



## **CITIZENS ADVISORY COMMITTEE**

June 29, 2022

6:30 – 8:00 pm

Hybrid Meeting - McCloskey Conference Room and via Zoom

Join Zoom Meeting

<https://bloomington.zoom.us/j/84055083191?pwd=UWFOb053aHRnTFJKMTBPMmhUQXlIdz09>

Meeting ID: 840 5508 3191

Passcode: 977397

One tap mobile +13126266799,,84055083191# US (Chicago)

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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.

## **Agenda**

- I. Call to Order and Introductions
- II. Approval of Meeting Agenda\*
- III. Approval of Minutes\*
  - a. May 25, 2022
- IV. Communications from the Chair and Vice Chair
- V. Reports from Officers and/or Committees
- VI. Reports from the MPO Staff
  - a. INDOT FY 2022 - 2026 Statewide Transportation Improvement Program (STIP)  
(<https://www.in.gov/indot/resources/state-transportation-improvement-program-stip/stip-fy-2022-to-fy-2026/>)
  - b. INDOT DES#1800208 - SR46 & Smith Rd intersection - Legal Notice for Public Involvement
  - c. INDOT Indiana EV Infrastructure Deployment Plan Meeting  
([https://www.in.gov/indot/files/INDOT-NEVI-In-Person\\_6-14-22\\_FINAL.pdf](https://www.in.gov/indot/files/INDOT-NEVI-In-Person_6-14-22_FINAL.pdf))
  - d. INDOT 2023 Safety Targets Draft Final (Pending Official Submission)
  - e. C.Y. 2021 INDOT Public Transit Annual Report (<https://www.in.gov/indot/files/2021-Indiana-Public-Transit-Annual-Report-June-2022.pdf>)
  - f. Citywide Condition Assessment of Streets, Sidepaths, Sidewalks, and Accessible Curb Ramps
- VII. Old Business
  - a. CY 2015-2019 Crashes by Location: Monroe County and City of Bloomington
  - b. BMCMPPO Public Participation Plan

## VIII. New Business

- c. FY 2022 - 2026 TIP Amendments - DES#2200146 - Eagleson Avenue Bridge Replacement over the Indiana Rail Road

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

*Limited to five minutes per speaker, and may be reduced by the committee if numerous people wish to speak.*

## X. Communications from Committee Members on Matters Not Included on the Agenda (non-voting items)

- d. Communications
- e. Topic Suggestions for Future Agendas

## XI. Upcoming Meetings

- a. Policy Committee - August 12, 2022 at 1:30 p.m. (Hybrid)
- b. Technical Advisory Committee - August 24, 2022 at 10:00 a.m. (Hybrid)
- c. Citizens Advisory Committee - August 24, 2022 at 6:30 p.m. (Hybrid)

## XII. Adjournment

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

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

## ***Suggested Readings:***

- “Art painted on crosswalks makes streets safer, group says” - Washington Post, June 8, 2022.
- Electric Vehicle Market: <https://www.bloomberg.com/news/articles/2022-06-17/inflation-turns-evs-into-luxury-items-threatening-broader-electric-shift?srd=premium>



## CITIZENS ADVISORY COMMITTEE

### Meeting Minutes

May 25, 2022

6:30 - 8:00 p.m.

Virtual Location via Zoom

*Suggested  
Time:  
~6:30 p.m.*

Citizens Advisory Committee minutes reflect transcriptions in a summarized outline manner. Audio recordings of the meeting are available in the Planning & Transportation Department for reference.

**Members present:** Paul Ash, Elizabeth Cox-Ash (Non-Voting), John Kennedy, Sarah Ryterband, Mary Jane Hall

**Guests:** None.

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

I. Call to Order and Introductions: 6:30pm

II. Approval of Meeting Agenda\*

**\*\*Paul Ash motioned to approve of the meeting agenda, Mary Jane Hall; motion passed by a unanimous roll call vote 4-0.\*\***

*~7:00 p.m.*

III. Election of Vice-Chair

**\*\*Sarah Ryterband motioned to approve John Kennedy as Vice-Chair, Mary Jane Hall seconded; motion passed by a roll call vote 3-0-1.\*\***

IV. Approval of Minutes\*

**\*\*John Kennedy motioned to approve the March 23, 2022 meeting minutes. Paul Ash seconded; motion passed by a unanimous roll call vote 4-0.\*\***

V. Communications from the Chair and Vice Chair.

*~7:30 p.m.*

- a. Sarah Ryterband reported on the Bloomington Traffic Commission. Discussion ensued.

VI. Reports from Officers and/or Committees - None.

VII. Reports from the MPO Staff

- a. Pat Martin reported on the status of INDOT's Draft FY 2022 – 2024 Statewide Transportation Improvement Program (STIP) with anticipated approval by the FHWA/FTA by mid-June.
- b. Staff referenced Bloomington Transit's replacement of late evening service with Uber and Lyft ridesharing programs.
- c. Staff reported on INDOT's Indiana Electric Vehicle (EV) Infrastructure Deployment Plan Survey within the meeting packet and a Southern Indiana Deployment Plan meeting scheduled for June 14<sup>th</sup> at INDOT's Seymour District Office. The Plan has a currently scheduled draft issuance of August 1<sup>st</sup> and a final approval date of September 1, 2022.

*~8:00 p.m.*

## VIII. 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. Ryan Clemens presented the amendment noting the current sufficiency rating, the purpose and need for replacement, and planned bicycle-pedestrian connectivity to the Limestone Greenway with a new structure. Discussion ensued. **\*\*Mary Jane Hall moved to recommended approval of the FY 2020-2024 and FY 2022-2026 TIP Amendments to the Policy Committee. John Kennedy seconded; motion passed by a unanimous roll call vote 4-0.\*\***
  - (2) BMCMPPO Public Participation Plan - Ryan Clemens presented the current Public Participation Plan. Sarah Ryterband noted a desire for a section to address virtual public participation. John Kennedy, Sarah Ryterband and Mary Jane Hall will draft a paragraph in June for consideration by the Technical Advisory Committee and the Policy Committee.

## IX. New Business

- a. BMCMPPO 2022 Complete Streets Policy Update - Audit of Policy Methodology & Related Plans. Ryan Clemens presented a thorough audit review with a matrix of Smart Growth America (SGA) recommended criteria in comparison with current BMCMPPO 2018 Complete Streets Policy, the 2045 Metropolitan Transportation Plan (MTP), and the FY 2022-2026 Transportation Improvement Program (TIP), the FY 2023-2024 Unified Planning Work Program (UPWP). The Coordinated Human Services Transportation Plan, and the CY 2015-2019 Crash Report. The Complete Streets Policy must clearly achieve to achieve updates and best practice policies. Staff will present an updated Completed Streets Policy in draft form at future meetings. Discussion ensued.

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

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

- a. Communications
- b. Topic Suggestions for Future Agenda - Sarah Ryterband requested that the staff forward a red-line copy of the BMCMPPO Bylaws to herself and to Julie Thomas. Staff agreed.

## XII. Upcoming Meetings

- a. Policy Committee - June 10, 2022 at 1:30 p.m. (Hybrid)
- b. Technical Advisory Committee - June 29, 2021 at 10:00 a.m. (Hybrid)
- c. Citizens Advisory Committee - June 29, 2021 at 6:30 p.m. (Hybrid)

## Adjournment

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

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**Federal Transit Administration**  
Region V  
200 West Adams St., Suite 320  
Chicago, IL 60606-5253

U.S. Department  
of Transportation

**Federal Highway Administration**  
Indiana Division  
575 N. Pennsylvania St., Rm 254  
Indianapolis, IN 46204-1576

June 17, 2022

Mr. Michael Smith  
Commissioner  
Indiana Department of Transportation  
100 N Senate Ave. N955  
Indianapolis, IN 46204

**SUBJECT: Indiana FY2022-2026 STIP Approval and Associated Federal Planning Finding**

Dear Mr. Smith:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the FY2022-2026 Indiana Statewide Transportation Improvement Program (INSTIP), which was submitted by the INDOT request letter dated April 27, 2022.

Based on our review of the information provided, certifications of the Statewide and Metropolitan transportation planning processes for and within the state of Indiana, and our participation in those transportation planning processes (including planning certification reviews conducted in Transportation Management Areas), FHWA and FTA are jointly approving the FY2022-2026 STIP, including the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) directly incorporated into the STIP, subject to the corrective actions identified in the attached Federal Planning Finding (FPF) report. FHWA and FTA consider the projects in the 5<sup>th</sup> year for informational purposes only, and our approval does not exceed four years per 23 CFR 450.220(c).

FHWA and FTA are required under 23 CFR 450.220(b) to document and issue an FPF in conjunction with the approval of the FY2022-2026 STIP. At a minimum, the FPF verifies that the development of the STIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements. FHWA and FTA find that the Indiana FY2022-2026 STIP substantially meets the transportation planning requirements and are approving the STIP subject to the corrective actions outlined in the FPF. This approval is effective June 17, 2022, and is given with the understanding that an eligibility determination of individual projects for funding must be met, and INDOT must ensure the satisfaction of all administrative and statutory requirements, as well as address the corrective actions outlined in the attached report. FHWA and FTA will continue to partner with INDOT to ensure the previously developed action plan (attached) is implemented to address the corrective actions. If progress is not made in addressing the corrective actions, future amendments to the FY2022-2026 STIP, or adoption of the FY2024-2028 STIP, may not be approved by USDOT.

If you have questions or need additional information concerning our approval and the FPF, please contact Ms. Michelle Allen of the FHWA Indiana Division at (317) 226-7344, or by email at [michelle.allen@dot.gov](mailto:michelle.allen@dot.gov), or Mr. Jason Ciavarella of the FTA Region 5 Office at (312) 353-1653, or by email at [jason.ciavarella@dot.gov](mailto:jason.ciavarella@dot.gov).

Sincerely,

**KELLEY  
BROOKINS** Digitally signed by  
KELLEY BROOKINS  
Date: 2022.06.13  
10:08:34 -05'00'

Kelley Brookins  
Regional Administrator  
FTA Region V

Sincerely,

**JERMAINE  
R HANNON** Digitally signed by  
JERMAINE R  
HANNON  
Date: 2022.06.13  
15:57:46 -04'00'

Jermaine R. Hannon  
Division Administrator  
FHWA Indiana Division

cc: (transmitted by e-mail)  
Louis Feagans, INDOT  
Roy Nunnally, INDOT  
Karen Hicks, INDOT

### FY 2020-2024 STIP Federal Planning Finding (November 2021) Corrective Actions

Topic/Regulations	Required Action	INDOT Proposed Action	INDOT Proposed Date of Completion
Planning Agreements (23 CFR 450.314 (a) and (b))	1. INDOT shall coordinate with MPOs and Transit providers to update the planning agreements.	Develop a documented process will be developed to address how the Infrastructure Investment and Jobs Act (IIJA) will be handled. The process will be incorporated or referenced in the INDOT-MPO Planning Procedures Manual (PPM) by this due date.	6/30/2022
		In coordination with FTA, INDOT Legal Team, and MPOs, Transit Operating Planning Agreements boilerplate will be developed that are general enough to allow for flexibility for MPOs to develop a new agreement now and avoid having to perform another agreement. Jay will send Jason Casteel a copy of the old agreement and new agreement. The new boilerplate as anticipated to require high level and iterative coordination. A spreadsheet checklist will also be developed to identify the regulatory requirements and how and where in the draft agreements this has been addressed. A finally schedule will be developed to ID when each MPO Transit Operator will be endorsing the new agreement and presented to their policy board. All information will be stored on and INDOT server.	7/30/2022
Public Involvement and Outreach (23 CFR 450.210 (b))	2. The INDOT Planning Public Involvement Procedures shall provide a specified process for seeking out and considering the needs of traditionally underserved populations, and outreach to underserved populations shall be implemented in planning processes and the development of the STIP and LRTP. This shall include a process for outreach beyond those who have signed up for the INDOT listserv.	Underserved Outreach Action Plan. INDOT will target the following underserved population groups: low income, minority households, rural communities, Tribal groups, the disabled, and Limited English-Speaking (LEP) populations.	5/16/2022
		Revise PPIP with items above and put out for 60-day comment period to end by 7/19/2022. Address any comments and make additional adjustments to finalize document by 8/1/22	8/1/2022
	3. INDOT shall ensure the INDOT nonmetropolitan local officials process is made available to nonmetropolitan local officials and other interested parties for a period of at least 60 calendar days at least once every 5 years, and that the coordination process outlined is fully implemented in the development of future STIPs and LRTPs.	Create a new timeline with a three- month buffer delivery date prior to the February 14, 2026, due date. Nonmetropolitan coordination will be an ongoing activity throughout our planning process.	5/16/2022

STIP/TIP Maintenance 23 CFR 450.218 (n); 23 CFR 450.328(a)	4. INDOT shall work with the MPOs to develop specific procedures related to TIP/STIP modifications and amendments, and a documented review process to ensure projects are not being moved forward without following the appropriate processes.	Based on DOT Scan Tours: Develop a quality check procedure with INDOT Planning Liaisons by May 30, 2022, for submission to FHWA/FTA for their review and input prior to implementation.	5/30/2022
		Setup monthly meetings with FHWA (and FTA as needed) to discuss STIP/TIP maintenance issues and updates on corrective action and draft documents from June 2022 thru December 2023. Any drafts of document and procedures are to be provided to FHWA/FTA for their comment prior to publication or distribution to MPO partners for STIP document or procedures along with schedule follow up meetings to discuss findings or concerns.	6/30/2022
		Based on DOT Scan Tours: Develop and coordinate new STIP amendment thresholds, discuss the need for standard MPO thresholds, and STIP/TIP checklists for amendments and modifications. These actions must be discussed with MPOs, PMs, CPMDs, LPA, and federal partners by May 30, 2022, and formally adopted by August 30, 2022.	8/30/2022
		Develop and agree on a standard core formatted spreadsheets to efficiently facilitate project data exchanges and comparisons between the TIPs and STIP. FHWA will receive copies of these spreadsheets as part of STIP and TIP amendments. This will involve setting up 3-meetings with MPO TIP working group, developing a SharePoint site to store templates with access by PMs, MPOs, Planning Liaisons, and FHWA. All changes must be adopted in PPM by 8/30/2022	8/30/2022
		Develop an interim plan for reconciling FMIS and NEPA project description inconsistencies and documenting the procedures by August 30, 2022. I permanent solution will not be available until a new STIP system upgrade is in place.	8/30/2022
		Determine new INDOT amendment process frequencies as well as any emergency STIP amendment protocols. INDOT will need to determine if we will continue to have monthly, bi-monthly, or quarterly STIP amendments, impacts to MPOs, PMs, and others and discuss the tradeoffs. Discussions and coordination with MPOs will need to be completed by July 30, 2022, and formally adopted by September 30, 2022, if changes to the amendment timeline are made.	9/30/2022



		Move to a more centralized approach for INDOT project programing and maintenance and removing access from PM by September 30, 2022. This date is dependent on the approval. The centralization of amendments and/or modifications will begin once the draft STIP 2022-2026 document has been approved. This will need to be coordinated with stakeholders and partners. Additional staff or a shift in staff resources is be needed. System automation may reduce staff resource needs.	9/30/2022
		INDOT Planning will revise the STIP Training Handbook and incorporate the STIP Amendment Training presented by FHWA and place online for access by planning staff and PMs and referenced in the PPM by September 30, 2022.	9/30/2022
		INDOT will also include a copy of the STIP amendment comment spreadsheet as well. This spreadsheet provides access to standard comments to typical STIP amendments written in a manner that satisfy language requirement for FHWA. INDOT (April, Michael, and Ryan) will setup training specific to the STIP Amendment Training and Spreadsheets to be completed by October 30, 2022.	10/30/2022
		Review and consider STIP & TIP automation within existing scheduling system or other home-grown forms. Automation should include easy to access dashboards on STIP version amendments, status updates on key actions, ability to attach documents to STIP amendment submittals (resolution, conformity finding, project listing spreadsheet, and others requested by our federal partners. July 2022 – November 30, 2022. This activity will require high level coordination with PMs, MPOs, and others that will occur throughout. If STIP/TIP automation is viable, incorporation, testing, training, and other coordinated activities should be occurring from Page	7/30/2023
	5. INDOT shall develop an action plan to prevent similar delays conducting and completing non-TMA reviews in the future or develop a different process for assessment to be implemented going forward. The existing process as outlined in the INDOT PPM (both current and previous)	Develop a draft plan and structure to address delays in conducting non-TMA certifications and outstanding report submittals to FHWA/FTA. Draft plan will include KSM spreadsheet adjustments, FHWA/FTA coordination points, a standard template for conduction non-TMA certifications, & milestone dates.	None provided

<p><b>INDOT Oversight of Required Planning Activities/Products 2 CFR 200.303 (a-d); 2 CFR 200.519 (b); 23 CFR 450.220(a)</b></p>	<p>should be employed to finalize the outstanding non-TMA reviews due 2019-2021. INDOT shall finalize all outstanding non-TMA reviews and the associated reports to provide documentation of compliance with the federal regulatory requirements reflected in the MPO self-certifications.</p>	<p>Provide FHWA/FTA dates for upcoming non-TMA certification reviews over the next 18-months. Planning Staff will use a monthly range for deliverables that will be provided to federal and MPO partners.</p>	<p>7/30/2022</p>
	<p>6. INDOT shall develop a separate action plan and training program to ensure the metropolitan transportation planning process is being carried out in accordance with all applicable requirements.</p>	<p>Review 4-DOT scans specific to compliant planning procedures, public engagement, and deliverables that considers STIP amendment thresholds, outreach activities and agreements within the agency, MPOs, and RPOs, procedures, checklists, templates, and others that can be incorporated in the INDOT Planning Process to develop a solid foundation with further enhancements later. Identified adjustments to the INDOT Planning Process resulting from the virtual scans will be coordinated and discussed with our various planning and federal partners and incorporated in the PPM if consensus dictates or as INDOT determines.</p>	<p>7/30/2022</p>
		<p>Develop a separate training program and action plan to ensure the metropolitan transportation planning process is being carried out in accordance with all applicable requirements. This training action plan will include checklists, will need to include documented discussions with MPOs, and will need to be included in the PPM.</p>	<p>8/30/2022</p>
		<p>From the -DOT scans develop training presentations and documentation that provide overview of the transportation planning requirements, roles, and responsibilities within the agency, planning public involvement requirements, conformity, and congestion mitigation requirement, and STIP amendment procedures.</p>	<p>8/30/2022</p>
		<p>Develop and implementation Field Guide to Air Quality Conformity for Compliance with TIP/STIP Amendments. This guide will be developed with input from FHWA along with checklists.</p>	<p>8/30/2022</p>
		<p>Incorporate the Field Guide to AQC into PPM and active on INDOT Website</p>	<p>9/30/2022</p>
		<p>Training action plan will need to be fully implemented and included in PPM.</p>	<p>8/30/2022</p>

		<p>INDOT Planning will be working with the INDOT Talent Management Team to develop a training program with fully developed lesson plans, objectives, and training videos that can be managed in the agency's Success Factors Training Program. The format will be self-paced training modules presented through power point slides. At the close of the training, the learning objectives will be reviewed and there will be a final knowledge evaluation quiz. Lesson plan will be developed between August 1, 2022 and will need to be in place by November 30, 2022. All Planning staff will be required to successfully complete the developed lesson plans within 30 days of the plan being active. Success Factors Application will track completion times.</p>	11/30/2022
		<p>Leverage available training from NHI/NTI and federal partners. Establish quarterly meetings/training sessions with FHWA/FTA from May 2022 – April 2023 on federal regulations, best practices, headquarter/resource center guidance, progress reporting, and new opportunities. Require All Planning Staff with the Planning &amp; Programming Division (Roy, Jay, Emmanuel, Stephanie, Brandon, Seema, Frank, and new hires) to take the following specific to INDOT Planning Certification Standards.</p>	4/1/2023
		<p>Work with a cross-section of agency stakeholders and the MPOs to develop procedures and a reporting tool for STIP/TIP ALOP. The report will be distributed to our federal and MPO partners. Changes will be needed in the INDOT Data Warehouse System to address the format consistency issue in terms of project description between INDOT and the MPOs TIPS. For fiscal year 2023, the ALOP report will be generated using INDOT's current practice, coordinating with our Management Information Systems Team our SPMS Manager. The report will be coordinated with MPOs across the state.</p>	6/1/2023



**DES. # 1800208**

## **LEGAL NOTICE OF PLANNED IMPROVEMENT**

The Indiana Department of Transportation (INDOT) has developed preliminary plans for a proposed intersection improvement at State Road (SR) 46 and Smith Road in Bloomington, Monroe County, Indiana.

The purpose of this project is to reduce congestion and improve pedestrian mobility and system linkage in the area of the SR 46 and Smith Road intersection. The project will also address drainage improvements that were identified during the early stages of project design. The need for the project is supported by capacity analysis documenting existing and future unacceptable levels of service at the intersection and the missing pedestrian crosswalks and signals at the intersection.

The project proposes to widen Smith Road in order to provide exclusive left-turn lanes on both the north and south intersection approaches. The new configuration for the north leg of Smith Road will consist of a striped bike lane in each direction. Sidewalks will be reconstructed along Smith Road and a sidewalk extension will be constructed in the southeast corner of the intersection to connect into the existing sidewalk to the east of the intersection. The traffic signals will also be replaced. The drainage improvements will include new inlets, pipes, and an in-line stormwater detention (oversized) pipe under the intersection. The proposed construction of this project will require approximately 0.2 acre of new permanent right-of-way and 0.5 acre of temporary right-of-way.

The maintenance of traffic (MOT) plan proposes phased closure of Smith Road with detours. During the first stage of construction, Smith Road north of SR 46 will be closed to through traffic and motorists will use SR 46, East State Road 46 Bypass, and SR 45 for the detour. During the second stage of construction, Smith Road south of SR 46 will be closed to through traffic and motorists will use SR 46, SR 446 (Knightridge Road), and East Moores Pike for the detour. Local roads may be used by local traffic. Each detour is expected to have a duration of 45 days. Access to all properties will be maintained throughout construction. Project stakeholders including, school corporations and emergency services, will be notified of potential closures and detours prior to construction. The proposed start of construction is June 2023.

The cost associated with this project is approximately \$2,200,000 which includes preliminary engineering, right-of-way, construction with both federal and state funds anticipated to be used. The Federal Highway Administration (FHWA) and INDOT have agreed this project falls within the guidelines of a Categorical Exclusion (CE) Level 2. Preliminary design plans along with the CE are available for review at the following locations:

1. Monroe County Public Library 303 E Kirkwood Ave, Bloomington, IN 47408
2. INDOT Seymour District Office at 185 Agrico Lane, Seymour, IN 46274 or INDOT4U Toll Free Telephone Number: 855-463-6848
3. INDOT Seymour District Website: [www.seymour.indot.in.gov](http://www.seymour.indot.in.gov)

**All interested persons may request a public hearing be held and/or express their concerns by submitting comments INDOT Customer Services at 855-463-6848 or [www.indot4u.com](http://www.indot4u.com) on or before JULY 6, 2022.**

In accordance with the Americans with Disabilities Act (ADA), persons and/or groups requiring project information be made available in alternative formats are encouraged to contact the INDOT (Specific District) for the arrangement and coordination of services. Please contact INDOT Customer Service at 855-463-6848 or [www.indot4u.com](http://www.indot4u.com). In accordance with Title VI of the Civil Rights Act of 1964, persons and/or groups requiring project information be made available in another language are encouraged to contact the INDOT (Specific District)

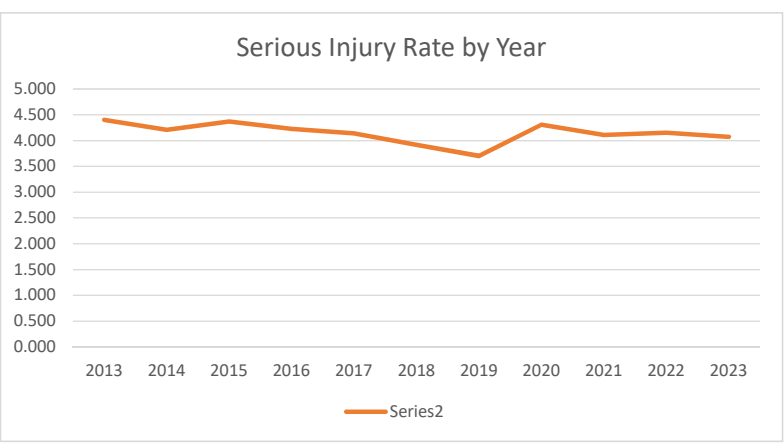
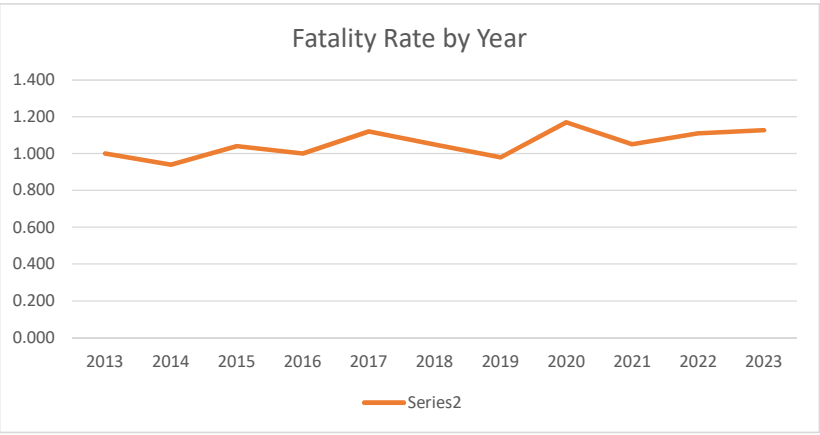
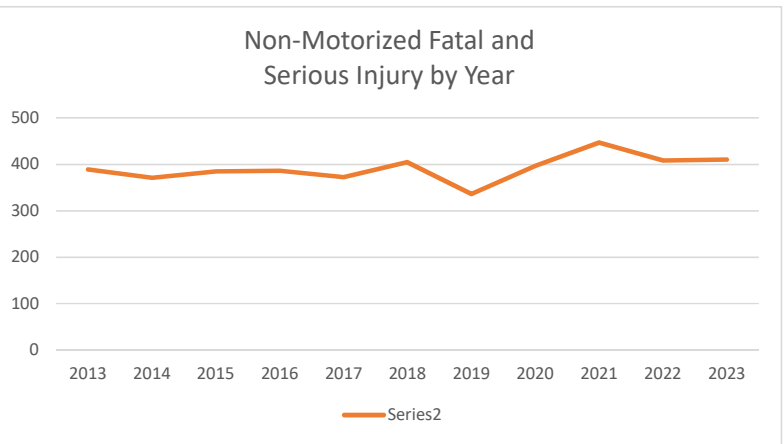
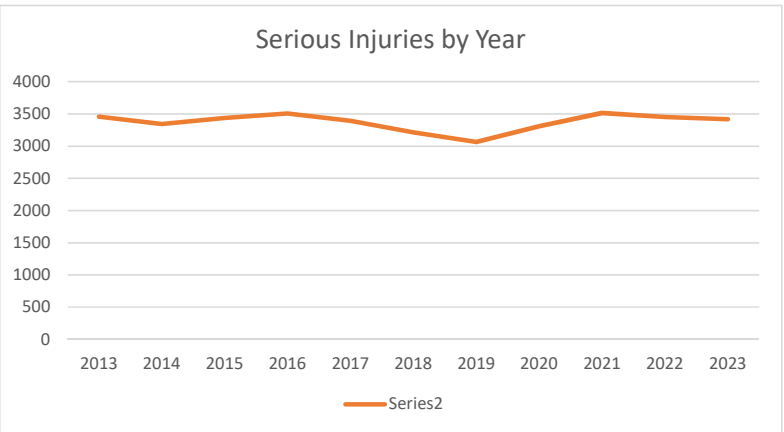
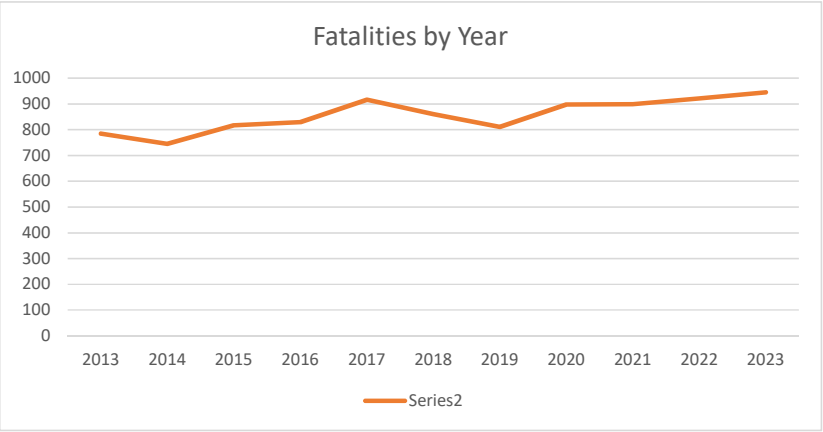
This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) stating, "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program."; 2) 23 CFR 450.210(a)(1)(ix) stating, "Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate."; and 3) The *INDOT Project Development Public Involvement Procedures* approved by the Federal Highway Administration on July 7, 2021.

Draft Target Projections Each Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
Total Number of FARS Fatalities	781	784	745	817	829	916	860	810	897	898	921	945	Projected
VTM/(Hundred Million VMT)	788.89	784.00	792.55	785.58	829.00	817.86	819.05	826.53	766.67	854.42	829.84	837.90	Projeted
Rate of Fatalities (Per HMVMT)	0.990	1.000	0.940	1.040	1.000	1.120	1.050	0.980	1.170	1.051	1.110	1.128	Calculated
Number of Serious Injuries **	3823	3453	3338	3434	3505	3388	3210	3062	3304	3513	3449	3413	Forcast
Rate of Serieous Injuries (Per HMVMT)	4.846	4.404	4.212	4.371	4.228	4.143	3.920	3.704	4.310	4.112	4.156	4.073	Calculated
Number of Non Motorized Fatalites & Serious Inj.	405	389	371	385	386	372	405	336	397	447	408	410	Forcast

\* Rates are pending continued efforts to estimate VMT for 2022-2023  
\*\*Number of Serious Injuries: 2014-2019 (Estimate (0.072\*Inj), 2020-2021 (Direct Count of Inj Nature Codes)

FARS & FHWA
CALCULATED
PROJECTION
ARIES
INDOT ESTIMATED

DRAFT Target Projections 5 Year Averages	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
Total Fatalities					791.2	818.2	833.4	846.4	862.4	876.2	877.2	894.2	<Target 1
VTM/(Hundred Million VMT)					796.00	801.80	808.81	815.60	811.82	816.90	819.30	823.07	<HMVMT
Rate of Fatalities (Per HMVMT)					0.994	1.020	1.030	1.038	1.064	1.074	1.072	1.088	<Target 2
Number of Serious Injuries**					3510.7	3423.8	3375.3	3319.9	3293.9	3295.5	3307.6	3348.1	<Target 3
Rate of Serieous Injuries (Per HMVMT)					4.410	4.270	4.173	4.071	4.057	4.034	4.037	4.068	<Target 4
Number of Non Motorized Fatalites & Serious Inj.					387.2	380.6	383.8	376.8	379.2	391.4	398.6	399.6	<Target 5





Patrick Martin &lt;martipa@bloomington.in.gov&gt;

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**[cityhall-everyone] PRESS RELEASE: City to Update Street, Sidepath, Sidewalk, and Accessible Curb Ramp Condition Data**

1 message

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**Andrew Krebs** <andrew.krebs@bloomington.in.gov>  
Reply-To: andrew.krebs@bloomington.in.gov  
To: Andrew Krebs <andrew.krebs@bloomington.in.gov>  
Bcc: city-everyone@bloomington.in.gov

Wed, Jun 1, 2022 at 10:01 AM

**FOR IMMEDIATE RELEASE:**

June 1, 2022

**For more information, please contact:**

Joe VanDeventer, Director of Street Operations  
[vandevj@bloomington.in.gov](mailto:vandevj@bloomington.in.gov), or 812-349-3448

Andrew Krebs, Communications Director, Office of the Mayor  
[andrew.krebs@bloomington.in.gov](mailto:andrew.krebs@bloomington.in.gov) or 812-349-3406

**City to Update Street, Sidepath, Sidewalk, and Accessible Curb Ramp Condition Data**

**Bloomington, Ind.** – The City of Bloomington Street Division is conducting a citywide assessment that will determine the current condition of streets, sidepaths, sidewalks, and accessible curb ramps. This project builds upon a similar effort that was last performed in 2017 by Public Works with the support of the Office of Innovation and will update the now five-year-old condition data for these important transportation assets.

The Board of Public Works approved a contract with the Infrastructure Management Services (IMS) Company in September of 2021 to undertake this project. Condition data and a variety of associated infrastructure metrics will be collected via a crew in a vehicle that incorporates Light Detection and Ranging (LIDAR) technology. LIDAR is more time-efficient than visual data collection alone and allows for real-time data collection while providing more uniform and accurate reporting.

The collected street pavement data will be utilized to update the current Pavement Condition Index (PCI) ratings for all of the City's 237 miles of public use streets. Staff will use these updated PCI ratings to prepare targeted improvements during the development of the City's annual paving schedule. An updated asset condition picture for the 29 miles of sidepaths and 236-mile-long sidewalk network, plus associated Americans with Disability Act compliant accessible curb ramps, is another major component of this project.

"Our City crews work hard every day taking care of the hundreds of miles of streets, sidepaths, and sidewalks in our community," said Mayor John Hamilton. "This new technology will allow us to provide even greater service in

the future. I greatly appreciate our Department of Public Works staff and all they do to keep our city running smoothly and our residents moving safely.”

This data will be utilized to directly assist in administering the City’s Sidewalk Repair Assistance Program, as well as to better target maintenance activities, identify areas of concern, and provide budget planning and direction for future non-motorized infrastructure improvements.

“We’re very excited to be using cutting-edge technologies that will provide us with a fresh look at the current conditions of our streets, sidepaths, sidewalks, and accessible curb ramps,” said Joe VanDeventer, Director of Street Operations. “Receiving this updated condition data is simply a game-changer. It really allows us to better plan and budget for maintenance and future improvements for both our motorized and non-motorized transportation networks.”

The project began in late April and data collection is on schedule to be completed by the end of September. A finalized condition data summary and statistics report is expected to be delivered by IMS in early 2023. The finished report will be available to the public on the B-Clear Open Data Portal, along with a host of other Street Division operations data and metrics, which can be found at [data.bloomington.in.gov/](https://data.bloomington.in.gov/).

###

**Today's press release is available online at [bloomington.in.gov/news/2022/05/31/5195](https://bloomington.in.gov/news/2022/05/31/5195).**

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**ANDREW KREBBS** *he/him/his*  
COMMUNICATIONS DIRECTOR | OFFICE OF THE MAYOR

401 NORTH MORTON STREET, SUITE 210, BLOOMINGTON, IN 47404  
**OFFICE:** 812-349-3406 | **CELL:** 205-541-6098 | **DESK:** 812-349-4357  
**EMAIL:** [andrew.krebbs@bloomington.in.gov](mailto:andrew.krebbs@bloomington.in.gov)

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CRASHES BY LOCATION 5-YEAR RANKS, AVERAGES, AND TOTALS - MONROE COUNTY								
Intersection	JURISDICTION	OVERALL INTERSECTION RANK - 2015- 2019	OVERALL AVERAGE INTERSECTION RANK - 2015- 2019	JURISDICTION INTERSECTION RANK - 2015- 2019	JURISDICTION AVERAGE INTERSECTION RANK - 2015- 2019	OVERALL 5- YEAR TOTAL # OF CRASHES RANK - 2015- 2019	5-YEAR AVERAGE # OF CRASHES - 2015-2019	5-YEAR TOTAL # OF CRASHES - 2015-2019
N CURRY PIKE & W VERNAL PIKE	MC	27	35.6	1	1.6	30	12.8	64
S WALNUT ST & S FAIRFAX RD / W CHURCH LN	MC	37	46.4	2	3.0	33	12.4	62
E RHORER RD & S WALNUT ST PIKE	MC	86	96.0	4	5.4	88	7.6	38
N CURRY PIKE & W WOODYARD RD	MC	77	88.2	3	5.4	90	7.4	37
S FAIRFAX RD & S WALNUT ST PIKE	MC	88	98.4	5	6.2	100	6.6	33
S WALNUT ST & E/W DILLMAN RD	MC	107	112.8	6	7.0	113	6.2	31
N SMITH PIKE & W WOODYARD RD	MC	113	118.0	7	7.4	113	6.2	31
S CURRY PIKE & W GIFFORD RD	MC	135	134.0	8	8.6	134	5.4	27
S FAIRFAX RD & E SCHACHT RD	MC	136	134.2	9	8.8	134	5.4	27
N CURRY PIKE & W JONATHAN DR	MC	143	137.6	10	8.4	134	5.4	27
S FAIRFAX RD & E DILLMAN RD / E RAYLETOWN RD	MC	151	141.6	11	8.6	144	5.0	25
N SMITH PIKE & W FOREST PARK DR	EL	165	154.6	12	11.0	162	4.4	22
S CURRY PIKE & W CONSITUTION AVE / LAMPLIGHTER MALL CT	MC	172	160.6	13	10.0	178	4.0	20
N HARTSTRAIT RD & W VERNAL PIKE	MC	217	182.6	14	13.2	209	3.2	16
S ROGERS RD & W GORDON PIKE	MC	242	197.2	15	14.0	239	2.6	13
S ROCKPORT RD & W HENNESSEY ST	MC	250	201.6	16	13.4	248	2.4	12
S WALNUT ST & W WAYSIDE RD	MC	262	210.6	18	15.0	252	2.2	11
E SAMPLE RD & N WAYPORT RD	MC	261	209.4	17	14.0	262	1.8	9
S/W LEONARD SPRINGS RD & W FULLERTON PIKE	MC	266	219.2	19	14.4	264	1.6	8

Source: BMCMPD

CRASHES BY LOCATION 5-YEAR RANKS, AVERAGES, AND TOTALS - CITY OF BLOOMINGTON								
Intersection	JURISDICTION	OVERALL INTERSECTION RANK - 2015- 2019	OVERALL AVERAGE INTERSECTION RANK - 2015- 2019	JURISDICTION INTERSECTION RANK - 2015- 2019	JURISDICTION AVERAGE INTERSECTION RANK - 2015 - 2019	OVERALL 5- YEAR TOTAL # OF CRASHES RANK - 2015- 2019	5-YEAR AVERAGE # OF CRASHES - 2015-2019	5-YEAR TOTAL # OF CRASHES - 2015-2019
S WALNUT ST & W COUNTRY CLUB DR / E WINSLOW RD	COB	9	11.8	1	2.0	13	22.6	113
E 3RD ST & S SWAIN AVE	COB	13	20.0	2	5.4	17	18.4	92
E 3RD ST & S JORDAN AVE	COB	14	21.8	3	5.2	18	17.8	89
S WALNUT ST & E/W GRIMES LN	COB	19	26.8	4	7.8	24	15.0	75
E 10TH ST & N JORDAN AVE	COB	23	30.6	5	9.0	25	14.6	73
E 10TH ST & N UNION ST	COB	24	31.6	6	9.6	27	14.0	70
W 2ND ST & S PATTERSON DR	COB	25	32.4	7	9.2	29	13.2	66
E/W 10TH & N COLLEGE AVE	COB	30	40.8	8	16.2	28	14.0	70
S WALNUT ST & E RHORER RD / W GORDON PIKE	COB	31	41.0	9	15.2	26	14.4	72
E COVENANTER DR & S COLLEGE MALL RD	COB	33	41.4	10	14.6	38	11.6	58
W 17TH ST & N KINSER PIKE / N MADISON ST	COB	36	45.4	11	17.2	37	11.8	59
N/S COLLEGE AVE & W KIRKWOOD AVE	COB	39	47.4	12	18.6	40	11.4	57
W 2ND ST & S COLLEGE AVE	COB	41	50.6	13	19.8	46	10.8	54

W 3RD ST / S ADAMS ST & S PATTERSON DR	COB	42	50.8	14	19.4	49	10.6	53
E/W 7TH ST & N WALNUT ST	COB	43	51.0	15	20.2	46	10.8	54
W 3RD ST & S COLLEGE AVE	COB	45	54.8	16	23.4	40	11.4	57
S WALNUT ST & E MILLER DR	COB	47	56.4	17	22.4	54	9.6	48
N/S WALNUT ST & E/W KIRKWOOD AVE	COB	48	58.0	18	25.0	49	10.6	53
S HENDERSON ST / S INDIANA AVE & E ATWATER AVE	COB	50	59.6	19	25.4	54	9.6	48
W BLOOMFIELD RD & S OAKDALE DR / S BASSWOOD DR	COB	51	61.6	20	26.6	54	9.6	48
E 17TH ST & N JORDAN AVE	COB	52	63.0	21	29.4	60	9.4	47
W 2ND ST & S ROGERS ST	COB	53	63.4	22	27.4	65	9.0	45
E 3RD ST & S HIGHLAND AVE	COB	54	64.4	23	29.2	51	9.8	49
W 3RD ST & S LANDMARK DR	COB	55	64.6	24	28.0	61	9.2	46
W KIRKWOOD AVE & S/N ROGERS ST	COB	57	67.8	25	30.4	54	9.6	48
S WALNUT ST PIKE & E WINSLOW RD	COB	62	74.4	26	33.8	68	8.6	43
W 3RD ST & S FRANKLIN RD / S WYNNEDALE DR	COB	63	76.2	27	36.2	61	9.2	46
E/W 3RD ST & S WALNUT ST	COB	66	78.6	28	37.6	46	10.8	54
E 3RD ST & S WOODLAWN AVE	COB	67	80.4	29	38.4	77	8.0	40
N JORDAN AVE & E LAW LN	COB	69	81.4	30	38.8	77	8.0	40
S LIBERTY DR & W CONSTITUTION AVE	COB	70	82.4	31	40.0	72	8.2	41
E 2ND ST & S COLLEGE MALL RD	COB	72	83.0	32	40.0	68	8.6	43
W 3RD ST & S CORY DR	COB	73	84.2	33	40.2	77	8.0	40
E 3RD ST & S DUNN ST / E ATWATER AVE (2 INTERSECTIONS)	COB	74	85.4	34	42.2	82	7.8	39
E 3RD ST & S GRANT ST	COB	76	87.8	35	42.2	72	8.2	41
E 10TH ST & N SUNRISE DR	COB	78	89.0	36	43.4	72	8.2	41
E WINSLOW RD & S HENDERSON ST	COB	78	89.0	36	43.8	82	7.8	39
E MOORES PIKE & S SARE RD / S COLLEGE MALL RD	COB	80	89.4	38	43.2	93	7.2	36
W 6TH ST & N COLLEGE AVE	COB	82	91.6	39	44.8	77	8.0	40
E 3RD ST & S FESS AVE	COB	83	93.8	40	45.4	82	7.8	39
E/W 14TH ST & N WALNUT ST	COB	84	95.6	41	48.2	90	7.4	37
E 17TH ST & N FEE LN	COB	87	98.2	42	49.0	95	6.8	34
S WALNUT ST & E BURKS DR	COB	92	102.2	43	53.8	95	6.8	34
W 1ST ST & S COLLEGE AVE	COB	93	104.2	44	53.6	77	8.0	40
E 3RD ST & S WOODSCREST DR / S HILLSIDE DR	COB	94	104.6	45	52.4	107	6.4	32
E 3RD ST & S JEFFERSON ST	COB	97	106.4	46	54.6	95	6.8	34
E 10TH ST & JEFFERSON ST	COB	98	106.6	47	56.6	100	6.6	33
E/W 10TH ST & N WALNUT ST	COB	99	107.6	48	53.8	100	6.6	33
E 7TH ST & N JORDAN AVE	COB	100	107.8	49	55.6	100	6.6	33
S JORDAN AVE & E JONES AVE	COB	101	108.0	50	55.8	95	6.8	34

Source: BMCMPPO

**Bloomington-Monroe County Metropolitan Planning Organization**

# **Public Participation Plan**



***Adopted***  
December 13, 2002

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



## Table of Contents

Introduction.....	2
Purpose.....	3
Public Participation Plan Goals.....	3
Public Participation Mission Statement.....	4
Public Participation Plan Policy .....	5
Adoption Resolutions and Major Amendments Policy .....	5
Related MPO Programs and Minor Amendments Policy .....	6
Administrative Approval Policy.....	6
Other Approvals .....	7
General Provisions .....	8
Environmental Justice Policy.....	8
Public Participation Plan.....	11
Public Education .....	11
Visualization .....	11
Website .....	11
Committee Meetings .....	12
Public Meetings and Workshops.....	12
Media Participation and Public Notification.....	12
Individuals with Disabilities .....	13
Getting in Touch - Comments.....	13
Measuring Public Outreach .....	13
Accessibility.....	13
Diversity.....	14
Outreach.....	14
Impact .....	14
Appendix A.....	15
Core Transportation Planning Documents.....	15
Appendix B.....	17
BMCMPPO Resolution 22-01 – Electronic Meetings Policy.....	17

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

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

## Purpose

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

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

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

### **Public Participation Plan Goals**

The BMCMPPO Public Participation Plan was prepared in compliance with the Federal Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) and predecessor federal legislation applicable to metropolitan transportation planning. Title VI, 6001 (a).134 (i) (5), (A):

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

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

- Promoting the environmental justice principles in all of its programs and policies as prescribed by the governing Environmental Justice Policy Statement (This involves the development of equitable programs and policies that avoid disproportionately negative effects on minority and/or low-income populations, as well as expediting the distribution of benefits from these projects);
- 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, as well as to the development of a just public transit system.



## Public Participation Plan Policy

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

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

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

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

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

This section applies to the following resolutions and amendments:

- 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 30 days for such action;
- Inclusion into an adopted TIP of new capital improvement projects that meet either the criteria for capacity expansion and/or the criteria for acquisition of right-of-way;
- 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 that modify transportation projects identified in the Plan.

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

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

This section applies to the following resolutions and amendments:

- Adoption of a new Unified Planning Work Program (UPWP)
- Inclusion into an adopted TIP of new capital improvement projects that do not meet either the criteria for capacity expansion and/or the criteria for acquisition of right-of-way;
- 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 Staff and the MPO Policy Committee Chairperson once a Final Notice Period of three business days has transpired without any objection from any Policy Committee member (see Other Approvals for Final Notice Period). Such resolutions and amendments shall have exemption from review by the Citizens Advisory Committee and Technical Advisory Committee prior to their administrative approval. Such resolutions and amendments may receive a waiver from the 30-day written public comment period. All MPO Committees shall receive a report of all such resolutions and amendments approved under these administrative procedures at their next regularly scheduled meetings.

This section applies to the following resolutions and amendments:

- 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;
- Changing “illustrative” projects to funded projects with the receipt of additional funds and the Policy Committee has previously reviewed and acted on the project. Examples include projects funded through the Transportation Alternatives Program (TAP), the Highway Safety Improvement Program (HSIP), the Safe Routes to School (SRTS), and transit capital improvement projects into new capital improvement projects provided that the formal funding awards has subsequently been received. All new “illustrative” projects that seek formal funding must obtain a TIP amendment using the procedures provided under the Major Amendments Policy.

### ***Other Approvals***

Three other approval types provided for the MPO include:

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

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

### ***General Provisions***

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

At minimum, the public shall always have the opportunity for comment on any MPO topic, agenda item, or other relevant transportation issue. This may occur during any MPO Committee meeting as governed by the Operational Bylaws of the 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 all information related to any MPO activity accessible to anyone and available upon request.

### ***Environmental Justice Policy***

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

The fundamental principles of environmental justice are:

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

#### Six Environmental Justice Principles for Transportation Planning

1. *Making Environmental Justice a Priority* - The BMCMPPO 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 BMCMPPO transportation planning partners (i.e. INDOT, Bloomington Transit, Indiana University Campus Bus, etc.) do so as well.
2. *Increasing Meaningful Public Participation* - The BMCMPPO will continuously work to develop public participation that will:
  - Be thorough and fully inclusive, involving all relevant stakeholders and communities. The MPO involves the broadest cross-section of the community in the transportation planning process, based on geographic distribution, sex, race, socioeconomic status, and interests (environmental, neighborhood, etc.);
  - 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 BMCMPPO 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

#### **Public Participation Plan**

*Bloomington-Monroe County Metropolitan Planning Organization*

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 BMCMPPO will work continuously to balance the benefits and negative results of transportation projects in all communities. Programs will not result in disproportionate negative impacts solely on low-income or minority communities.
5. *Utilizing Rigorous Demographic Analysis* - In order to address potential environmental justice issues, low income and/or minority populations will receive identification through demographic (U.S. Bureau of the Census) data and then mapped. To identify and map potential low-income and/or minority populations, the BMCMPPO will:
  - Present 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.

# Public Participation Plan

## ***Public Education***

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

## ***Visualization***

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

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

## ***Website***

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

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

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

### ***Committee Meetings***

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

### ***Public Meetings and Workshops***

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

### ***Media Participation and Public Notification***

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

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

- 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 Public 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 Bloomington's City Hall are accessible by Americans with Disabilities Act (ADA) standards.

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

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

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

Public comment can be submitted in several ways:

- By attending meetings and workshops;
- By visiting the City of Bloomington Planning and Transportation Department located at 401 North Morton Street; Suite 130; Showers Center City Hall;
- By phone (812) 349-3423;
- By fax (812) 349-3535;
- By US Postal Service: Attention: MPO; Showers Center City Hall; 401 N Morton St.; Bloomington, IN 47402; and/or
- By email: [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 BMCMPPO has developed a set of performance objectives: accessibility, diversity, outreach, and impact.

### ***Accessibility***

- The MPO will hold public workshops and/or meetings in all areas/communities affected by a proposed project.
- All meeting locations will have accessibility 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 receive encouragement to the maximum extent possible.

***Outreach***

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

***Impact***

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

## Appendix A

### ***Core Transportation Planning Documents***

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

#### Long Range Transportation Plan (LRTP)

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

#### Transportation Improvement Plan (TIP)

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

#### Unified Planning Work Program (UPWP)

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

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

## Appendix B

### *BMCMPPO Resolution 22-01 – Electronic Meetings Policy*

#### **ADOPTION RESOLUTION FY 2022-01**

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

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

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

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

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

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

1. **Section I.** The Bloomington-Monroe County Metropolitan Planning Organization's Rules and Procedures are modified in accordance with Indiana Code sections 5-14-1.5-1 and 5-14-1.5-3.5, et seq., BMCMPPO Committee meetings may be conducted electronically.
2. **Section II.** The BMCMPPO Policy Committee hereby adopt the following **Electronic Meeting Policy** on the participation of a member of the Committees, city staff, and members of the public in a meeting of the

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

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

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

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

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

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

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

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

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

4. **Section IV.** The memoranda and any minutes prepared for a meeting at which any member participates by electronic means of communication must (1) identify each member who was physically present at the meeting, (2) participated in the meeting by electronic means of communication, (3) was absent; (4) identify the electronic means of communication by which members participated in the meeting; (5) members participated in the meeting; and (6) members of the public attended and observed the meeting, if the meeting was not an executive session.
5. **Section V.** In the event the governor declares a disaster emergency under IC 10-14-3-12 or the executive (as defined in IC 36-1-2-5) of a political subdivision declares a local disaster emergency under IC 10-14-3-29, the BMCMPPO Committees may meet by any means of electronic communication if the following requirements of IC 5-14-1.5-3.7 are satisfied:
  - At least a quorum of the members of the Committee participate in the meeting by means of electronic communication or in person.
  - The public is able to simultaneously attend and observe the meeting; however, this subdivision does not apply to a meeting held in executive session.
  - The memoranda and any minutes prepared for a meeting held under this section must state the name of each member of the Committee who participated in the meeting by using electronic means of communications, was absent, and identify the electronic means of communication by which members of the Committee participated in the meeting members of the public attended and observed the meeting if the meeting was not an executive session, and all votes taken during a meeting under this section must be taken by a roll call vote.
6. **Section VI.** At any meeting of the Committees where any member participates by an electronic means of communication, members of the public shall be able to attend and observe the meeting via electronic means. Subject to the Committees' rules for making public comment, members of the public may also participate in the meeting via electronic means.

7. **Section VII.** At any meeting of the Committees where any member participates by an electronic means of communication, staff members may also participate in the meeting via electronic means, provided there is no actual need for a staff member to be physically present at a particular meeting. Such need shall be determined in the sole discretion of the presiding officer.
8. **Section VIII.** If any section, sentence, or provision of this resolution, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions, or applications of this resolution which can be given effect without the invalid provision or application, and to this end the provisions of this resolution are declared to be severable.
9. **Section IX.** This resolution shall be in full force and effect from and after its passage by the BMCMPPO Policy Committee.

PASSED AND ADOPTED by the BMCMPPO Policy Committee upon this 9<sup>th</sup> day of July, 2021.

  
\_\_\_\_\_  
Lisa J. Ridge  
BMCMPPO Policy Committee Chair

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





## 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](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
- ☒ Indiana University

**Employee in Responsible Charge (ERC):** N/A  
**Phone:** 812-524-3961  
**Email:** [bfischvogt@indot.in.gov](mailto:bfischvogt@indot.in.gov)

### Section 2: Verification

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

[bfischvogt@indot.in.gov](mailto:bfischvogt@indot.in.gov)

Employee in Responsible Charge (ERC)

06-22-22

Date

### Section 3: Project Information

A. Project Name: Superstructure replacement on Eagleson Avenue over Indiana RR Co

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

C. DES # (if assigned): 2200146

D. Project Location (detailed description of project termini): Eagleson Avenue over Indiana RR Co.

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

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

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

G. Allied Projects:

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

☐ Yes    ☒ No

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

☐ Yes    ☒ No

I. Anticipated Letting Date: 01/14/2026

## 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 BMCMPPO 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	Local	\$	\$ 87,000	\$	\$	\$	\$
	Local Bridge	\$	\$ 348,000	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	Local	\$	\$	\$	\$	\$ 500,000	\$
	Local Bridge	\$	\$	\$	\$	\$ 2,000,000	\$
		\$	\$	\$	\$	\$	\$
<b>Totals:</b>		\$	\$ 435,000	\$	\$	\$ 2,500,000	\$

## 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 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:* This is a superstructure replacement project

### 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.