POLICY COMMITTEE
Meeting Agenda
June 10, 2022
1:30 – 3:00 p.m.
City Hall Council Chambers
Hybrid Meeting Location via Zoom:
https://bloomington.zoom.us/j/88279776863?pwd=T0xWK0JSY1FpWDdTd0hyK0JpNmVOQT09
Meeting ID: 882 7977 6863
Passcode: 243565
One tap mobile: +13126266799,,88279776863# US (Chicago)
Dial by your location
+1 312 626 6799 US (Chicago)
Clicking on the link will take you to the meeting. You will automatically receive a dial-in number if you want to use your phone for audio and not your computer microphone.

I. Call to Order and Introductions

II. Approval of the Agenda*

III. Approval of the Minutes*
   a. May 13, 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. Indiana EV Infrastructure Deployment Plan (https://www.in.gov/indot/current-programs/innovative-programs/electric-vehicle-charging-infrastructure-network/)

VII. Old Business
   a. FY 2020 - 2024 TIP Amendment / FY 2022 - 2026 TIP Amendment*
      (1) DES# 2101712 - Dillman Road, Bridge #83, 3000' W of SR 37

VIII. New Business
   a. BMCMPO 2022 Complete Streets Policy Update - Audit of Policy Methodology & Related Plans

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 - June 29, 2022 at 10:00 a.m. (Hybrid)
b. Citizens Advisory Committee - June 29, 2022 at 6:30 p.m. (Hybrid)
c. Policy Committee - August 12, 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 or e-mail human.rights@bloomington.in.gov.

Policy Committee Present: Sarah Ryterband, Julie Thomas, Jillian Kenzie (v), Pam Samples, Steve Volan, Andrew Cibor (proxy), Doug Horn, Trent Deckard (v, proxy), Margaret Clements, Chris Wahlman (proxy), Nate Nickel (proxy), Jason Banach

Staff present: Ryan Clemens, Pat Martin

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. Julie Thomas seconded. Motion carried by roll call vote 12-0 - Approved.

III. Approval of the Minutes*
    a. April 8, 2022
    **Pam Samples motioned for approval of the April 8, 2022 meeting minutes. Sarah Ryterband seconded. Motion carried by roll call vote 12-0 - Approved.

IV. Communications from the Chair
    a. None.

V. Reports from Officers and/or Committees
    a. Technical Advisory Committee
        (1) Nate Nickel reported on recommended approvals of the BMCMPO FY 2023 - 2024 Unified Planning Work Program and a FY 2022 - 2026 Transportation Improvement Program amendment for Dillman Road Bridge #83.
    b. Citizens Advisory Committee
        (1) Sarah Ryterband reported the CAC did not achieve a quorum for the April 27th meeting.

VI. Reports from the MPO Staff
    a. INDOT4U Correspondence Response – Staff referenced meeting packet correspondence with INDOT Customer Service. Discussion ensued.
    b. Staff referenced correspondence from INDOT's Central Office Planning Team regarding target dates for federal approval of the FY 2022 - 2026 Statewide Transportation Improvement Program. Discussion ensued.

VII. Old Business
    a. Final FY 2023 - 2024 Unified Planning Work Program (UPWP)*
        (1) Staff presented the Final FY 2023 - 2024 UPWP that included additional funding from the Federal Transit Administration (FTA). Staff directed added funds to Bloomington

Transit (BT) for a proposed Strategic Plan. Staff additionally presented a graphical representation of the FY 2020 and FY 2021 UPWP budgets versus expenditures noting the impact of the COVID-19 Pandemic. **Sarah Ryterband motioned to adopt the FY 2023 - 2024 UPWP. Julie Thomas seconded. Motion carried by roll call vote 11 - 1 (Clements) - Approved.**

    b. BMCMPO Final Draft Public Participation Plan Update*
      (1) Committee members discussed the need for additional element language and agreed to review modifications after approval recommendations by the TAC and CAC. **Jillian Kinzie motioned to postpone final review of the Public Participation Plan after additional reviews by the Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC). Trent Deckard seconded. Motion carried by roll call vote 12 - 0 - Approved.**

VIII. New Business
    a. FY 2020 - 2024 TIP Amendment/FY 2022 - 2026 TIP Amendment.*
      (1) Staff presented the DES#2101712 – Dillman Road Bridge #83, 3000' W of SR 37 amendment. Julie Thomas noted the current sufficiency rating, current sight distance limitations, and cyclist considerations for the replacement structure with trail connectivity. Chris Wahlman noted the deadline for the use of FY 2022 funding had expired on May 5, 2022. Julie Thomas agreed to a modification of the TIP amendment application by the Monroe County Highways Department and additional review approvals at June 10, 2022 consideration by the Policy Committee. **Sarah Ryterband motioned to postpone consideration of the proposed amendment to a later date. Julie Thomas seconded. Motion carried by roll call vote 12 - 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. Julie Thomas expressed concern about directing matters for legal review, and would much prefer the current deliberative approach by the committee unless specific language issues arise.
    b. Sarah Ryterband noted the welcome of public participation with various viewpoints. The Citizens Advisory Committee has been looking to expand its membership and welcomes citizen comments.

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

XII. Adjournment
    a. **Sarah Ryterband motioned to adjourn the meeting. Pam Samples seconded.

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

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Indiana EV Infrastructure Deployment Plan - Public Survey

05/13/2022

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

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

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

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

Click [here](#) to take the survey

FY 2022 - 2026 Transportation Improvement Program
Project Request Form
(Please return form fully completed by April 30, 2021)

Mail:	Bloomington - Monroe County MPO
	401 N Morton Street, Suite 130
	Bloomington, Indiana 47402
Email:	clemensr@bloomington.in.gov
Fax:	(812) 349-3530

Section 1: Local Public Agency Information

☐ City of Bloomington
☒ Monroe County
☐ Town of Ellettsville
☐ Indiana University
☐ Bloomington Transit
☐ Rural Transit
☐ INDOT
☐ _____

Employee in Responsible Charge (ERC):   Lisa Ridge, Highway Director
Phone: 812-349-2555
Email: ljridge@co.monroe.in.us_____

Section 2: Verification

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

_____   5/19/22
Employee in Responsible Charge (ERC)   Date

Section 3: Project Information

A. Project Name: Dillman Road Bridge #83

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

C. DES # (if assigned): 2101712

D. Project Location (detailed description of project termini): Dillman Road, 3,000' west of SR 37

E. Please identify the primary project type (select only one):
- ☐ Bicycle & Pedestrian
- ☒ Bridge (Off–System Bridge)
- ☐ Road – Intersection
- ☐ Road – New/Expanded Roadway
- ☐ Road – Operations & Maintenance
- ☐ Road – Reconstruction/Rehabilitation/Resurfacing
- ☐ Sign
- ☐ Signal
- ☐ Transit

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

G. Allied Projects:

H. Does the Project have an Intelligent Transportation Systems (ITS) component?
☐ Yes ☒ No
If yes, is the project included in the MPO's ITS Architecture?
☐ Yes ☒ No

I. Anticipated Letting Date: 10/2026

Section 4: Financial Plan

Identify all anticipated costs for all phases of the project, including any costs anticipated in years beyond the scope of this TIP. All phases must incorporate a four percent (4%) per year inflation factor per 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
	Totals:	$	$ 529,000	$160,000	$	$ 2,773,000	$ 2,773,000

Section 5: Complete Streets Policy

A. **Select one of the following:**

☐   **Compliant** - This project is subject to the Complete Streets Policy because it involves the new construction or reconstruction of local roadways that will use federal funds through the BMCMPO for any phase of project implementation. *Additional Information items 1-8 (below) must be submitted for Compliant projects.*

☐   **Not Applicable** - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the BMCMPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*

☒   **Exempt** – The LPA is requesting that this project be exempted from the Complete Streets Policy due to certain circumstances or special constraints, as detailed in Section IV of the Complete Streets Policy. Please provide a detailed explanation of why the project should be exempted. *Additional Information items 1, 4-8 (below) must be submitted for Exempt projects.*

Justification for Exemption: _____

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

1) <u>Detailed Scope of Work</u> – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).

2) <u>Performance Standards</u> – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.

3) <u>Measurable Outcomes</u> – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.).

4) <u>Project Timeline</u> – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.

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

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

7) <u>Public Participation Process</u> – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).

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

BMCMPO Complete Streets Policy Update (2022)

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