile 812-349-7320

*Julie L. Thomas, President    Penny Githens, Vice President    Lee Jones, Commissioner*

February 2, 2022

Joe McGuiness, Commissioner  
Indiana Department of Transportation  
100 N. Senate Ave., IGCN 755  
Indianapolis, IN 48204

Dear Commissioner McGuiness:

Monroe County constituents have raised a number of traffic safety concerns surrounding the state roadways SR45/46 Bypass, SR45, SR46, SR446 and the intersecting roadways between them. This is due in large part to the building of the new IU Health Hospital and numerous new apartment complexes in an already heavily populated urban area.

There are historical traffic safety issues concerning the east SR45/Russell Road/Smith Road intersection that we have communicated to you in the past. Our May 15, 2019, letter outlined concerns we continue to have on the eastside of Bloomington at the site of the new regional hospital. A recent crash/fatality report shows that this intersection is the highest fatality intersection in our community. Since that report was published, the new hospital has opened, emergency vehicles are accessing the hospital from multiple directions, and new apartment buildings containing more than 867 units are under construction in this quadrant of the city. Additionally, more than 4,705 apartment units have been built or are under construction since 2018 in this community, including 2 apartment complexes on east SR 46 (east of the Bypass) and one on Pete Ellis drive (which connects east SR 45 and east SR 46).

The good news is that there are several INDOT Projects projected to improve these congested roadways. What is missing is an “aggregate” overarching roadmap/traffic study linking the condensed urban developments with the “existing” and the “to be improved” INDOT roadways. With the added demands on our road infrastructure, we request that a new traffic study be conducted with an emphasis on the critical transportation corridor surrounding the new hospital site. We are requesting **traffic volume, traffic control device, traffic access and impact, and travel-demand forecast modeling** studies to include the following roadways:

- SR45/46 Bypass - from SR45/SR46/Discovery Parkway Intersection south to the SR 46/3<sup>rd</sup> Street Intersection.

- SR46/3<sup>rd</sup> Street - from SR46/3<sup>rd</sup> Street Intersection east to the SR46/SR446 (Knightridge Road) Intersection.

- SR 46/3<sup>RD</sup> Street/Pete Ellis Drive - from the SR 46/3<sup>RD</sup> Street/Pete Ellis Drive Intersection north to the SR45/10<sup>th</sup> Street/Discovery Parkway Intersection.

- SR 46/3<sup>RD</sup> Street/Smith Road - from the SR 46/3<sup>RD</sup> Street/Smith Road Intersection north to the SR45/10<sup>th</sup> Street/Smith Road Intersection.

- SR45/46 Bypass/SR45/10<sup>th</sup> Street - from the SR45/SR46/10<sup>th</sup> Street Bypass Intersection east to the SR45/10<sup>th</sup> Street/Russell Road Intersection.

In addition, we suggest the following questions be considered:

- Does the Traffic Study address the impact the new pedestrian/bicycle/vehicle/scooter traffic will have on the ambulance routes for the new hospital?

- Does the Traffic Study address the impact the new pedestrian/bicycle/vehicle/scooter traffic will have on the recently converted four to two lane road way from SR46/3<sup>rd</sup> Street/Clarizz Boulevard to SR46/3<sup>rd</sup> Street/SR446?

- Does the Traffic Study address the impact the new pedestrian/bicycle/vehicle/scooter traffic will have on Project DES# 1800208 (Added Turn Lanes – Intersection of North Smith Road)?

- Does the Traffic Study address the impact the new pedestrian/bicycle/vehicle/scooter traffic will have on Projects DES# 1800199 & 1800086 (SR45 and Pete Ellis/Discovery Parkway Intersection Improvement)?

- Does the Traffic Study address the impact the new pedestrian/bicycle/vehicle/scooter traffic will have on IU/City/Monroe County School bus routes?

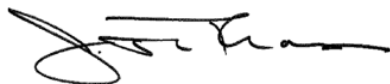
- Does the Traffic Study address how infrequently bicyclists use the new bicycle lanes on SR46/3<sup>rd</sup> Street between Clarizz Boulevard and SR446? While there is a desire to encourage the use of bicycles, if the bicycle lanes on SR46/3<sup>rd</sup> Street are not used, would it help improve the flow of vehicular traffic in this area and decrease the amount of exhaust produced by vehicles, thus improving air quality. Traffic in this stretch is often backed up, especially when there are functions at Indiana University. (It is common to see bicyclists on SR45 east of the SR45/46 bypass and on SR446.)

-projects all at once?

Given the rapid urbanization that is occurring throughout Bloomington and Monroe County, our transportation infrastructure requires enhanced adherence to the 3-C (continuing, cooperative, and comprehensive) Metropolitan Planning Organization planning process mandates. We have brought this to the attention of the Bloomington/Monroe County Planning Organization Policy Committee (BMCMPPOPC). The consensus from the MPO Staff (at the January 22, 2022 meeting) was that this level of traffic study falls within the purview of INDOT.

We respectfully request your immediate attention to our request. As always, we are available to answer any questions you may have on this critical traffic safety infrastructure matter.

Sincerely,



Julie L. Thomas, President  
The Monroe County Commissioners



## INDIANA DEPARTMENT OF TRANSPORTATION

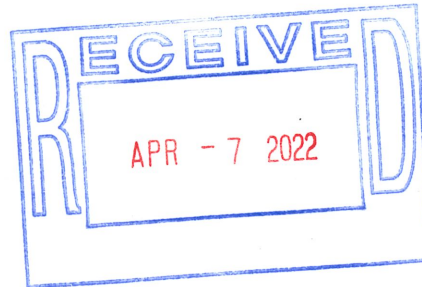
100 North Senate Avenue  
Room N758  
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

**Eric Holcomb, Governor**  
**Michael Smith, Commissioner**

March 17, 2022

Julie L. Thomas  
President  
Monroe County Commissioners  
100 West Kirkwood Avenue  
The Courthouse Room 322  
Bloomington, IN 47404



Dear Ms. Thomas,

Thank you for your letter to former Commissioner McGuinness relaying your concerns regarding the State Road 45/46 Bypass, S.R. 45, S.R. 46, S.R. 446 and the intersecting roadways between them, and your request for traffic studies. I would like to take this opportunity to respond.

The Indiana Department of Transportation continues to coordinate with the city of Bloomington, Bloomington Transit, and Bloomington/Monroe County MPO Planning regarding upcoming projects planned for the S.R. 45/46 Bypass, S.R. 45, and S.R. 46. Due to the area's ever-changing developments, INDOT does not recommend a traffic study at this time. Site developments at these locations could be subject to change until official groundbreakings take place. Traffic volumes are subject to change throughout the development process and until all projects are finalized, the results of any pursued traffic studies would be inconclusive.

The Russell Road and Smith Road intersections are being evaluated as a part of DES # 2000231, and improvements will be included as appropriate. INDOT will continue to monitor this area for any needed improvements or changes throughout this process.

INDOT resurfaced S.R. 46/3rd Street in 2020 due to poor pavement condition, and in coordination with the city of Bloomington, decided to reconfigure the roadway to improve safety and provide left turn refuge with two-way left turn lanes. That work resulted in wider shoulders that could be striped and re-utilized as bicycle lanes along S.R. 46/3rd Street. Since that project, there has been a measurable decrease in frequency and severity of crashes along the S.R. 46/3rd Street corridor from Clarizz Boulevard to S.R. 446. Based on the crash history assessment, crashes were down 34% and injuries were down 50% as of July 2021 and continue to lower along the corridor.



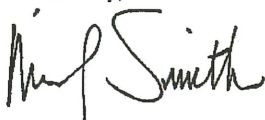
INDOT currently has several improvement projects planned for Bloomington area roadways, including:

- **DES. # 1800199:** S.R. 45 (10th Street)/Pete Ellis Drive/Discovery Parkway Intersection Improvement Project
- **DES. # 1800208:** S.R. 46 (3rd Street)/Smith Road Intersection Improvement Project
- **DES. # 1800086:** Added Lane on S.R. 45 (10<sup>th</sup> Street) from S.R. 45/46 Bypass to Pete Ellis Drive/Discovery Parkway Intersection
- **DES. # 2000231:** S.R. 45 (10<sup>th</sup> Street) Improvements from Pete Ellis Drive/Discovery Parkway to Russell Road

INDOT will continue to coordinate with the city of Bloomington, Bloomington Transit, and Bloomington/Monroe County MPO Planning as these projects develop.

Again, thank you for sharing your concerns. INDOT is committed to improving travel and safety for all road users. We will continue to evaluate needed improvements and implement further studies as necessary as we move forward with the projects listed above.

Sincerely,

A handwritten signature in black ink that reads "Mike Smith". The signature is written in a cursive style with a large, prominent "M" and "S".

Mike Smith

Commissioner

Indiana Department of Transportation



## **MEMORANDUM**

**To:** BMCMPPO Technical Advisory Committee & Citizens Advisory Committee

**From:** Ryan Clemens, Pat Martin

**Date:** April 27, 2022

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

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The staff received the following correspondence from *Roy Nunnally, Director, Technical Planning & Programming Division*, Indiana Department of Transportation, on Wednesday, April 27, 2022 regarding the status of the FY 2022 - 2026 Statewide Transportation Improvement Program (STIP):

*"I am pleased to announce that the INDOT Central Office Planning Team have submitted the revised final draft of the 2022-2026 STIP to our federal stakeholders (FHWA/FTA) today, April 27, 2022, for their formal review and approval. Over the past four weeks, INDOT Planning Team has worked closely with our federal and MPO partners to gather and provide the required TIP version information, project listings, amendment/modification changes, air quality conformity documentation, and other supporting documentation. Thank you and your team for your patience and assistance as we worked to address critical items to move forward with the final draft STIP submittal.*

*Now that the document has been officially submitted, our federal partners will have up to 30-days to perform their review and provide comments to ensure the final draft document and our process meets federal requirements. As noted in previous communications, the review and comment period can be iterative, requiring action from the INDOT Planning Team in coordination with our various planning partners to address these comments and issues. Our target date for the approval of the 2022-2026 final draft STIP is being revised from May 12 to June 10, 2022.*

*Please continue to coordinate with your respective Central Office Planning Liaison for any concerns and high priority amendment needs."*

### **Conclusion**

The staff shall continue to bring amendments to both the BMCMPPO FY 2022 - 2024 Transportation Improvement Program (TIP) and the FY 2022 - 2026 TIP to all committees until INDOT achieves FHWA/FTA approval of the new FY 2022 - 2026 STIP.

**Requested Action**

None.

PPM/pm



## **MEMORANDUM**

**To:** BMCMPO Technical Advisory Committee & Citizens Advisory Committee  
**From:** Ryan Clemens, Pat Martin  
**Date:** March 18, 2022  
**Re:** BMCMPO FY 2023 – 2024 Unified Planning Work Program (UPWP) - Final Draft

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The *Unified Planning Work Program* (UPWP) fulfills specific Federal and State transportation planning requirements ensuring that the Bloomington-Monroe County Metropolitan Planning Organization maintains eligibility for Federal transportation funding. The *Unified Planning Work Program* study area includes the urbanized area of Monroe County and the City of Bloomington thereby ensuring community representation that system-wide transportation issue solutions remain a continuing, cooperative, and comprehensive process. The *Unified Planning Work Program* additionally incorporates a multimodal transportation perspective, including provisions to improve facilities for public transit, bicycling, and pedestrian activities.

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) offered a thirty (30) day public review for the ***FY 2023 - 2024 Unified Planning Work Program*** (UPWP) and accepted written comments on the proposed UPWP beginning on **March 4, 2022**, and ending on **April 3, 2022** in accordance with the BMCMPO Public Participation Plan.

Copies of the *FY 2023 - 2024 Unified Planning Work Program* were available for review at:

City of Bloomington Planning and Transportation Department  
401 N. Morton St., Ste. 130  
Bloomington, IN 47404;

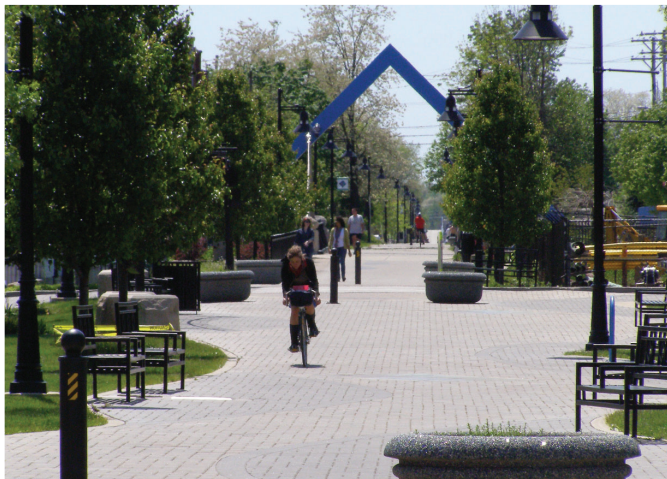
Or online at <https://bloomington.in.gov/mpo/unified-planning-work-program>

Written comments were available for submission to the address above or by email to: [mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov)

The BMCMPO staff did not receive any public comments or Federal/State funding partner review comments for the *Draft FY 2023 - 2024 UPWP*, additionally posted on the BMCMPO website at <https://bloomington.in.gov/mpo/unified-planning-work-program>.

### **Requested Action**

Recommend adoption by the Policy Committee.



BLOOMINGTON • MONROE COUNTY



# Unified Planning Work Program

Fiscal Years

2023 & 2024

*Bloomington-Monroe County  
Metropolitan Planning Organization*

*Policy Committee*

*Final Adoption*

May 13, 2022

## **ACKNOWLEDGMENT & DISCLAIMER**

The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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# Introduction

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## OVERVIEW

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

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

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

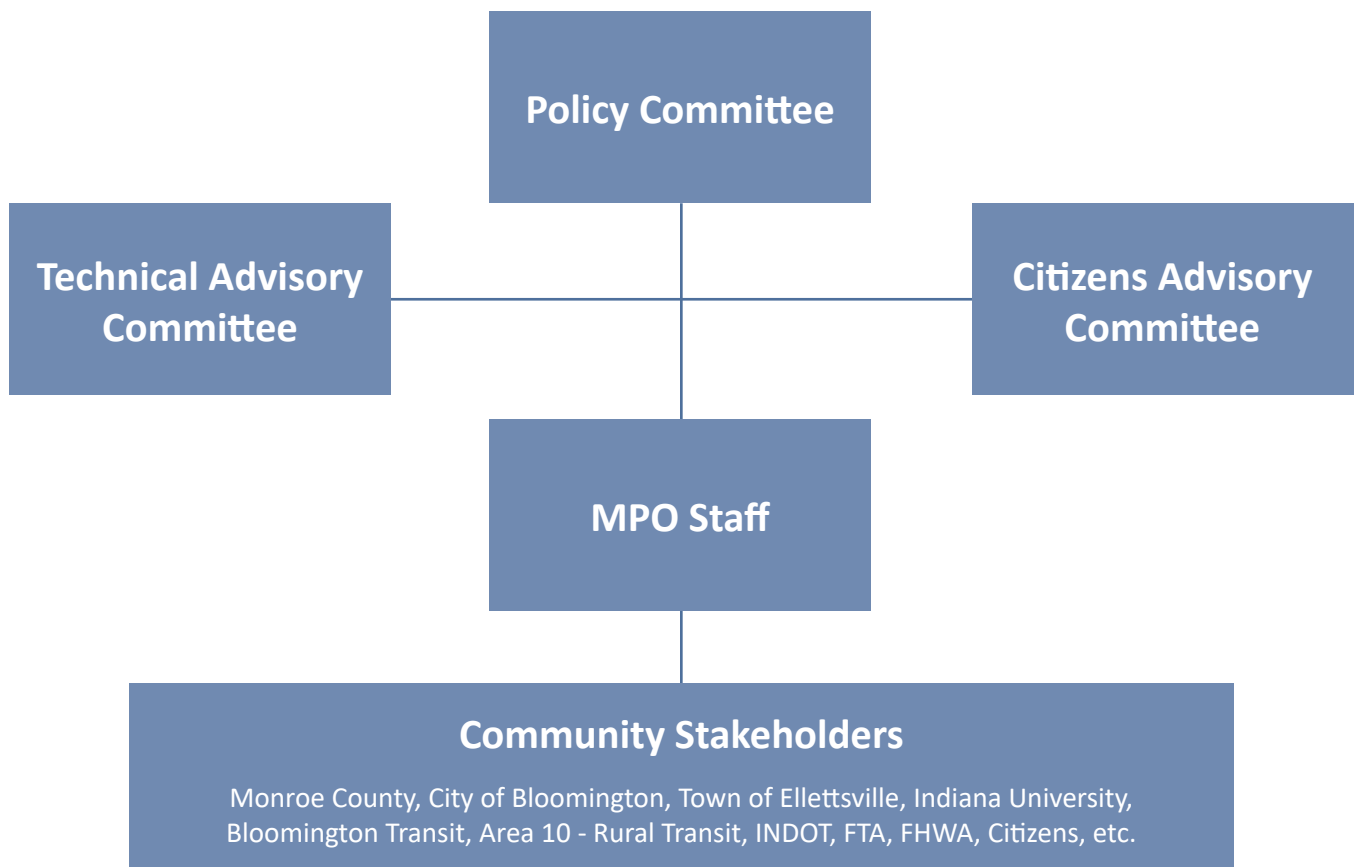
One of the requirements of the urban transportation planning process for an MPO involves the development of a Unified Planning Work Program (UPWP) that describes all planning activities anticipated in the urbanized area over the programming years, and documents the work performed with Federal planning funds. The FY 2023-2024 UPWP satisfies the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) work program requirement for Fiscal Years 2023 and 2024 (July 1, 2022 to June 30, 2024).

## BMCMPO ORGANIZATION & COMPOSITION

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

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

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



**FY 2023 PEA**

*See Appendix E for more information on Planning Emphasis Areas.*

**PLANNING EMPHASIS AREAS**

The Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Indiana Department of Transportation (INDOT) annually issue a set of Planning Emphasis Areas (PEAs) to Indiana MPOs in addition to the general planning factors discussed previously. The Indiana Division Office of Federal Highway Administration (FHWA) and Federal Transit Administration Region V (FTA) annual Planning Emphasis Areas (PEAs) for FY 2023 are:

- Tackling the Climate Crisis - Transition to a Clean Energy Resilient Future;
- Equity and Justice40 in Transportation Planning;
- Complete Streets;
- Public Involvement;
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD);
- Federal Land Management Agency (FLMA) Coordination;
- Planning and Environmental Linkages (PEL);
- Data in Transportation Planning;
- TIP/STIP Process Review; and
- Metropolitan Planning Area and Urban Area Boundaries.

These PEAs prioritize key tasks and policies for implementation by MPOs in their Unified Planning Work Programs. The fulfillment of these tasks and policies implement the provisions of Fixing America’s Surface Transportation Act (FAST Act). The following paragraphs detail the BMCMPPO FY 2023-2024 UPWP Planning Emphasis Area elements.

**Tackling the Climate Crisis - Transition to a Clean Energy Resilient Future**

The Indiana FHWA Division and FTA Region V Office will work with INDOT, the MPOs, and providers of public transportation to ensure that BMCMPPO transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. The BMCMPPO will address this PEA through Element 401 of the FY 2023 UPWP.

**Equity and Justice40 in Transportation Planning**

Often intersecting with climate issues, equity and justice is also a critical and urgent challenge. The Justice40 Initiative “aims to deliver 40 percent of the

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overall benefits of relevant federal investments to disadvantaged communities.” Aligned with the Justice40 Initiative, advancing racial equity and support for underserved communities is also an imperative and immediate goal. The BMCMPPO will address this PEA through Work Element 104 of the FY 2023 UPWP.

## **Complete Streets**

A Complete Street is a street or road that is safe, and feels safe, for everyone using the roadway. The BMCMPPO seeks to help Federal aid recipients plan, develop, and operate roadway networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. The BMCMPPO will update its Complete Streets Policy with consultation from Smart Growth America as well as by adhering to its current plans and the goals of other PEAs. Furthermore, the BMCMPPO will strive to prioritize projects that address the highest safety concerns within its metropolitan planning area. The BMCMPPO will address this PEA through Element 301 of the FY 2023 UPWP.

## **Public Involvement**

This PEA requires a review of the BMCMPPO Public Participation Plan (PPP) and its procedures (required by 23 CFR 450.210 and 450.316) which help agencies ensure that all community members potentially affected by a transportation decision are invited to engage in the decision making process. FHWA and FTA will review the BMCMPPO Public Participation Plan and processes during certification processes to ensure continuous and equitable public engagement in the transportation planning and decision making process. The BMCMPPO will coordinate the incorporation of new public outreach strategies and tools (e.g., virtual public involvement tools) into public participation plans/procedures with INDOT along with documented evaluation of progress toward plan goals. The BMCMPPO will address this PEA through Elements 104, 401, and 601 of the FY 2023 UPWP.

## **Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)**

This PEA requires the BMCMPPO and INDOT to coordinate with representatives from the U.S. Department of Defense (DOD) in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. The BMCMPPO will address this PEA through Element 101 of the FY 2023 UPWP.

## **Federal Land Management Agency (FLMA) Coordination**

This PEA requires the BMCMPO and INDOT to coordinate with Federal Land Management Agencies (FLMAs) in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. The BMCMPO will address this PEA through Element 101 of the FY 2023 UPWP.

## **Planning and Environmental Linkages (PEL)**

The PEA encourages the BMCMPO, INDOT, and Public Transportation Agencies to implement Planning and Environmental Linkages (PEL) as part of the transportation planning and environmental review processes. The BMCMPO will address this PEA through Element 101 of the FY 2023 UPWP.

## **Data in Transportation Planning**

The BMCMPO will compile and analyze transportation data regarding such topic areas as freight, bicycle and pedestrian planning, equity, curb space management, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making at the State, MPO, regional, and local levels for all parties. The BMCMPO will address this PEA through Elements 201, 202, 502, 503, and 504 of the FY 2023 UPWP.

## **TIP/STIP Process Review**

The BMCMPO will work closely with INDOT to ensure an accurate Transportation Improvement Program (TIP) is developed and maintained through timely amendments and modifications where necessary. In order to reduce inconsistencies between the BMCMPO's TIP and INDOT's STIP, the BMCMPO will coordinate and work together with INDOT to ensure joint development of TIP documents and to expedite project programming and delivery for accurate submittal to the FHWA Indiana Division Office and the FTA Region V Office. The BMCMPO will address this PEA through Element 301 of the FY 2023 UPWP.

## **Metropolitan Planning Area and Urban Area Boundaries**

The BMCMPO will work with INDOT to prepare updates to the Metropolitan Planning Area boundaries as well as any adjusted Urbanized Area Boundaries as a result of the 2020 Census data. The BMCMPO will address this PEA through Element 401 of the FY 2023 UPWP.

# FY 2023-2024 BMCMPO Budget

### FUND USE BY MATCHING AGENCY

The table below summarizes FY 2023-2024 funding allocations based on the agency using the programmed funds. The figures in the MPO column represent BMCMPO staff time spent per work element, including fringe and indirect costs. The Bloomington Transit and Consultant columns identify funds set aside for consultant services, purchase of equipment, and other direct MPO expenses separate from staff costs. The CSA column shows funds identified for use by partner agencies through Contract Service Agreements. Later sections of the BMCMPO FY 2023-2024 UPWP further identify cost breakdowns of each work element.

Work Element	MPO Staff	BT	Cons/Supp	CSA	Total	
<b>100</b>	<b>Administration &amp; Public Participation</b>					
	FY 2023	\$150,071	\$0	\$5,600	\$0	\$155,671
	FY 2024	\$150,071	\$0	\$5,600	\$0	\$155,671
<b>200</b>	<b>Data Collection &amp; Analysis</b>					
	FY 2023	\$39,514	\$0	\$13,131	\$2,000	\$54,645
	FY 2024	\$39,514	\$0	\$8,235	\$2,000	\$49,749
<b>300</b>	<b>Short Range Planning &amp; Management Systems</b>					
	FY 2023	\$83,748	\$0	\$0	\$23,000	\$106,748
	FY 2024	\$83,748	\$0	\$0	\$23,000	\$106,748
<b>400</b>	<b>Long Range Planning</b>					
	FY 2023	\$38,637	\$0	\$1,879	\$0	\$40,516
	FY 2024	\$38,637	\$0	\$34,879	\$0	\$73,516
<b>500</b>	<b>Transit &amp; Active Transportation</b>					
	FY 2023	\$8,913	\$54,000	\$1,280	\$0	\$64,193
	FY 2024	\$8,913	\$4,000	\$1,280	\$0	\$14,193
<b>600</b>	<b>Other Planning Initiatives &amp; Special Projects</b>					
	FY 2023	\$2,496	\$0	\$0	\$0	\$2,496
	FY 2024	\$2,496	\$0	\$0	\$0	\$2,496
	<b>TOTAL</b>					
	<b>FY 2023</b>	\$323,379	\$54,000	\$21,890	\$25,000	\$424,269
	<b>FY 2024</b>	\$323,379	\$4,000	\$49,994	\$25,000	\$402,373
	<b>TOTAL</b>	\$646,758	\$58,000	\$71,884	\$50,000	\$826,642



## OBJECT CLASS BUDGET BY FUNDING SOURCE

The Object Class Budget table shown below summarizes FY 2023-2024 UPWP funding allocations by object class and funding source. Fringe and Indirect expenses are calculated rates found in the FY 2023 Cost Allocation Plan. Funding allocations for BMCMPPO staff, Bloomington Transit, Consultants/Other, and Contract Service Agreements (CSAs) illustrate underlying object class budgeted expenses. Please refer to the individual work element sections later in this document for further details on each category.

Object Class	Federal	Local	Total
<b>Direct Chargeable Salary</b>			
FY 2023	\$91,009	\$22,752	\$113,761
FY 2024	\$91,009	\$22,752	\$113,761
<b>Fringe Expenses</b>			
FY 2023	\$77,959	\$19,490	\$97,449
FY 2024	\$77,959	\$19,490	\$97,449
<b>Indirect Expenses</b>			
FY 2023	\$89,735	\$22,434	\$112,169
FY 2024	\$89,735	\$22,434	\$112,169
<b>Bloomington Transit</b>			
FY 2023	\$43,200	\$10,800	\$54,000
FY 2024	\$3,200	\$800	\$4,000
<b>Consultants/Supplies</b>			
FY 2023	\$17,512	\$4,378	\$21,890
FY 2024	\$39,994	\$9,999	\$49,993
<b>Contract Service Agreements</b>			
FY 2023	\$20,000	\$5,000	\$25,000
FY 2024	\$20,000	\$5,000	\$25,000
<b>TOTAL</b>			
<b>FY 2023</b>	\$339,415	\$84,854	\$424,269
<b>FY 2024</b>	\$321,898	\$80,475	\$402,373
<b>TOTAL</b>	\$661,313	\$160,949	\$826,642

## SUMMARY BUDGET BY FUNDING SOURCE

The table below summarizes the FY 2023-2024 budget for each of the work elements in the Unified Planning Work Program with elemental federal funding/local match splits highlights. As illustrated in this summary table, the FY 2023 and 2024 funding allocations fall within the total available funding noted previously.

	Work Element	Federal	Local	Total
<b>100</b>	<b>Administration &amp; Public Participation</b>			
	<i>FY 2023</i>	\$124,537	\$31,134	\$155,671
	<i>FY 2024</i>	\$124,537	\$31,134	\$155,671
<b>200</b>	<b>Data Collection &amp; Analysis</b>			
	<i>FY 2023</i>	\$43,715	\$10,929	\$54,644
	<i>FY 2024</i>	\$39,798	\$9,950	\$49,748
<b>300</b>	<b>Short Range Planning &amp; Management Systems</b>			
	<i>FY 2023</i>	\$85,398	\$21,350	\$106,748
	<i>FY 2024</i>	\$85,398	\$21,350	\$106,748
<b>400</b>	<b>Long Range Planning</b>			
	<i>FY 2023</i>	\$32,413	\$8,103	\$40,516
	<i>FY 2024</i>	\$58,813	\$14,703	\$73,516
<b>500</b>	<b>Transit &amp; Active Transportation</b>			
	<i>FY 2023</i>	\$51,355	\$12,839	\$64,194
	<i>FY 2024</i>	\$11,355	\$2,839	\$14,194
<b>600</b>	<b>Other Planning Initiatives &amp; Special Projects</b>			
	<i>FY 2023</i>	\$1,997	\$499	\$2,496
	<i>FY 2024</i>	\$1,997	\$499	\$2,496
	<b>TOTAL</b>			
	<i>FY 2023</i>	\$339,415	\$84,854	\$424,269
	<i>FY 2024</i>	\$321,898	\$80,475	\$402,373
	<b>TOTAL</b>	\$661,313	\$165,329	\$826,642

## Summary Budget For Active Purchase Orders

The tables below summarize the FY 2023-2024 budget for prior BMCMPPO active and open purchase orders (P.O.). Purchase orders, when outstanding, will expire on June 30 of each Fiscal year. Funds will not be available after these dates.

<b>Active Purchase Order Balances</b>		
<b>INDOT Purchase Orders</b>	<b>Expiration Date</b>	<b>Current P.O. Balance (May 2022)</b>
0020021893	06-30-21	Expired
00800-0020044138	06-30-22	\$12,525.12
00800-0020065131	06-30-23	\$148,318.58

## CONTRACT SERVICE AGREEMENTS

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

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

Agency		Federal	Local	Total
<b>City of Bloomington Public Works</b>				
	<i>FY 2023</i>	\$8,800	\$2,200	\$11,000
	<i>FY 2024</i>	\$8,800	\$2,200	\$11,000
<b>Monroe County Highway Dept.</b>				
	<i>FY 2023</i>	\$8,800	\$2,200	\$11,000
	<i>FY 2024</i>	\$8,800	\$2,200	\$11,000
<b>Town of Ellettsville</b>				
	<i>FY 2023</i>	\$2,400	\$600	\$3,000
	<i>FY 2024</i>	\$2,400	\$600	\$3,000
<b>TOTAL</b>				
	<b><i>FY 2023</i></b>	\$20,000	\$5,000	\$25,000
	<b><i>FY 2024</i></b>	\$20,000	\$5,000	\$25,000
	<b><i>TOTAL</i></b>	<b>\$40,000</b>	<b>\$10,000</b>	<b>\$50,000</b>

# Work Elements

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ADMINISTRATION & PUBLIC PARTICIPATION

100

**COMMITTEES**

*See Appendix A for a list of BMCMPPO Committees.*

**101 Intergovernmental Coordination**

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

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

Every four years, each MPO must undergo a certification review by the Federal Highway Administration. The last BMCMPPO certification review completed in May 2016, places the BMCMPPO on a Calendar Year 2022 review timetable.

***Responsible Agency and End Products***

- MPO Staff to conduct up to ten (10) Policy Committee meetings per fiscal year. [Estimated Completion: Monthly]
- MPO Staff to conduct up to ten (10) Technical Advisory Committee meetings per fiscal year. [Estimated Completion: Monthly]
- MPO Staff to conduct up to ten (10) Citizens Advisory Committee meetings per fiscal year. [Estimated Completion: Monthly]
- MPO Staff to attend up to twelve (12) MPO Council monthly meetings per fiscal year. [Estimated Completion: Monthly]
- MPO Staff to participate in Federal MPO Certification Review. [Estimated Completion: As Required]
- MPO staff to coordinate with INDOT central office staff regarding an update of INDOTs Planning Roles and Responsibilities Cooperating Operating Manual (PRRCOM) and in consultation with Indiana's Metropolitan Planning Organizations (MPOs) to facilitate open communication, adherence and maintenance of the established "3-C" planning process. [Estimated Completion: Q1/FY23]
- MPO Staff to coordinate with INDOT and U.S. Department of Defense (DOD) representatives in the transportation planing and programming process on infrastructure and connectivity needs for STRAHNET routes

and other public roads that connect to DOD facilities. [Estimated Completion: As Required]

- The BMCMPPO to coordinate with INDOT to coordinate with Federal Land Management Agencies (FMLAs) in the transportation planning and project programming process on infrastructure connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. [Estimated Completion: As Required]
- The BMCMPPO to coordinate with INDOT, and Public Transportation Agencies to implement Planning and Environmental Linkages (PEL) as part of the transportation planning and environmental review processes. [Estimated Completion: As Required]

## 102 Unified Planning Work Program (UPWP)

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

MPO Staff will administer the FHWA and FTA planning grants associated with the FY 2023-2024 UPWP. The staff shall prepare and provide quarterly progress reports, billing statements, and the financial status of the FY 2023-2024 UPWP to the Policy Committee and to the member agencies for the measurement of MPO activity progress pursuant to the completion of the UPWP.

### **Responsible Agency and End Products**

- MPO Staff to develop amendment(s) to FY 2023-2024 Unified Planning Work Program. [Estimated Completion: Q1/FY23 through Q4/FY24]
- MPO Staff to develop FY 2023-2024 UPWP. [Estimated Completion: Q4/FY22]
- MPO Staff to develop the FY 2023 & 2024 Cost Allocation Plan as part of the FY 2023-2024 UPWP. [Estimated Completion: Q3/FY23]
- MPO Staff to prepare and submit the FY 2022 Annual Completion Report to INDOT. [Estimated Completion: Q1/FY23]
- MPO Staff to prepare and submit the FY 2023 Annual Completion Report to INDOT. [Estimated Completion: Q1/FY24]
- MPO Staff to prepare and submit the FY 2023-2024 Self Certification Review Statement to INDOT/FHWA/FTA representatives. [Estimated Completion: Q4/FY23, with TIP]
- MPO Staff to prepare and submit eight (8) quarterly progress reports to INDOT for review. [Estimated Completion: FY23 & FY24 Quarterly]
- MPO Staff to prepare and submit eight (8) quarterly billing statements to INDOT for reimbursement. [Estimated Completion: FY23 & FY24 Quarterly]

### **COST ALLOCATION PLAN**

*See Appendix B for further details.*



### 103 Staff Training and Education

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

#### ***Responsible Agency and End Products***

- MPO Staff to attend the annual Indiana MPO Conference. [Estimated Completion: FY23 & FY24 Annually]
- MPO Staff to attend the annual Purdue Road School and/or other educational conference opportunities including (but not limited to) webinars, classes, and/or conferences and utilize educational materials for professional development from national associations such as the American Planning Association, the Association of Pedestrian and Bicycle Professionals, the Urban Land Institute, and Institute of Transportation Engineers. [Estimated Completion: Ongoing]
- MPO Staff to renew professional membership dues to the American Planning Association and other relevant professional organizations. As part of its business practices, the BMCMPPO will verify that expenditures are compliant with the requirements of 2 CFR 200.403-405 Factors Affecting Allowability of Cost. [Estimated Completion: Ongoing]

## 104 Public Outreach

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

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

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

### ***Responsible Agency and End Products***

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

## Work Element 100 Budget

	Task	FY 2023	Projected FY 2024	Total
<b>101</b>	<b>Intergovernmental Coordination</b>			
	<i>Federal Share</i>	\$63,586	\$63,586	\$127,172
	<i>Local Share</i>	\$15,896	\$15,896	\$31,792
	<b>Total</b>	<b>\$79,482</b>	<b>\$79,482</b>	<b>\$158,964</b>
<b>102</b>	<b>Unified Planning Work Program</b>			
	<i>Federal Share</i>	\$22,619	\$22,619	\$45,238
	<i>Local Share</i>	\$5,655	\$5,655	\$11,310
	<b>Total</b>	<b>\$28,274</b>	<b>\$28,274</b>	<b>\$56,548</b>
<b>103</b>	<b>Staff Training &amp; Education</b>			
	<i>Federal Share</i>	\$18,486	\$18,486	\$36,972
	<i>Local Share</i>	\$4,621	\$4,621	\$9,242
	<b>Total</b>	<b>\$23,107</b>	<b>\$23,107</b>	<b>\$46,214</b>
<b>104</b>	<b>Public Outreach</b>			
	<i>Federal Share</i>	\$19,846	\$19,846	\$39,692
	<i>Local Share</i>	\$4,962	\$4,962	\$9,924
	<b>Total</b>	<b>\$24,808</b>	<b>\$24,808</b>	<b>\$49,616</b>
	<b>TOTAL FEDERAL SHARE</b>	\$124,537	\$124,537	\$249,074
	<b>TOTAL LOCAL SHARE</b>	\$31,134	\$31,134	\$62,268
	<b>TOTAL</b>	<b>\$155,671</b>	<b>\$155,671</b>	<b>\$311,342</b>

# Work Elements

DATA COLLECTION & ANALYSIS

200

## 201 Traffic Volume Counting

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

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

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

### ***Responsible Agency and End Products***

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

## 202 Annual Crash Report

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

### ***Responsible Agency and End Products***

- MPO Staff to produce the Calendar Years 2017-2021 Crash Report. [Estimated Completion: Q1/FY23]
- MPO Staff to produce the Calendar Years 2018-2022 Crash Report. [Estimated Completion: Q1/FY24]
- MPO Staff to renew MS2 TCLS (Traffic Crash) - Pro Plus License software, TCLS Annual Support, and data migration reader for ARIES crash data and subsequent Crash Reports. [Estimated Completion: Q4/FY23]
- MPO Staff to assist local agencies in developing Local Road Safety Plans (LRSPs) as a tool for reducing roadway fatalities and serious injuries. Emphasis will focus on implementing systemic roadway/corridor improvements and/or selective spot locations determined by key data (e.g., fatalities, serious injury rates, roadway departures, intersections, bicycle, pedestrian, weather, lighting, construction zones, school zones, etc.). [Estimated Completion: Q4/FY23]
- MPO Staff to consider Traffic Incident Management (TIM) activities supporting multiple planning factors related to safety, mobility freight movement, air quality and transportation system reliability including the non-recurring congestion which causes delay that impacts all travelers and just in time freight haulers, reducing the likelihood of a secondary crash and responders being struck, and by reducing delay that impacts consumers resulting in wasted fuel and potential air quality impacts. MPO staff outreach support may include various activities (e.g., market TIM to elected officials, facilitate TIM responder training, facilitate working groups and activities, foster relationships, facilitate after-action reviews, fund ITS projects, and/or compile data for performance measures). [Estimated Completion: Q4/FY23]

## Work Element 200 Budget

	Task	FY 2023	Projected FY 2024	Total
<b>201</b>	<b>Traffic Volume Counting</b>			
	<i>Federal Share</i>	\$13,903	\$11,586	\$25,489
	<i>Local Share</i>	\$3,476	\$2,896	\$6,372
	<b>Total</b>	<b>\$17,379</b>	<b>\$14,482</b>	<b>\$31,861</b>
<b>202</b>	<b>Annual Crash Report</b>			
	<i>Federal Share</i>	\$28,212	\$28,212	\$58,024
	<i>Local Share</i>	\$7,053	\$7,053	\$14,506
	<b>Total</b>	<b>\$35,265</b>	<b>\$35,265</b>	<b>\$72,530</b>
	<b>TOTAL FEDERAL SHARE</b>	\$43,715	\$39,798	\$83,513
	<b>TOTAL LOCAL SHARE</b>	\$10,929	\$9,949	\$20,878
	<b>TOTAL</b>	<b>\$54,644</b>	<b>\$49,747</b>	<b>\$104,391</b>

# Work Elements

SHORT RANGE PLANNING & MANAGEMENT SYSTEMS

300



### 301 Transportation Improvement Program (TIP)

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

#### ***Responsible Agency and End Products***

MPO Staff to administer the FY 2022-2026 TIP through coordination with LPAs and INDOT, management of the Change Order Policy, and processing of TIP amendments as needed. [Estimated Completion: Ongoing]

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

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

MPO Staff to produce the Fiscal Year 2022 Annual List of Obligated Projects. [Estimated Completion: Q1/FY23]

MPO Staff to produce the Fiscal Year 2023 Annual List of Obligated Projects. [Estimated Completion: Q1/FY24]

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

MPO Staff, in concert with LPAs, will review the adopted Complete Streets Policy for the FY 2022-2026 Transportation Improvement Program. [Estimated Completion: Annually]

### 302 Highway Safety Improvement Program (HSIP)

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

#### ***Responsible Agency and End Product***

- MPO Staff to administer the FY 2022-2026 HSIP funding. [Estimated Completion: Q4/FY23 and Q4/FY24, as needed]

#### **FY 2023 PEA**

*See Appendix E  
for any detailed  
requirements.*

### 303 Transportation Alternatives Program (TAP)

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

#### ***Responsible Agency and End Product***

- MPO Staff to administer the FY 2022-2026 TAP funding. [Estimated Completion: Q4/FY23 and Q4/FY24, As Needed]

### 304 Infrastructure Management Systems

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

#### ***Responsible Agency and End Products***

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

### 305 ITS Architecture Maintenance

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

#### ***Responsible Agency and End Product***

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

## 306 Performance Measures

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

The national performance goals for Federal Highway programs include:

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

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

### FY 2023 PEA

*See Appendix E for detailed requirements.*

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

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

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

***Responsible Agency and End Product***

- MPO Staff and the MPO Policy Committee shall support and adopt Performance Measures developed by INDOT in accordance with Federal Rules. [Estimated Completion: Q4/2023]

Work Element 300 Budget

SHORT RANGE PLANNING & MANAGEMENT SYSTEMS

Task		FY 2023	Projected FY 2024	Total
<b>301</b>	<b>Transportation Improvement Program</b>			
	<i>Federal Share</i>	\$57,303	\$57,303	\$114,606
	<i>Local Share</i>	\$14,326	\$14,326	\$28,652
	<b>Total</b>	<b>\$71,629</b>	<b>\$71,629</b>	<b>\$143,258</b>
<b>302</b>	<b>Highway Safety Improvement Program</b>			
	<i>Federal Share</i>	\$2,401	\$2,401	\$4,802
	<i>Local Share</i>	\$600	\$600	\$1,200
	<b>Total</b>	<b>\$3,001</b>	<b>\$3,001</b>	<b>\$6,002</b>
<b>303</b>	<b>Transportation Alternatives Program</b>			
	<i>Federal Share</i>	\$2,401	\$2,401	\$4,802
	<i>Local Share</i>	\$600	\$600	\$1,200
	<b>Total</b>	<b>\$3,001</b>	<b>\$3,001</b>	<b>\$6,002</b>
<b>304</b>	<b>Infrastructure Management Systems</b>			
	<i>Federal Share</i>	\$18,400	\$18,400	\$36,800
	<i>Local Share</i>	\$4,600	\$4,600	\$9,200
	<b>Total</b>	<b>\$23,000</b>	<b>\$23,000</b>	<b>\$46,000</b>
<b>305</b>	<b>ITS Architecture Maintenance</b>			
	<i>Federal Share</i>	\$960	\$960	\$1,920
	<i>Local Share</i>	\$240	\$240	\$480
	<b>Total</b>	<b>\$1,200</b>	<b>\$1,200</b>	<b>\$2,400</b>
<b>306</b>	<b>Performance Measures</b>			
	<i>Federal Share</i>	\$3,933	\$3,933	\$7,866
	<i>Local Share</i>	\$983	\$983	\$1,966
	<b>Total</b>	<b>\$4,916</b>	<b>\$4,916</b>	<b>\$9,832</b>
	<b>TOTAL FEDERAL SHARE</b>	\$85,398	\$85,398	\$170,796
	<b>TOTAL LOCAL SHARE</b>	\$21,349	\$21,349	\$42,698
	<b>TOTAL</b>	<b>\$106,747</b>	<b>\$106,747</b>	<b>\$213,494</b>



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# Work Elements

LONG RANGE PLANNING

400

**FY 2023 PEA**

*See Appendix E for detailed requirements.*

**401 2050 Metropolitan Transportation Plan (MTP)**

Federal requirements mandate that the Metropolitan Transportation Plan (MTP) shall maintain a minimum twenty-year time horizon. The BMCMPPO adopted a 2045 Metropolitan Transportation Plan in October 2020. The BMCMPPO staff initiated a non-technical 2045 Metropolitan Transportation Plan update process during FY 2020 - FY 2021. The anticipated adoption of the BMCMPPO 2050 Metropolitan Transportation Plan will occur in 2024 dependant upon the availability of detailed Census data. The 2045 Metropolitan Transportation Plan included new public outreach/input as the significant component of the plan's development, and the development of the 2050 MTP will strive to do the same. The 2050 MTP plan will continue to look beyond automobile travel needs to encompass all modes of travel in its evaluation of long-term transportation needs for the region.

The current BMCMPPO Travel Demand Model (TDM) requires TransCAD modeling software and an annual software license renewal fee for software support and periodic upgrades. The 2050 MTP will require a new TDM which will study the entirety of the Metropolitan Planning Area.

Additionally, the BMCMPPO may have updates to its Metropolitan Planning Area (MPA) and will work with INDOT when new Census data is available so a new area map can be created. It is anticipated that any changes to the BMCMPPO's current MPA will be completed before development of the 2050 MTP.

***Responsible Agency and End Products***

- MPO Staff to begin development of the 2050 Metropolitan Transportation Plan. [Estimated Completion: Q3/FY24]
- MPO to pay annual TransCAD license renewal fees. [Estimated Completion: Annually]
- The BMCMPPO will work with INDOT to prepare updates to the Metropolitan Planning Area boundaries as well as any adjusted Urbanized Area Boundaries as a result of the 2020 Census data. [Estimated Completion: Q3/FY23]

Work Element 400 Budget

LONG RANGE PLANNING

Task		FY 2023	Projected FY 2024	Total
401	<b>2050 Metropolitan Transportation Plan</b>			
	<i>Federal Share</i>	\$32,413	\$58,813	\$91,226
	<i>Local Share</i>	\$8,103	\$14,703	\$22,806
	<b>Total</b>	<b>\$40,516</b>	<b>\$73,516</b>	<b>\$114,032</b>
	<b>TOTAL FEDERAL SHARE</b>	\$32,413	\$58,813	\$91,226
	<b>TOTAL LOCAL SHARE</b>	\$8,103	\$14,703	\$22,806
	<b>TOTAL</b>	<b>\$40,516</b>	<b>\$73,516</b>	<b>\$114,032</b>

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# Work Elements

TRANSIT & ACTIVE TRANSPORTATION

500

## 501 Bicycle & Pedestrian Coordination

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

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

### *Responsible Agency and End Products*

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

## 502 Bicycle/Pedestrian Counts

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

### ***Responsible Agency and End Products***

- MPO Staff to conduct seven-day seasonal baseline counts (spring, summer, and fall) on multiuse trails and bike lane facilities to establish baseline data for bicycle and pedestrian volume counts. [Estimated Completion: Q4/FY23, Q4/FY24]
- MPO Staff to report on the results of the seasonal coverage counts on multiuse trails and bike lane facilities. [Estimated Completion: Q4/FY23, Q4/FY24]
- MPO Staff will work in collaboration with INDOT to identify best practice opportunities for improved mid-block pedestrian crossings recognizing the State of Indiana’s identification as a “Focus State”. [Estimated Completion: Ongoing, As Needed]



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### 503 Transit Agency Studies

Bloomington Transit shall undertake a Strategic Plan for the next six to ten years with the following expected outcomes:

- Prioritization of projects and guidance with the decision-making process.
- Present a better understanding of the consequences of the COVID-19 pandemic; outline the “new” needs and expectations of BPTC customers and employees.
- Provide recommendations for the implementation process of future fixed route service changes; revisit service changes developed through a Route Optimization Study 2019-2020, but postponed due to the uncertainties surrounding the COVID-19 pandemic.
- Incorporate the recommendations from the Alternative Fuels and Infrastructure Assessment Study to aid in the determination of the long-range transition to alternative fuels for the BPTC fleet.
- Incorporate the recommendations from the Alternative Fuels and Infrastructure Assessment Study to aid in the determination of the feasibility of renovating the Grimes Lane facility versus building a new facility.
- Assess the merits of acquisition and adoption of new technologies including CAD/AVL, next generation of fare collection equipment, and development of an internal IT department.
- Evaluate the costs, benefits and appropriate application of the deployment of micro-transit services to complement the BT fixed route network.
- Define BPTC’s role in public transit for development of contractual fixed route service to accommodate major new and existing high density housing apartment complexes.
- Provide recommendations for positioning the agency for a potential significant influx of funding from federal and local sources.
- Develop the roadmap for Bloomington Public Transit to transition to a period of long-term stability.
- Develop a plan that recognizes potential municipal growth through annexation, and the need for BPTC positioning to become an ever larger part of the social and economic engine that improves lives and offers excellent mobility freedom for all community residents.

#### ***Responsible Agency and End Products***

- Bloomington Transit shall undertake a Strategic Plan defining a consensus vision, values, long-term goals, and action plans resulting from consequences of the COVID-19 Pandemic. [Estimated Completion: Q4/FY23]

## 504 Transit Ridership Counts

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

### *Responsible Agency and End Products*

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

## Work Element 500 Budget

TRANSIT &amp; ACTIVE TRANSPORTATION

Task	FY 2023	Projected FY 2024	Total	
<b>501</b>	<b>Bicycle &amp; Pedestrian Coordination</b>			
	<i>Federal Share</i>	\$4,966	\$4,966	\$9,932
	<i>Local Share</i>	\$1,241	\$1,241	\$2,482
	<b>Total</b>	<b>\$6,207</b>	<b>\$6,207</b>	<b>\$12,414</b>
<b>502</b>	<b>Bicycle/Pedestrian Counts</b>			
	<i>Federal Share</i>	\$3,189	\$3,189	\$6,378
	<i>Local Share</i>	\$797	\$797	\$1,594
	<b>Total</b>	<b>\$3,987</b>	<b>\$3,987</b>	<b>\$7,972</b>
<b>503</b>	<b>Transit Studies</b>			
	<i>Federal Share</i>	\$40,000	\$0	\$40,000
	<i>Local Share</i>	\$10,000	\$0	\$10,000
	<b>Total</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$50,000</b>
<b>504</b>	<b>Transit Ridership Counts</b>			
	<i>Federal Share</i>	\$3,200	\$3,200	\$6,400
	<i>Local Share</i>	\$800	\$800	\$1,600
	<b>Total</b>	<b>\$4,000</b>	<b>\$4,000</b>	<b>\$8,000</b>
	<b>TOTAL FEDERAL SHARE</b>	<b>\$51,355</b>	<b>\$11,355</b>	<b>\$62,710</b>
	<b>TOTAL LOCAL SHARE</b>	<b>\$12,838</b>	<b>\$2,838</b>	<b>\$12,276</b>
	<b>TOTAL</b>	<b>\$64,193</b>	<b>\$14,193</b>	<b>\$78,386</b>

# Work Elements

OTHER PLANNING INITIATIVES & SPECIAL PROJECTS

600

**FY 2023 PEA**

*See Appendix E for detailed requirements.*

**601 Title VI Plans**

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

***Responsible Agency and End Product***

- MPO Staff to assist LPAs in complying with Title VI as part of Transportation Improvement Program (TIP) development process and in the development of Title VI Plans as needed. [Estimated Completion: Q4/FY23]

Work Element 600 Budget

OTHER PLANNING INITIATIVES & SPECIAL PROJECTS

Task		FY 2023	Projected FY 2024	Total
<b>601</b>	<b>Title VI Plans</b>			
	<i>Federal Share</i>	\$1,997	\$1,997	\$3,994
	<i>Local Share</i>	\$499	\$499	\$998
	<b>Total</b>	<b>\$2,496</b>	<b>\$2,496</b>	<b>\$4,992</b>
<b>602</b>	<b>Special Plans</b>			
	<i>Federal Share</i>	\$0	\$0	\$0
	<i>Local Share</i>	\$0	\$0	\$0
	<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>603</b>	<b>Special Studies</b>			
	<i>Federal Share</i>	\$0	\$0	\$0
	<i>Local Share</i>	\$0	\$0	\$0
	<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>TOTAL FEDERAL SHARE</b>	\$1,997	\$1,997	\$3,994
	<b>TOTAL LOCAL SHARE</b>	\$499	\$499	\$998
	<b>TOTAL</b>	<b>\$2,496</b>	<b>\$2,496</b>	<b>\$4,992</b>

# Appendix A

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**BMCMPO COMMITTEE MEMBERSHIP**

## BMCMPO COMMITTEE MEMBERSHIP

### Policy Committee

Member	Title	Representing
Steve Volan, <i>Chair</i>	Common Council Member	City of Bloomington
Lisa Ridge, <i>Vice Chair</i>	Director of Public Works	Monroe County
Jason Banach	Director of Real Estate	Indiana University
Alexandria Burns	Transportation Program Specialist, Region 5	Federal Transit Administration ( <i>non-voting</i> )
Margaret Clements	Plan Commission Member	Monroe County
John Hamilton	Mayor	City of Bloomington
Jermaine R. Hannon	Division Administrator	Federal Highway Administration ( <i>non-voting</i> )
Doug Horn	Board of Directors Member	Bloomington Public Transportation Corporation
Jillian Kinzie	Plan Commission Member	City of Bloomington
Tony McClellan	Deputy Commissioner	INDOT Seymour District
Sarah Ryterband	Citizens Advisory Committee Chair	Citizens Advisory Committee
Pamela Samples	Town Council, President	Town of Ellettsville
Julie Thomas	County Commissioner	Monroe County
Adam Wason	Director of Public Works	City of Bloomington
Kate Wiltz	County Council Member	Monroe County



## BMCMPO COMMITTEE MEMBERSHIP

### Technical Advisory Committee

Member	Title	Representing
Nate Nickel, <i>Chair</i>	Data Analyst & Mgr., Public Works Dept.	City of Bloomington
Paul Satterly, <i>Vice Chair</i>	Monroe County Highway Engineer	Monroe County
Andrew Cibor	Director, Engineering Department	City of Bloomington
Chris Ciolli	Director of Building Operations	Monroe County Community School Corp.
John Connell	General Manager	Bloomington Transit
Jared Eichmiller	GIS Coordinator	Monroe County
Jane Fleig	Assistant Engineer, Utilities Department	City of Bloomington
Cecilia C. Godfrey	Community Planner, Region 5	Federal Transit Administration ( <i>non-voting</i> )
Laura Haley	GIS Coordinator	City of Bloomington
Brian Jones	Project Manager, Transit	Indiana Department of Transportation
Carlos Laverty	Executive Director, Monroe County Airport	Monroe County
Steven Minor	Community Planner, Indiana Division	Federal Highway Administration ( <i>non-voting</i> )
Audrey Myers	Transportation Director	Richland-Bean Blossom Community School Corp.
Chris Myers	Manager	Area 10 - Rural Transit
Brian Noojin	Director, Campus Bus Service	Indiana University
Emmanuel Nsonwu	Transportation Planner/MPO Liaison	Indiana Department of Transportation
Rebecca Packer	Director, Technical Services Division	Indiana Department of Transportation - Seymour
Scott Robinson	Director, Planning & Transportation Dept.	City of Bloomington
Catherine Smith	Auditor	Monroe County
Danny Stalcup	Street Commissioner, Street Department	Town of Ellettsville
Tim Street	Director of Operations, Parks & Rec. Dept.	City of Bloomington
Kevin Tolloty	Director, Planning Department	Town of Ellettsville
Jeff Underwood	Controller	City of Bloomington
Joe VanDeventer	Director of Street Operations	City of Bloomington
Vacant	Vice Chair, Citizens Advisory Committee	Citizens Advisory Committee ( <i>non-voting</i> )
Jacqueline Jelen Nester	Planning Department	Monroe County
Kelli Witmer	Director, Parks & Recreation Department	Monroe County

## BMCMPO COMMITTEE MEMBERSHIP

### Citizens Advisory Committee

Member	Representing
Sarah Ryterband, <i>Chair</i>	Citizen
Vacant	Sixth & Ritter Neighborhood
Paul Ash	McDoel Gardens Neighborhood
Mary Jane Hall	Bloomington Board of Realtors
John Kennedy, <i>Vice Chair</i>	Council of Neighborhood Associations

## BMCMPO STAFF

### Metropolitan Planning Organization Staff

Name	Position
Beth Rosenbarger, AICP	Deputy Director, Planning & Transportation Department
Pat Martin	Senior Transportation Planner
Ryan Clemens	Transportation Planner
Mallory Rickbeil	Bicycle & Pedestrian Coordinator
Michael Stewart	Planning Technician
Darla Frost	Administrative Assistant

# Appendix B

FY 2023 UPWP COST ALLOCATION PLAN



## INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N758 P(L)  
Indianapolis, Indiana 46204

PHONE: (317) 232-5485  
FAX: (317) 232-1499

**Eric Holcomb, Governor**  
**Joe McGuinness, Commissioner**

January 27, 2022

Pat Martin, Senior Transportation Planner  
Bloomington/Monroe County Metropolitan Planning Organization  
City of Bloomington Planning and Transportation Department  
P. O Box 100  
Bloomington, IN 47402

Dear Mr. Martin,

INDOT has reviewed the FY 2023 Cost Allocation Plan presented by Bloomington MPO for the period of July 1, 2022 through June 30, 2023.

In accordance 2 CFR 200.331, the Indiana Department of Transportation (INDOT), acting as the pass-through entity for the Federal Highway Administration (FHWA) approved the following indirect and fringe rates which will be monitored with respect to your Unified Planning Work Program Grant. Please include a copy of this letter in your UPWP for future reference. Should the indirect rates change during the FY 2023 grant period, please provide the revised information for re-approval and inclusion of the new rate letter as modification/inclusion in your UPWP Appendix. The approved rates are as follows:

Fringe	85.66%
Indirect	98.60%

Please feel free to contact me if you have any questions or concerns regarding these rates.

Sincerely,  


Emmanuel I. Nsonwu  
Transportation Planner  
Technical Planning & Programming Division  
Indiana Department of Transportation

CC: S. Minor  
R. Nunnally  
J. Mitchell  
File

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# Appendix C

## ABBREVIATIONS

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## Abbreviations

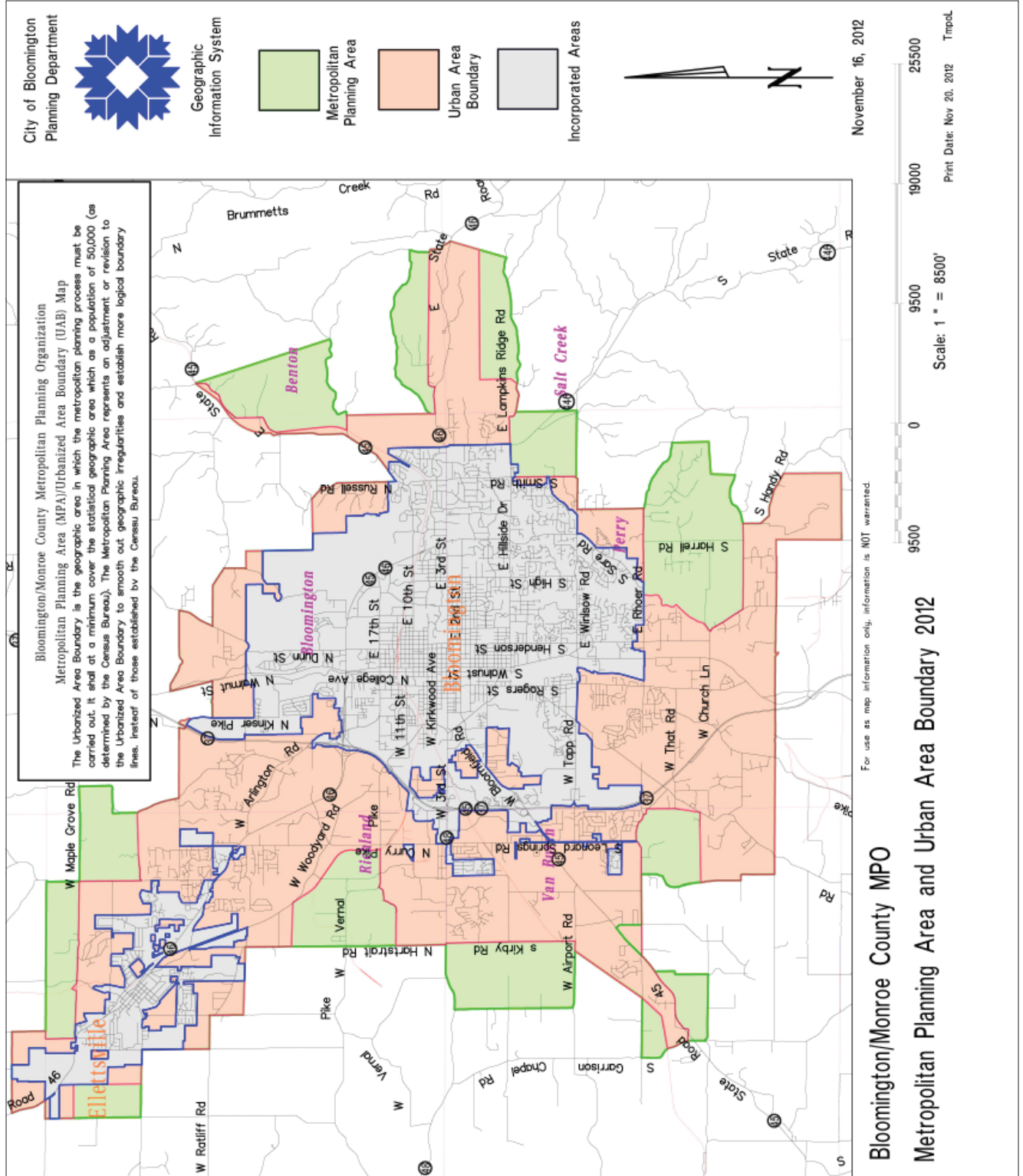
<b>3-C</b>	Continuing, Comprehensive, and Cooperative Planning Process
<b>ADA</b>	Americans with Disabilities Act
<b>BBPSC</b>	Bloomington Bicycle and Pedestrian Safety Commission
<b>BIL</b>	Bipartisan Infrastructure Law
<b>BMCMPO</b>	Bloomington-Monroe County Metropolitan Planning Organization
<b>BT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

# Appendix D

**BMCMPO METROPOLITAN PLANNING AREA MAP**



### BCMCMPO Metropolitan Planning Area Map



# Appendix E

PLANNING EMPHASIS AREAS

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## Planning Emphasis Areas



U.S. Department  
of Transportation

<b>Federal Transit Administration</b>	<b>Federal Highway Administration</b>
Region V	Indiana Division
200 West Adams St., Suite 320	575 N. Pennsylvania St., Rm 254
Chicago, IL 60606-5253	Indianapolis, IN 46204-1576

In Reply Refer To: HAD-IN

January 20, 2022

Dear Indiana MPO Directors and INDOT:

The Indiana Division Office of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Region V Office are issuing annual planning emphasis areas (PEAs) for incorporation into the FY 2023 Unified Planning Work Programs, Statement of Works and the Statewide Planning & Research Part 1 program. Several of the emphasis areas listed below are jointly issued nationally by FHWA and FTA, while others are local areas of focus. They are outlined and summarized below.

• **National Areas of Focus:**

- o Tackling the Climate Crisis-Transition to a Clean Energy Resilient Future (National)
- o Equity and Justice<sup>40</sup> in Transportation Planning
- o Complete Streets
- o Public Involvement
- o Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- o Federal Land Management Agency (FLMA) Coordination
- o Planning and Environmental Linkages (PEL)
- o Data in Transportation Planning

**• Local Areas of Focus:**

- o TIP/STIP Process Review
- o Metropolitan Planning Area & Urbanized Area Boundaries

**Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future**

The Indiana FHWA Division and FTA Region V Office will work with INDOT, the MPOs, and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. We encourage INDOT and the MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit [FHWA's Sustainable Transportation](#) or [FTA's Transit and Sustainability](#) webpages for more information.

**Equity and Justice40 in Transportation Planning**

The FHWA Indiana Division and FTA Region V Office will work with INDOT, the MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations. To support the initiatives outlined in [Executive Order 13985](#) and [Executive Order 14008](#) our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care. The FHWA Indiana Division and FTA Region V Office will maximize plan reviews to encourage the advancement of Federal investments to disadvantaged communities.

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## **Complete Streets**

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network. The FHWA Indiana Division and FTA Region V Office will work with INDOT, the MPOs, and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users, and to ensure they include provisions for safety in future transportation infrastructure, particularly those outside automobiles. Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles. To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

## **Public Involvement**

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. The FHWA Indiana Division and FTA Region V Office will continue to encourage MPOs, INDOT, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

## **Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination**

According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are

inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#). The FHWA Indiana Division and FTA Region V Office encourage the MPOs and INDOT to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.

### **Federal Land Management Agency (FLMA) Coordination**

The FHWA Indiana Division and FTA Region V Office encourage MPOs and INDOT to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies can focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

### **Planning and Environment Linkages (PEL)**

The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. The FHWA Indiana Division and FTA Region V Office

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encourage INDOT, the MPOs, and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. More information on PEL is available [here](#).

### **Data in Transportation Planning**

To address the emerging topic areas of data sharing, needs, and analytics, the FHWA Indiana Division and FTA Region V Office encourage INDOT, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making at the State, MPO, regional, and local levels for all parties.

### **TIP/STIP Development and Maintenance**

There have been many documented discussions with INDOT and the MPOs over the last two years related to TIP/STIP development and maintenance (i.e. amendments and modifications). In order to reduce inconsistencies between the TIPs and STIP, and to expedite project programming and delivery, the FHWA Indiana Division Office and the FTA Region V Office highly recommend that INDOT and the MPOs coordinate and work together to jointly develop and implement a documented process for developing and making changes to the TIPs and STIP in accordance with 23 CFR 450.218(n) and 23 CFR 450.326 (p).

### **Metropolitan Planning Area & Urbanized Area Boundaries**

INDOT and the MPOs should continue to work together to prepare updates to the Metropolitan Planning Area Boundaries as well as any adjusted Urbanized Area Boundaries as a result of the 2020 Census data.

Should you have any questions, please feel free to call Erica Tait, FHWA, at 317-226-7481/erica.tait@dot.gov or Cecilia C. Godfrey, FTA, at 317-705-1268/cecilia.crenshaw@dot.gov.

Sincerely,

**MICHELLE  
B ALLEN**  
Digitally signed by  
MICHELLE B ALLEN  
Date: 2022.01.19  
15:25:14 -05'00'

Michelle Allen  
Team Leader, PEAR  
FHWA Indiana Division

Sincerely,

**JASON M  
CIAVARELLA**  
Digitally signed by  
JASON M CIAVARELLA  
Date: 2022.01.19  
06:13:45 -06'00'

Jay Ciavarella  
Director, Office of Planning & Program Development  
FTA Region V

cc:

Indiana MPO Council  
Roy Nunnally, INDOT  
Larry Buckel, INDOT  
Erin Hall, INDOT  
Erica Tait, FHWA  
Cecilia C. Godfrey, FTA

# Appendix F

TRANSIT OPERATOR LOCAL MATCH ASSURANCE



## Transit Operator Local Match Assurance



## Transit Operator Local Match Assurance

### FY 2023 Federal Highway Administration (FHWA) Planning Funds (PL) and Federal Transit Administration (FTA) Section 5303 Planning Funds

The Bloomington Public Transportation Corporation (hereinafter referred to as the “Transit Provider”) HEREBY GIVES ITS ASSURANCE THAT it shall meet the local matching requirements for its FY 2023 Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) grants.

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) shall request federal FHWA and FTA planning grant funds totaling **\$43,200**, requiring a **\$10,800** local match for the Bloomington Public Transportation Corporation work elements and study.

The Bloomington Public Transportation Corporation as the Transit Provider shall be responsible for **\$43,200** of the total grant, requiring **\$10,800** in local match as specified in the *FY 2023 Unified Planning Work Program (FY 2023 UPWP)* for the following FY 2023 UPWP elements:

1. Element 503 - Bloomington Transit Strategic Plan
2. Element 504 - Annual Passenger Count Report
3. Element 504 - Annual Passenger Count Data Collection for estimates of annual passenger miles

\_\_\_\_\_  
Date

Bloomington Public Transportation Corporation  
Legal Name of Applicant

By: \_\_\_\_\_  
John Connell  
General Manager  
Bloomington Public Transportation Corporation

# Appendix G

**DRAFT FY 2023-2024 UPWP PUBLICATION  
& RECORD OF PUBLIC COMMENTS**

## **BMCMPO Draft FY 2023 - 2024 UNIFIED PLANNING WORK PROGRAM PUBLICATION AND RECORD OF PUBLIC COMMENTS: MARCH 4, 2022 TO APRIL 3, 2022**

### **PUBLIC PARTICIPATION NOTICE BMCMPO FY 2023 - 2024 UNIFIED PLANNING WORK PROGRAM**

In accordance with its Public Participation Plan, the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPO) offered a thirty (30) day public review for the Draft FY 2023- 2024 Unified Planning Work Program (UPWP). The BMCMPO accepted written comments on the proposed UPWP beginning on March 4, 2022, and ending on April 3, 2022. The BMCMPO Policy Committee shall vote on adoption of the BMCMPO FY 2023 - 2024 Unified Planning Work Program at their public meeting held on April 8, 2022.

The BMCMPO FY 2023 - 2024 Unified Planning Work Program fulfills specific Federal and State transportation planning requirements ensuring that the Bloomington/Monroe County Metropolitan Planning Organization maintains eligibility for Federal transportation funding. The FY 2023 - 2024 Unified Planning Work Program study area includes the urbanized area of Monroe County and the City of Bloomington thereby ensuring community representation and that system-wide transportation issue solutions remain a continuing, cooperative, and comprehensive process. The FY 2023 - 2024 Unified Planning Work Program additionally incorporates a multi-modal transportation perspective, including provisions to improve facilities for public transit, bicycling, and pedestrian activities.

Copies of the FY 2023 - 2024 Unified Planning Work Program are available for review at:

City of Bloomington Planning and Transportation Department  
401 N. Morton St. Ste. 130  
Bloomington, IN 47404;

Or on-line at <https://bloomington.in.gov/mpo/unified-planning-work-program>

Written comments can be submitted to the address above or by email to: [mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov)

For additional information please contact Metropolitan Planning Organization (MPO) staff at (812) 349-3423.

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) did not receive any public comments or federal/state funding partner review comments for the Draft FY 2023 - 2024 UPWP additionally posted on the BMCMPO website at <https://bloomington.in.gov/mpo/unified-planning-work-program>.

# Appendix H

**ADOPTION RESOLUTION & APPROVAL LETTER**

Adoption Resolution & Approval Letter



Bloomington/Monroe County Metropolitan Planning Organization

**ADOPTION RESOLUTION FY 2022-03**

**RESOLUTION ADOPTING THE FISCAL YEAR 2023-2024 UNIFIED PLANNING WORK PROGRAM** as presented to the Policy Committee of the Bloomington/Monroe County Metropolitan Planning Organization on May 13, 2022.

**WHEREAS**, the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) is the organization designated by the Governor of Indiana as the Metropolitan Planning Organization responsible for carrying out, with the State of Indiana, the provisions of 23 U.S.C. 134, and capable of meeting the requirements thereof for the Bloomington, Indiana urbanized area; and

**WHEREAS**, The BMCMPPO must develop and adopt a Unified Planning Work Program (UPWP) detailing all planning activities that are anticipated in the MPO urbanized area over the identified fiscal programming years and document the work that will be performed with federal highway and transit planning funds; and

**WHEREAS**, the work conducted to create the Unified Planning Work Program was performed under Work Element 100 of the *Fiscal Year 2022 Unified Planning Work Program*

**NOW, THEREFORE, BE IT RESOLVED:**

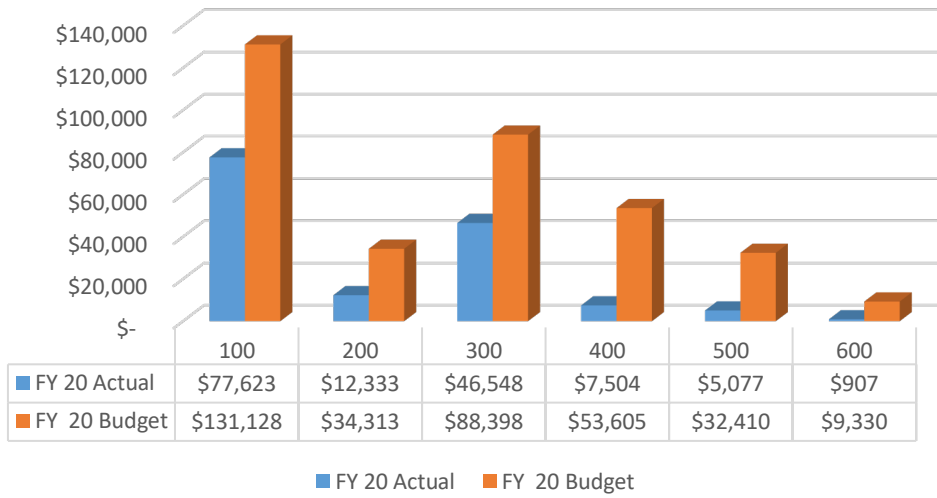
- (1) The Bloomington/Monroe County Metropolitan Planning Organization hereby adopts the *Fiscal Year 2023-2024 Unified Planning Work Program*; and
- (2) That the adopted document shall be forwarded to all relevant public officials and government agencies, and shall be available for public inspection during regular business hours at the City of Bloomington Planning Department, located in the Showers Center City Hall at 401 North Morton Street, Bloomington, Indiana.

PASSED AND ADOPTED by the BMCMPPO Policy Committee upon this 13<sup>th</sup> day of May 2022.

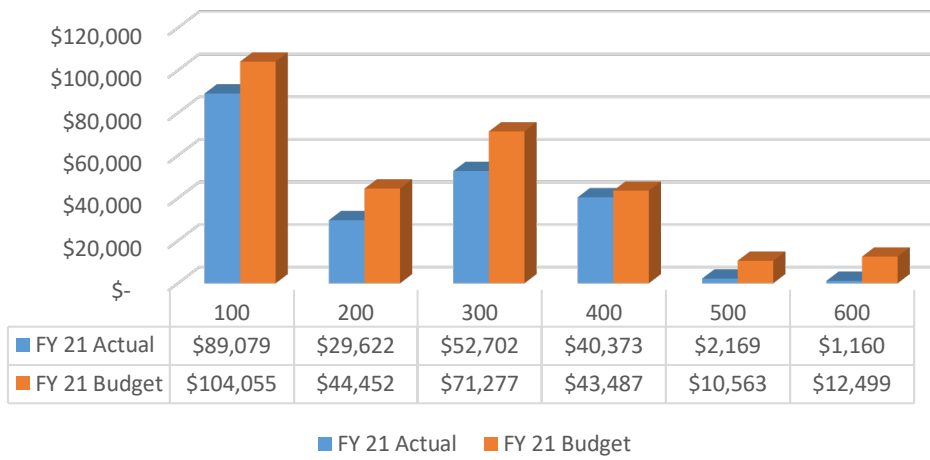
\_\_\_\_\_  
Stephen Volan  
BMCMPPO Policy Committee Chair

\_\_\_\_\_  
Attest: Patrick Martin  
BMCMPPO Senior Transportation Planner

### FY 2020 UPWP Actual vs Budget



### FY 2021 UPWP Actual vs Budget





## **ADOPTION RESOLUTION FY 2022-03**

**RESOLUTION ADOPTING THE FISCAL YEAR 2023-2024 UNIFIED PLANNING WORK PROGRAM** as presented to the Policy Committee of the Bloomington/Monroe County Metropolitan Planning Organization on May 13, 2022.

**WHEREAS**, the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) is the organization designated by the Governor of Indiana as the Metropolitan Planning Organization responsible for carrying out, with the State of Indiana, the provisions of 23 U.S.C. 134, and capable of meeting the requirements thereof for the Bloomington, Indiana urbanized area; and

**WHEREAS**, The BMCMPPO must develop and adopt a Unified Planning Work Program (UPWP) detailing all planning activities that are anticipated in the MPO urbanized area over the identified fiscal programming years and document the work that will be performed with federal highway and transit planning funds; and

**WHEREAS**, the work conducted to create the Unified Planning Work Program was performed under Work Element 100 of the *Fiscal Year 2022 Unified Planning Work Program*

**NOW, THEREFORE, BE IT RESOLVED:**

- (1) The Bloomington/Monroe County Metropolitan Planning Organization hereby adopts the *Fiscal Year 2023-2024 Unified Planning Work Program*; and
- (2) That the adopted document shall be forwarded to all relevant public officials and government agencies, and shall be available for public inspection during regular business hours at the City of Bloomington Planning Department, located in the Showers Center City Hall at 401 North Morton Street, Bloomington, Indiana.

PASSED AND ADOPTED by the BMCMPPO Policy Committee upon this 13<sup>th</sup> day of May 2022.

\_\_\_\_\_  
Stephen Volan  
BMCMPPO Policy Committee Chair

\_\_\_\_\_  
Attest: Patrick Martin  
BMCMPPO Senior Transportation Planner

Bloomington-Monroe County Metropolitan Planning Organization

# Public Participation Plan



***Adopted***

December 13, 2002

***Amended***

June 8, 2007

March 11, 2011

(TBD), 2022





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## Introduction

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

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

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

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

## Purpose

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

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

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

### **Public Participation Plan Goals**

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

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

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

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

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

### **Public Participation Mission Statement**

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

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

## Public Participation Plan Policy

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

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

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

### **Adoption Resolutions and Major Amendments Policy**

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

This section applies to the following resolutions and amendments:

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

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

### **Related MPO Programs and Minor Amendments Policy**

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

This section applies to the following resolutions and amendments:

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

### **Administrative Approval Policy**

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

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

This section applies to the following resolutions and amendments:

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

### **Other Approvals**

Three other approval types are provided for the MPO:

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



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

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

### **General Provisions**

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

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

### **Environmental Justice Policy ~~(EJ)~~**

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

The fundamental principles of environmental justice are:

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

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

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

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

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

#### Six Environmental Justice Principles for Transportation Planning

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

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

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

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

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

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

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

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

# Public Participation Plan

## Public Education

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

## Visualization

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

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

## Website

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

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

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

### **Committee Meetings**

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

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

### **Public Meetings and Workshops**

The MPO staff will regularly conduct 1-2 rounds of additional multiple workshops and/or public information meetings, timed to coincide with important milestones in the development of the regular update of the Long Range Transportation Plan. The MPO staff will try to hold these meetings at various locations throughout the urbanized area. The purpose of these workshops will be to support development and public review of the Long Range Transportation Plan. The MPO staff will additionally also conduct 1-2 rounds interagency coordination workshops, timed to coincide with the preparation for annual development of the Transportation Improvement Program. This coordination will provide the technical support needed in the preparation of the TIP for public comment and review through the Committee Meeting process.

### **Media Participation/Public Notification**

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

The Bloomington-MPO staff may announce<sup>‡</sup> committee and public meeting/workshop information in the following media outlets:

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

- On the MPO website - <http://bloomington.in.gov/mpo>;
- At the Monroe County Library (Bloomington and Ellettsville); and
- At the Showers Center City Hall

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

### **Individuals with Disabilities**

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

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

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

### **Getting in Touch - Comments**

Public comment can be submitted in several ways:

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

## Measuring Public Outreach

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

### **Accessibility**

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

### **Diversity**

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

### **Outreach**

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

### **Impact**

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

## Appendix A

### **Bloomington/Monroe County MPO Committees**

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

### **Core Transportation Planning Documents**

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

#### Long Range Transportation Plan (LRTP)

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

#### Transportation Improvement Program Plan (TIP)

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



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

#### Unified Planning Work Program (UPWP)

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



## 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](mailto:clemensr@bloomington.in.gov)  
**Fax:** (812) 349-3530

### Section 1: Local Public Agency Information

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

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

### Section 2: Verification

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

*Lisa Ridge*  
Employee in Responsible Charge (ERC)

*3/31/2022*  
Date

### Section 3: Project Information

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

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

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

F. Project Support (local plans, LRTP, TDP, etc.): Monroe County Highway 5-year bridge replacement plan

G. Allied Projects:

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

- Yes  No

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

- Yes  No

I. Anticipated Letting Date: October 2026

### Section 4: Financial Plan

Identify all anticipated costs for all phases of the project, including any costs anticipated in years beyond the scope of this TIP. All phases must incorporate a four percent (4%) per year inflation factor per 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		\$	\$	\$	\$	\$	\$
	Federal	\$ 423,200	\$	\$	\$	\$	\$
	Local	\$ 105,800	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
	Federal	\$ 128,000	\$	\$	\$	\$	\$
	Local	\$ 32,000	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
	Federal	\$	\$	\$	\$	\$ 336,000	\$
	Local	\$	\$	\$	\$	\$ 84,000	\$
CN		\$	\$	\$	\$	\$	\$
	Federal	\$	\$	\$	\$	\$ 1,882,400	\$
	Local	\$	\$	\$	\$	\$ 470,600	\$
<b>Totals:</b>		<b>\$ 689,000</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$ 2,773,000</b>	<b>\$</b>

## Section 5: Complete Streets Policy

### A. Select one of the following:

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

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

### B. Additional Information:

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

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



## David Paul Walter

Bloomington, Indiana  
August 8, 1950 - April 10, 2022

David Paul Walter, Architect, 71, of Bloomington, died Sunday, April 10, 2022 at his residence. He was born August 8, 1950 in Auburn, Indiana and was an Eagle Scout. David graduated in 1968 from DeKalb High School and married classmate and love of his life, Carol Janet Williams, in 1986 in Beck Chapel on the Indiana University campus.

He studied architecture at Miami University in Oxford, Ohio, which included a year at the Architecture Association in London, England. He joined Kappa Sigma fraternity and graduated with a Bachelor of Architecture degree in 1973. He volunteered for VISTA in 1974 and worked for East Side Housing, a non-profit, low-income housing developer in Decatur, Illinois. He then designed nursing homes for Americana Healthcare in Monticello, Illinois. In 1979 he became a licensed architect in the states of Illinois and Indiana. Several fortunate events resulted in David being hired by Indiana University Facilities in 1980. He was an Associate University Architect and was still actively working. During his career David oversaw restoration and repairs of IU's historic buildings including McCalla School, Kirkwood Observatory, Wylie House, Legg House, the Rose Well House, and Kirkwood Hall.

As a member of Bloomington Restorations, Inc. he worked on the BRI Affordable Housing Committee. Appointed by the Bloomington City Council to the Redevelopment Commission for over 35 years, David assisted in the development of B-Line Trail, Switchyard Park, Trades District and Block Grant funding for community projects.

His private practice work included rehabilitation and adaptive reuse of Scholar's Rock, Princess Theater, Malibu Grille, Trojan Horse, 10th & Grant and Bedrak Cafe` in Bloomington. David leaves a legacy of good work done for the benefit of all.

David was also a member of Monroe County History Center, Council of Neighborhood Associations, Indiana Landmarks, Indiana Historical Society, Hoosier MG's and a Trustee at Fairview United Methodist Church. He enjoyed swimming, boating, working on MG's (little British sports cars), carpentry, photography, downhill skiing, Indiana State Parks, good food and beer, music, live performances, and travel to Europe – especially London, which he considered as a second home town.

He was preceded in death by his father, Paul E. Walter, his mother, E. Pauline Blickenstaff, and his stepfather, C.W. "Red" Blickenstaff.

He is survived by his wife, Carol Walter, daughters Diane Payne and Deborah (Ben) Fogt, brother Stephen (Ruth) Walter, and their families.

Cremation Rites have been accorded.

A Memorial Service to Honor David's life will be held at 2 pm Saturday, April 23, 2022, at The Funeral Chapel of Powell and Deckard, 3000 E. Third St. Bloomington, with visitation from 10 am until service time.

Memorial Services will also be held in David's hometown of Auburn, Indiana on May 7, 2022 at Pinnington Funeral Home, 502 N. Main St. Auburn, IN. at 2 pm with visitation from Noon until the service time at 2. Burial of David's Ashes will follow at Cedar Creek Cemetery

In lieu of flowers, gifts may be made to Bloomington Restorations.