



POLICY COMMITTEE

Meeting Agenda

August 12, 2022

1:30 – 3:00 p.m.

City Hall Council Chambers

Hybrid Meeting Location via Zoom:

Join Zoom Meeting

<https://bloomington.zoom.us/j/84414626705?pwd=Y2dDM05Ec1lMSmpVdzRGUUF0TzJVZz09>

Meeting ID: 844 1462 6705

Passcode: 313800

One tap mobile: +13017158592,,84414626705# US (Washington DC)

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

Find your local number: <https://bloomington.zoom.us/u/kp52r81HI>

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. June 10, 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. FY 2023 - 2024 Unified Planning Work Program (UPWP)
 - (1) Final Approvals, Budget, Major Tasks and Work Elements
 - b. FY 2022-2026 Transportation Improvement Program (TIP) - FY 2022 Fund Balance
 - c. SR 48 Speed Limit Improvement
 - d. INDOT FY 2023 Target Setting Draft V5 5.16
 - 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. INDOT Electric Vehicle Infrastructure Deployment Plan Available for Review and Public Comment (<https://content.govdelivery.com/accounts/INDOT/bulletins/323005a> and https://www.in.gov/indot/files/INDOT-EV-Deployment-Plan_DRAFT_7-20-22.pdf)

VII. Old Business

- a. FY 2022 – 2026 TIP Amendment*
 - (1) DES#2200146 – Eagleson Avenue Bridge over the Indiana Rail Road

VIII. New Business

- a. FY 2022 - 2026 TIP Amendments*
 - (1) Rural Transit
 - (a) DES#TBD - Four (4) Cameras with DVR Systems for Ten (10) Rural Transit Vehicles
 - (2) Monroe County
 - (a) DES#1802977 - Fullerton Pike, Phase III - FY 2023 Right-of-Way Acquisition
 - (b) DES#1702957 - Vernal Pike Connector Road - FY 2023 Construction Engineering
 - (3) City of Bloomington
 - (a) DES#2200020 - High Street Intersection Modernizations and Multiuse Path

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 - September 28, 2022 at 10:00 a.m. (Hybrid)
- b. Citizens Advisory Committee - September 28, 2022 at 6:30 p.m. (Hybrid)
- c. Policy Committee - September 9, 2022 at 1:30 p.m. (Hybrid)

XII. Adjournment

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

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



POLICY COMMITTEE

Meeting Minutes

June 10, 2022

1:30 - 3:00 p.m.

Virtual Electronic Location via Zoom

Policy Committee Present: Jason Banach, Nate Nickel (proxy), Jillian Kinzie, Chris Wahlman (proxy), Kate Wiltz, Doug Horn, Andrew Cibor (proxy), Paul Satterly (proxy), Julie Thomas (V), Margaret Clements (V), Sarah Ryterband

Staff present: Pat Martin, Ryan Clemens

Guest: John Connell - Bloomington Transit

- I. Call to Order by CAC Chair Sarah Ryterband and Introductions
- II. Approval of the Agenda*
**** Andrew Cibor motioned for approval. Doug Horn seconded. Motion carried by roll call vote 11:0 - Approved.**
- III. Approval of the Minutes*
 - a. May 13, 2022.
****Andrew Cibor motioned to approve the meeting minutes. Jillian Kinzie seconded. Motion carried by roll call vote 10:0:1 - Approved.**
- IV. Communications from the Chair - None.
- V. Reports from Officers and/or Committees
 - a. Technical Advisory Committee
Nate Nickel reported that the meeting failed to achieve required in-person attendance.
 - b. Citizens Advisory Committee. Sarah Ryterband reported the CAC met, elected John Kennedy as Vice-Chair, and recommended approval of the FY2022-2026 TIP Amendment for DES# 2101712, Dillman Road, Bridge #83.
- VI. Reports from the MPO Staff
 - a. Pat Martin reported on the Indiana Electric Vehicle (EV) 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
**** Andrew Cibor motioned for approval. Julie Thomas seconded. Motion carried by roll call vote 11:0 - Approved.**

New Business

- b. BMCMPO 2022 Complete Streets Policy Update - Audit of Policy Methodology & Related Plans. Ryan Clemens presented a Complete Streets Policy matrix with (1) a comparison of Smart Growth America recommendations vs. current BMCMPO policy, and (2) updates and best practices needed from BMCMPO plans to improve the current Complete Streets Policy. Discussion ensued.

VIII. Communications from Committee Members (non-agenda items) - None.

IX. Upcoming Meetings

- a. Policy Committee - August 12, 2022 at 1:30 p.m. (Virtual)
- b. Technical Advisory Committee - June 29, 2022 at 10:00 a.m. (Virtual)
- c. Citizens Advisory Committee - June 29, 2022 at 6:30 p.m. (Virtual)

Adjournment

**** Jillian Kinzie motioned to adjourn. Andrew Cibor seconded. Motion carried.**

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

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U.S. Department
of Transportation

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

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

June 24, 2022

Roy Nunnally, Director
Technical Planning & Programming Division
Indiana Department of Transportation
100 N Senate Ave. N955
Indianapolis, IN 46204

Dear Mr. Nunnally:

The purpose of this letter is to respond to the Indiana Department of Transportation's (INDOT's) May 24, 2022, request for the Federal Highway Administration (FHWA) and Federal Transportation Administration (FTA) to approve the Bloomington 2023 Unified Planning Work Program (UPWP). FHWA and FTA have, in cooperation with INDOT, reviewed the Bloomington UPWP document and found it to be in compliance with 23 CFR 420, and it is hereby approved.

This approval does not constitute FHWA & FTA authorization of the associated Federal-aid funds. Please work with INDOT administrative staff to assure the associated funds are authorized prior to the beginning of State FY 2023 (July 1, 2023).

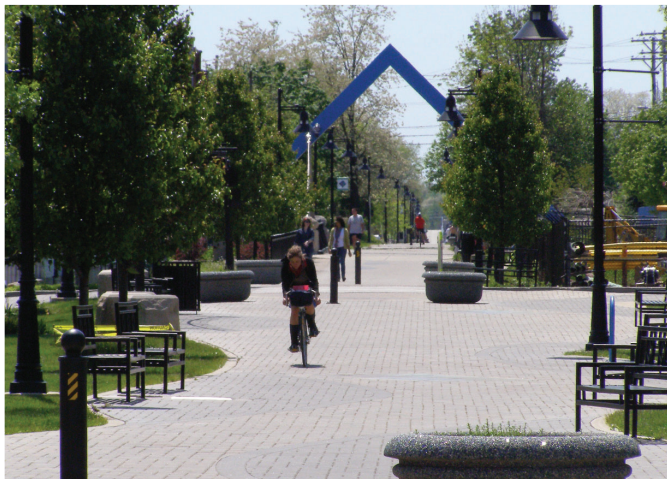
Should you have any questions regarding this eligibility finding, please contact Steven Minor of FHWA at (317) 226-5351 or Cecilia C. Godfrey of FTA at (312) 705-1268.

Sincerely,

Jason Ciavarella
Office of Planning & Program Development
FTA Region V

for Jermaine R. Hannon
Division Administrator
FHWA Indiana Division

ecc: Robert Koehler, OKI MPO
Emmanuel Nsonwu, INDOT
Cecilia C. Godfrey, FTA
Jason Ciavarella, FTA



BLOOMINGTON • MONROE COUNTY



Unified Planning Work Program

Fiscal Years

2023 & 2024

*Bloomington-Monroe County
Metropolitan Planning Organization*

Policy Committee

Final Adoption

May 13, 2022

ACKNOWLEDGMENT & DISCLAIMER

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

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Introduction

OVERVIEW

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

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

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

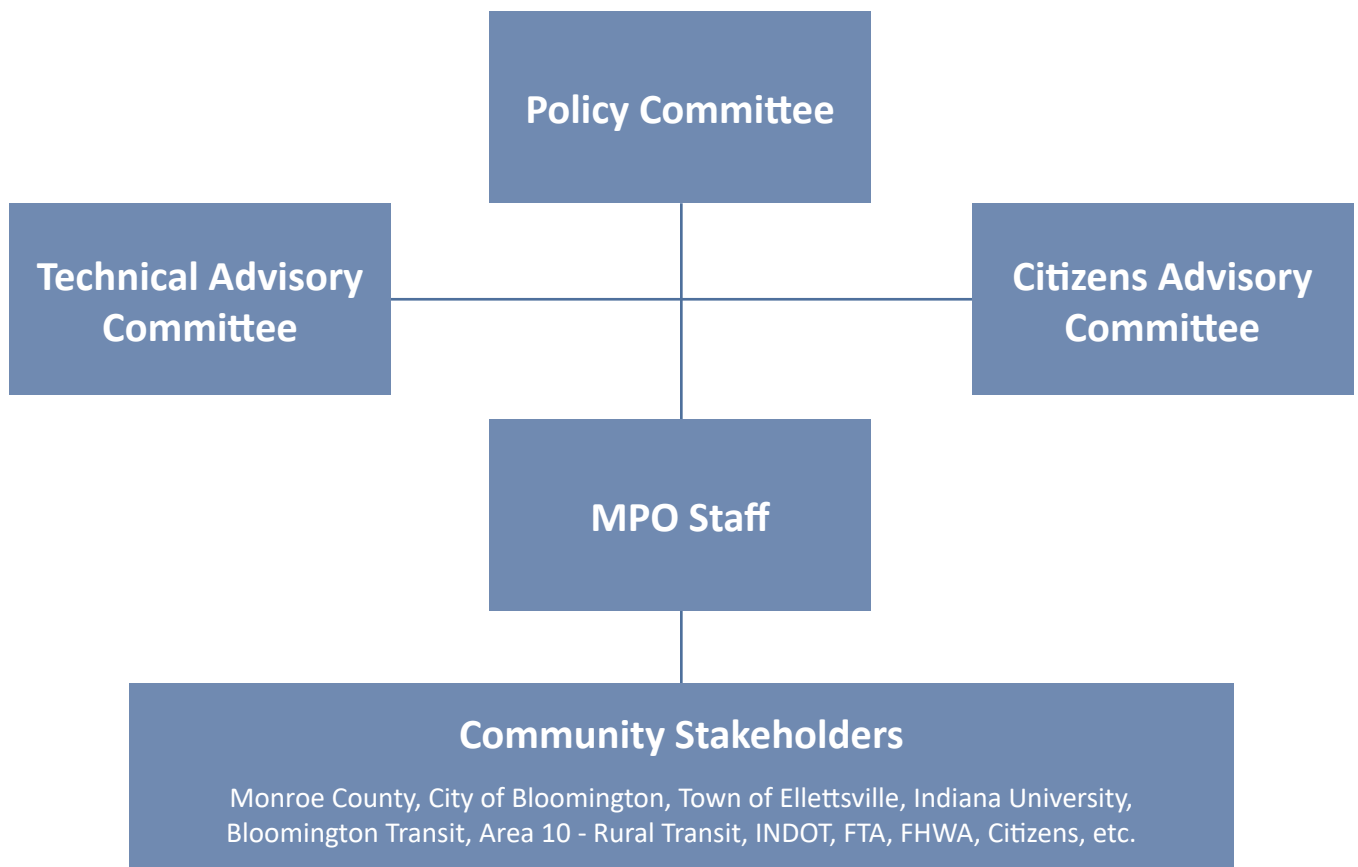
One of the requirements of the urban transportation planning process for an MPO involves the development of a Unified Planning Work Program (UPWP) that describes all planning activities anticipated in the urbanized area over the programming years, and documents the work performed with Federal planning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

BMCMPO ORGANIZATION & COMPOSITION

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

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

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



FY 2023 PEA

See Appendix E for more information on Planning Emphasis Areas.

PLANNING EMPHASIS AREAS

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

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

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

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

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

Equity and Justice40 in Transportation Planning

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

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

Complete Streets

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

Public Involvement

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

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

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

Federal Land Management Agency (FLMA) Coordination

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

Planning and Environmental Linkages (PEL)

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

Data in Transportation Planning

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

TIP/STIP Process Review

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

Metropolitan Planning Area and Urban Area Boundaries

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

FY 2023-2024 BMCMPO Budget

FUND USE BY MATCHING AGENCY

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

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

OBJECT CLASS BUDGET BY FUNDING SOURCE

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

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

SUMMARY BUDGET BY FUNDING SOURCE

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

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

Summary Budget For Active Purchase Orders

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

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

CONTRACT SERVICE AGREEMENTS

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

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

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

Work Elements

ADMINISTRATION & PUBLIC PARTICIPATION

100

COMMITTEES

See Appendix A for a list of BMCMPPO Committees.

101 Intergovernmental Coordination

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

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

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

Responsible Agency and End Products

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

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

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

102 Unified Planning Work Program (UPWP)

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

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

Responsible Agency and End Products

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

COST ALLOCATION PLAN

See Appendix B for further details.

103 Staff Training and Education

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

Responsible Agency and End Products

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

104 Public Outreach

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

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

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

Responsible Agency and End Products

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

Work Element 100 Budget

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

Work Elements

DATA COLLECTION & ANALYSIS

200

201 Traffic Volume Counting

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

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

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

Responsible Agency and End Products

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

202 Annual Crash Report

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

Responsible Agency and End Products

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

Work Element 200 Budget

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

Work Elements

SHORT RANGE PLANNING & MANAGEMENT SYSTEMS

300

301 Transportation Improvement Program (TIP)

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

Responsible Agency and End Products

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

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

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

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

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

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

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

302 Highway Safety Improvement Program (HSIP)

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

Responsible Agency and End Product

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

FY 2023 PEA

*See Appendix E
for any detailed
requirements.*

303 Transportation Alternatives Program (TAP)

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

Responsible Agency and End Product

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

304 Infrastructure Management Systems

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

Responsible Agency and End Products

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

305 ITS Architecture Maintenance

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

Responsible Agency and End Product

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

306 Performance Measures

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

The national performance goals for Federal Highway programs include:

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

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

FY 2023 PEA

See Appendix E for detailed requirements.

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

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

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

Responsible Agency and End Product

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

Work Element 300 Budget

SHORT RANGE PLANNING & MANAGEMENT SYSTEMS

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

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Work Elements

LONG RANGE PLANNING

400

FY 2023 PEA

See Appendix E for detailed requirements.

401 2050 Metropolitan Transportation Plan (MTP)

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

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

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

Responsible Agency and End Products

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

Work Element 400 Budget

LONG RANGE PLANNING

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

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Work Elements

TRANSIT & ACTIVE TRANSPORTATION

500

501 Bicycle & Pedestrian Coordination

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

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

Responsible Agency and End Products

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

502 Bicycle/Pedestrian Counts

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

Responsible Agency and End Products

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

503 Transit Agency Studies

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

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

Responsible Agency and End Products

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

504 Transit Ridership Counts

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

Responsible Agency and End Products

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

Work Element 500 Budget

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

Work Elements

OTHER PLANNING INITIATIVES & SPECIAL PROJECTS

600

FY 2023 PEA

See Appendix E for detailed requirements.

601 Title VI Plans

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

Responsible Agency and End Product

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

Work Element 600 Budget

OTHER PLANNING INITIATIVES & SPECIAL PROJECTS

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

Appendix A

BMCMPO COMMITTEE MEMBERSHIP

BMCMPPO COMMITTEE MEMBERSHIP

Policy Committee

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

BMCMPO COMMITTEE MEMBERSHIP

Technical Advisory Committee

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

BMCMPO COMMITTEE MEMBERSHIP

Citizens Advisory Committee

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

BMCMPO STAFF

Metropolitan Planning Organization Staff

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

Appendix B

FY 2023 UPWP COST ALLOCATION PLAN



INDIANA DEPARTMENT OF TRANSPORTATION

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

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

Eric Holcomb, Governor
Joe McGuinness, Commissioner

January 27, 2022

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

Dear Mr. Martin,

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

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

Fringe	85.66%
Indirect	98.60%

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

Sincerely,

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

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

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NextLevel
INDIANA

Appendix C

ABBREVIATIONS

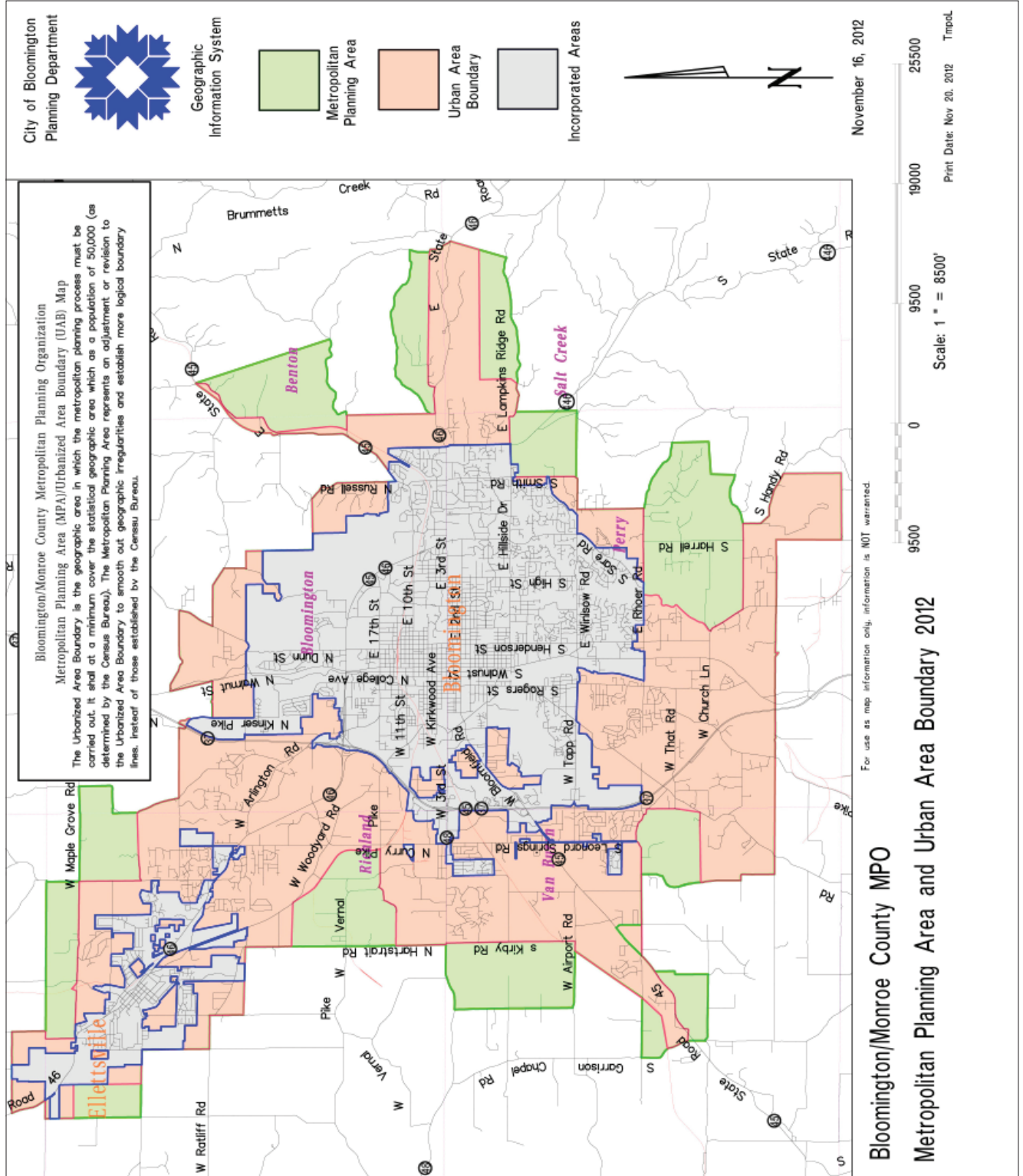
Abbreviations

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

Appendix D

BMCMPO METROPOLITAN PLANNING AREA MAP

BCMCMPO Metropolitan Planning Area Map



Appendix E

PLANNING EMPHASIS AREAS

Planning Emphasis Areas



U.S. Department
of Transportation

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

In Reply Refer To: HAD-IN

January 20, 2022

Dear Indiana MPO Directors and INDOT:

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

• **National Areas of Focus:**

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

• Local Areas of Focus:

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

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

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

Equity and Justice40 in Transportation Planning

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

Complete Streets

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

Public Involvement

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

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

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

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

Federal Land Management Agency (FLMA) Coordination

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

Planning and Environment Linkages (PEL)

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

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

Data in Transportation Planning

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

TIP/STIP Development and Maintenance

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

Metropolitan Planning Area & Urbanized Area Boundaries

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

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

Sincerely,

**MICHELLE
B ALLEN**
Digitally signed by
MICHELLE B ALLEN
Date: 2022.01.19
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Michelle Allen
Team Leader, PEAR
FHWA Indiana Division

Sincerely,

**JASON M
CIAVARELLA**
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JASON M CIAVARELLA
Date: 2022.01.19
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Jay Ciavarella
Director, Office of Planning & Program Development
FTA Region V

cc:

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

Appendix F

TRANSIT OPERATOR LOCAL MATCH ASSURANCE

Transit Operator Local Match Assurance



Transit Operator Local Match Assurance

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

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

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

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

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

Date

Bloomington Public Transportation Corporation
Legal Name of Applicant

By: _____
John Connell
General Manager
Bloomington Public Transportation Corporation

Appendix G

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

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

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

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

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

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

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

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

Written comments can be submitted to the address above or by email to: mpo@bloomington.in.gov

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

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

Appendix H

ADOPTION RESOLUTION & APPROVAL LETTER

Adoption Resolution & Approval Letter



Bloomington/Monroe County Metropolitan Planning Organization

ADOPTION RESOLUTION FY 2022-03

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED:

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

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

Stephen Volan
BMCMPPO Policy Committee Chair

Attest: Patrick Martin
BMCMPPO Senior Transportation Planner

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
VMT/(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
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
Number of Serious Injuries **	3823	3453	3338	3434	3505	3388	3210	3062	3304	3513	3449	3413
Rate of Serious 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
Number of Non Motorized Fatalites & Serious Inj.	405	389	371	385	386	372	405	336	397	447	408	410

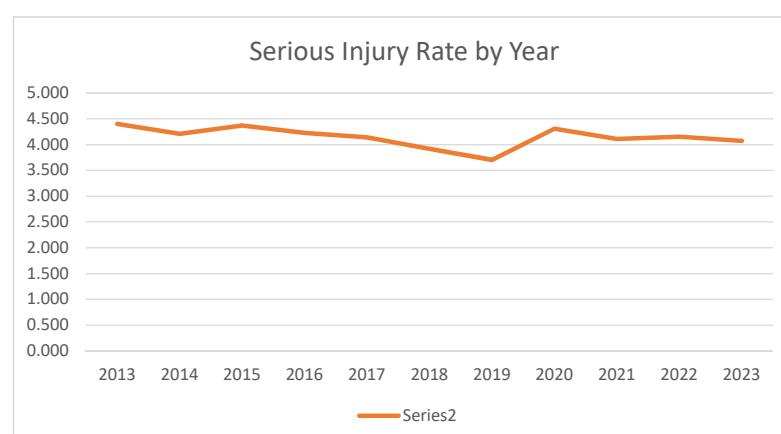
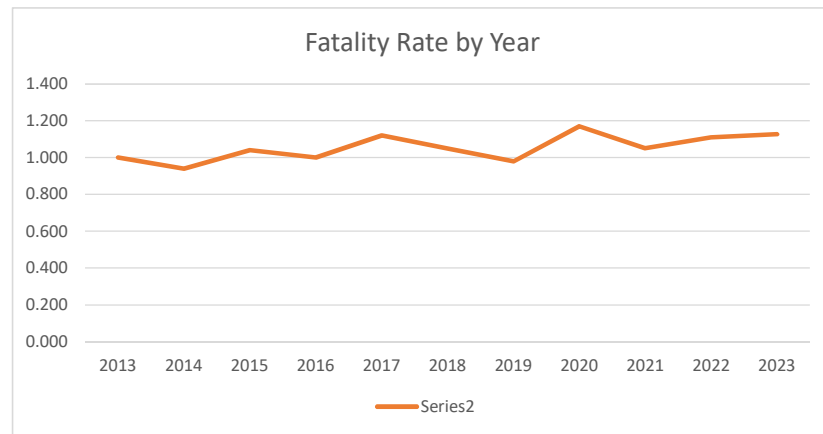
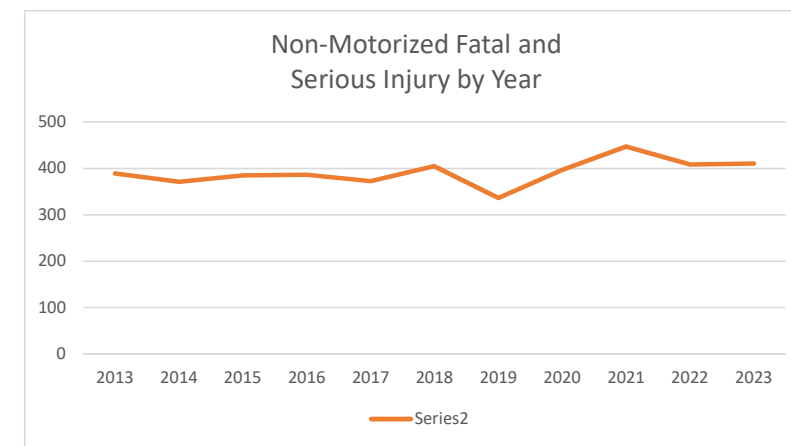
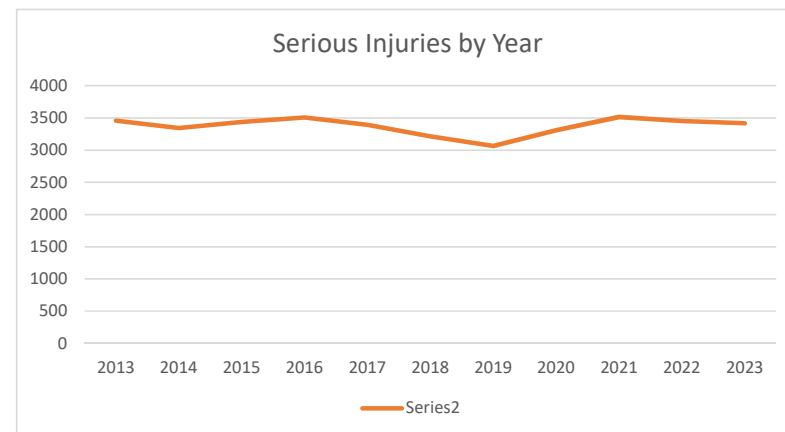
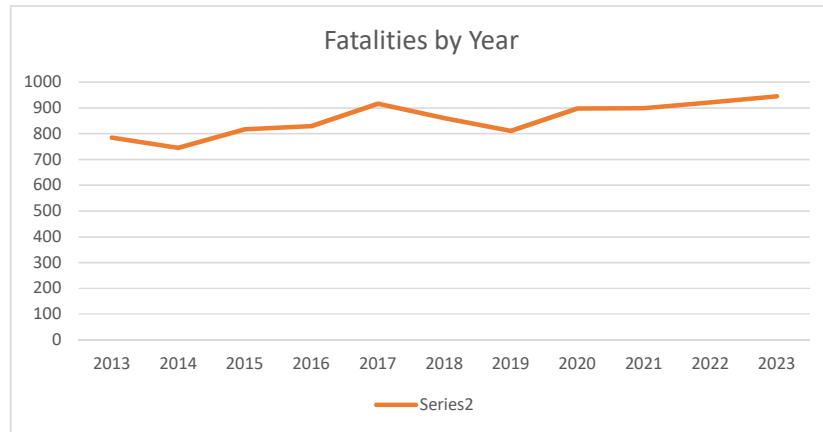
Projected
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 Forcast

FARS & FHWA
CALCULATED
PROJECTION
ARIES
INDOT ESTIMATED

* 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)

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
VMT/(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 Serious 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





**FY22 MPO Funding Review Summary
 AS OF 06/30/2022**

MPO	% Obligated	Status	FY22 STBG	FY22 HSIP	FY22 CMAQ	FY22 TE/TA	FY22 Total	*FY22 Additional IJJA	**Group I MPO CRRSAA Funds
Indianapolis (IMPO)	100.00%	Available	\$29,527,857.35	\$5,694,099.08	\$8,612,706.09	\$2,349,360.95	\$46,184,023.47	\$13,395,330.00	\$13,398,652.00
		Obligated	\$26,808,735.06	\$8,261,786.03	\$10,218,990.41	\$894,511.97	\$46,184,023.47	\$13,371,300.58	\$4,693,049.51
		Remaining	\$2,719,122.29	(\$2,567,686.95)	(\$1,606,284.32)	\$1,454,848.98	\$0.00	\$24,029.42	\$8,705,602.49
Fort Wayne (NIRCC)	100.00%	Available	\$5,745,206.00	\$1,587,263.00	\$2,255,244.00	\$604,839.00	\$10,192,552.00	\$2,838,981.00	\$2,823,811.00
		Obligated	\$7,099,508.36	\$75,364.00	\$3,017,679.64	\$0.00	\$10,192,552.00	\$2,503,322.79	\$0.00
		Remaining	(\$1,354,302.36)	\$1,511,899.00	(\$762,435.64)	\$604,839.00	\$0.00	\$335,658.21	\$2,823,811.00
Louisville (KIPDA)	100.00%	Available	\$2,761,269.00	\$709,754.00	\$1,125,593.00	\$270,456.00	\$4,867,072.00	\$1,269,470.00	\$1,262,685.00
		Obligated	\$4,242,681.00	\$71,720.00	\$200,000.00	\$352,671.00	\$4,867,072.00	\$393,043.00	\$0.00
		Remaining	(\$1,481,412.00)	\$638,034.00	\$925,593.00	(\$82,215.00)	\$0.00	\$876,427.00	\$1,262,685.00
South Bend (MACOG)	100.00%	Available	\$1,416,824.76	\$1,224,630.00	\$1,788,408.00	\$466,653.00	\$4,896,515.76	\$2,096,328.41	\$2,178,668.00
		Obligated	\$2,837,704.26	\$1,028,760.91	\$187,880.00	\$842,170.59	\$4,896,515.76	\$0.00	\$0.00
		Remaining	(\$1,420,879.50)	\$195,869.09	\$1,600,528.00	(\$375,517.59)	\$0.00	\$2,096,328.41	\$2,178,668.00
Northwest (NIRPC)	64.13%	Available	\$12,569,302.00	\$3,711,883.00	\$3,775,920.00	\$1,137,337.00	\$21,194,442.00	\$5,338,437.00	\$5,309,908.00
		Obligated	\$9,964,013.42	\$144,903.70	\$2,311,890.40	\$1,171,875.88	\$13,592,683.40	\$0.00	\$501,079.00
		Remaining	\$2,605,288.58	\$3,566,979.30	\$1,464,029.60	(\$34,538.88)	\$7,601,758.60	\$5,338,437.00	\$4,808,829.00
Evansville (EMPO)	100.00%	Available	\$4,026,801.86	\$1,016,522.00	\$2,912,505.00	\$387,353.00	\$8,343,181.86	\$1,818,154.00	\$1,808,438.00
		Obligated	\$2,293,601.42	\$276,762.20	\$5,772,818.24	\$0.00	\$8,343,181.86	\$1,396,983.56	\$0.00
		Remaining	\$1,733,200.44	\$739,759.80	(\$2,860,313.24)	\$387,353.00	\$0.00	\$421,170.44	\$1,808,438.00
Cincinnati (OKI)	27.66%	Available	\$189,277.00	\$51,769.00	\$66,426.00	\$19,729.00	\$327,201.00	\$92,597.00	\$92,102.00
		Obligated	\$90,505.92	\$0.00	\$0.00	\$0.00	\$90,505.92	\$0.00	\$0.00
		Remaining	\$98,771.08	\$51,769.00	\$66,426.00	\$19,729.00	\$236,695.08	\$92,597.00	\$92,102.00
Anderson (MCCOG)	94.12%	Available	\$1,880,498.00	\$483,437.00	\$841,220.00	\$165,548.00	\$3,370,703.00	\$873,440.00	
		Obligated	\$1,977,462.80	\$274,905.00	\$920,296.00	\$0.00	\$3,172,663.80	\$0.00	
		Remaining	(\$96,964.80)	\$208,532.00	(\$79,076.00)	\$165,548.00	\$198,039.20	\$873,440.00	
Bloomington (BMCMP)	100.00%	Available	\$3,040,274.00	\$550,147.00		\$182,165.00	\$3,772,586.00	\$983,997.00	
		Obligated	\$2,818,298.00	\$541,255.00		\$413,033.00	\$3,772,586.00	\$0.00	
		Remaining	\$221,976.00	\$8,892.00		(\$230,868.00)	\$0.00	\$983,997.00	
Elkhart/Goshen (MACOG)	100.00%	Available	\$6,367,931.24	\$726,260.00	\$1,146,842.00	\$240,478.00	\$8,481,511.24	\$1,393,035.59	
		Obligated	\$8,431,511.24	\$0.00	\$50,000.00	\$0.00	\$8,481,511.24	\$1,393,035.59	
		Remaining	(\$2,063,580.00)	\$726,260.00	\$1,096,842.00	\$240,478.00	\$0.00	\$0.00	
Kokomo (KHGCC)	26.39%	Available	\$1,739,883.00	\$314,838.00		\$104,248.00	\$2,158,969.00	\$563,120.00	
		Obligated	\$569,760.63	\$0.00		\$0.00	\$569,760.63	\$0.00	
		Remaining	\$1,170,122.37	\$314,838.00		\$104,248.00	\$1,589,208.37	\$563,120.00	
Lafayette (TCAPC)	100.00%	Available	\$4,457,928.00	\$0.00		\$247,662.00	\$4,705,590.00	\$1,337,797.00	
		Obligated	\$4,457,928.00	\$0.00		\$247,662.00	\$4,705,590.00	\$1,020,797.44	
		Remaining	\$0.00	\$0.00		\$0.00	\$0.00	\$316,999.56	
Muncie (DMIMPC)	91.89%	Available	\$1,732,174.00	\$458,622.00	\$802,299.00	\$151,857.00	\$3,144,952.00	\$820,292.00	
		Obligated	\$1,806,983.42	\$0.00	\$1,082,800.00	\$0.00	\$2,889,783.42	\$0.00	
		Remaining	(\$74,809.42)	\$458,622.00	(\$280,501.00)	\$151,857.00	\$255,168.58	\$820,292.00	
Terre Haute (THAMPO)	100.00%	Available	\$1,778,575.00	\$469,568.00	\$816,391.00	\$155,482.00	\$3,220,016.00	\$839,870.00	
		Obligated	\$3,183,246.00	\$36,770.00	\$0.00	\$0.00	\$3,220,016.00	\$559,454.71	
		Remaining	(\$1,404,671.00)	\$432,798.00	\$816,391.00	\$155,482.00	\$0.00	\$280,415.29	
Columbus (CAMPO)	100.00%	Available	\$537,054.00	\$278,134.00		\$92,096.00	\$907,284.00	\$497,472.00	
		Obligated	\$886,177.60	\$0.00		\$21,106.38	\$907,283.98	\$0.00	
		Remaining	(\$349,123.60)	\$278,134.00		\$70,989.62	\$0.02	\$497,472.00	
Michigan City (NIRPC)	58.61%	Available	\$901,426.00	\$334,295.00	\$642,249.00	\$110,690.00	\$1,988,660.00	\$597,922.00	
		Obligated	\$518,264.00	\$356,048.97	\$0.00	\$291,181.69	\$1,165,494.66	\$0.00	
		Remaining	\$383,162.00	(\$21,753.97)	\$642,249.00	(\$180,491.69)	\$823,165.34	\$597,922.00	

GRAND TOTAL	Available	\$78,672,281.21	\$17,611,221.08	\$24,785,803.09	\$6,685,953.95	\$127,755,259.33	\$34,756,243.00	\$26,874,264.00
	Obligated	\$77,986,381.13	\$11,068,275.81	\$23,762,354.69	\$4,234,212.51	\$117,051,224.14	\$20,637,937.67	\$5,194,128.51
	June 2022 Balance	\$685,900.08	\$6,542,945.27	\$1,023,448.40	\$2,451,741.44	\$10,704,035.19	\$14,118,305.33	\$21,680,135.49

May 2022 Balance \$10,773,610.19

*Balance valid until 09/2022
 **Balance valid until 09/2024



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
- Indiana University

Employee in Responsible Charge (ERC): N/A
Phone: 812-524-3961
Email: 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

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	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$	\$ 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.



FY 2022 - 2026 Transportation Improvement Program Project Request Form

(Please return form fully completed by July 29, 2022)

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): Chris Myers
Phone: 812-935-2503
Email: cmyers@areal0agency.org

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.

Chris Myers
Employee in Responsible Charge (ERC)

7/20/22
Date

Section 3: Project Information

- A. Project Name: Rural Transit – four camera w/DVR systems for 10 RT vehicles
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned):
- D. Project Location (detailed description of project termini): Rural Transit needs to replace camera systems for 10 revenue vehicles, as our current systems are outdated and cannot be repaired. This project purchases 10 SD4FHD-4 systems (four camera w/DVR) from American Bus Video. Installation will be done in-house by RT mechanic.

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: _____

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		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	IIJA Fund	\$	\$7600	\$	\$	\$	\$
	Local	\$	\$ 1900	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$	\$ 9500	\$	\$	\$	\$

Section 5: Complete Streets Policy

A. Select one of the following:

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

Justification for Exemption: _____

B. Additional Information:

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

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

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



FY 2022 - 2026 Transportation Improvement Program Project Request Form

(Please return form fully completed by July 29, 2022)

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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 BMCMPPO Complete Streets Policy.

Employee in Responsible Charge (ERC)

Lisa Ridge

Date

7/19/2022

Section 3: Project Information

- A. Project Name: Fullerton Pike, Phase III
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): 1802977
- D. Project Location (detailed description of project termini): 500' west of Rogers Street to Rockport Road

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

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

F. Project Support (local plans, LRTP, TDP, etc.): Monroe County Comprehensive Plan, Monroe County Urbanizing Area Plan, Monroe County SR 37 Corridor Plan, Monroe County Thoroughfare Plan, 2040 Metropolitan Transportation Plan of the BMCMPPO

G. Allied Projects: Fullerton Pike Phase I and II completed.

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: July 12, 2023

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	\$377,000.00	\$100,000.00	\$10,000.00	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW	STPB	\$421,934.00	\$	\$	\$	\$	\$
	IIJA	\$210,967.00	\$	\$	\$	\$	\$
	Local	\$286,266.00	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
	Local	\$	\$	\$641,780.00	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	STPB	\$	\$	\$2,750,133.00	\$	\$	\$
	Local	\$	\$	\$2,384,110.00	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$919,167.00	\$	\$ 5,786,023.00	\$	\$	\$

Section 5: Complete Streets Policy

A. Select one of the following:

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

Justification for Exemption: _____

B. Additional Information:

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

- 1) Detailed Scope of Work – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
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- Indiana University
- Bloomington Transit
- Rural Transit
- INDOT
- _____

Employee in Responsible Charge (ERC): Lisa Ridge
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 BMCMPPO Complete Streets Policy.

Lisa Ridge
Employee in Responsible Charge (ERC)

7/19/2022
Date

Section 3: Project Information

- A. Project Name: Vernal Pike Connector Road
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): #1702957
- D. Project Location (detailed description of project termini): The new road and bridge construction will connect the new Profile Parkway extension, to Sunrise Greetings Court and Vernal Pike.

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

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

F. Project Support (local plans, LRTP, TDP, etc.): Monroe County Master Thoroughfare Plan

G. Allied Projects: Profile Parkway Extension

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: 11/16/2022

Section 4: Financial Plan

Identify all anticipated costs for all phases of the project, including any costs anticipated in years beyond the scope of this TIP. All phases must incorporate a four percent (4%) per year inflation factor per BMCMPO policy. All CN phases must include an appropriate amount of funding for construction inspection in addition to project construction costs.

Note: Fiscal Year 2022 begins on July 1, 2021 and ends on June 30, 2022.

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
PE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW	Local	\$2,000,000.00	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Group III		\$814,350.00	\$	\$	\$	\$
	Local Match	\$	\$177,150.00	\$	\$	\$	\$
	IIAJ	\$	\$300,000.00	\$	\$	\$	\$
CN	Group III	\$	\$5,054,550.00	\$	\$	\$	\$
	Local Match	\$	\$2,846,630.00	\$	\$	\$	\$
				\$	\$	\$	\$
Totals:		\$2,000,000.00	\$9,192,680.00	\$	\$	\$	\$

Section 5: Complete Streets Policy

A. Select one of the following:

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

Justification for Exemption: _____

B. Additional Information:

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

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

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



FY 2022 - 2026 Transportation Improvement Program Project Request Form

(Please return form fully completed by July 29, 2022)

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): Neil Kopper

Phone: 812-349-3913

Email: koppern@bloomington.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.

Neil Kopper

7/21/2022

Employee in Responsible Charge (ERC)

Date

Section 3: Project Information

- A. Project Name: High Street Intersection Modernizations and Multiuse Path
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): 2200020
- D. Project Location (detailed description of project termini): High Street from Arden Drive to 3rd Street. This project may be reduced or phased based on federal funding award or other constraints.

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.):

BMCMPO 2040 Metropolitan Transportation Plan – Goals include “Promote projects that focus on improving safety for all” and “Pursue possible funding opportunities to increase trail/path use and investment.”

BMCMPO Complete Streets Policy – Goals include “To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development” and “To ensure that the safety and mobility of all users of the transportation system are accommodated...”

Bloomington Comprehensive Plan – Policies include “Consider all ages, all abilities, and all modes, including pedestrians, bicyclists, transit vehicles, emergency responders, and freight when planning, designing, modifying, and constructing transportation facilities” and “Prioritize safety and accessibility over capacity in transportation planning, design, construction, and maintenance decisions.”

Bloomington Transportation Plan – “The 2018 Comprehensive Plan identifies the need to take a multimodal transportation approach to planning in Bloomington.” The plan also notes that “All facilities for pedestrians must be designed for safety, accessibility, and comfort.” This multiuse path is specifically listed as MU-8 recommended project.

G. Allied Projects:

Jackson Creek Trail Project (which includes multiuse path on High from Rogers to Arden)

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: October 8, 2025

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	Local	\$	\$ 160,000	\$	\$	\$	\$
	IIJA	\$	\$ 640,000	\$	\$	\$	\$
RW	Local	\$	\$	\$ 857,890	\$	\$	\$
	STP	\$	\$	\$ 242,110	\$	\$	\$
CE	Local	\$	\$	\$	\$	\$ 640,000	\$
		\$	\$	\$	\$	\$	\$
CN	Local	\$	\$	\$	\$	\$ 2,638,244	\$
	STP	\$	\$	\$	\$	\$ 2,992,243	\$
	TAP	\$	\$	\$	\$	\$ 169,513	\$

	Totals:	\$	\$ 800,000	\$ 1,100,000	\$	\$ 6,440,000	\$
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Section 5: Complete Streets Policy

A. Select one of the following:

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

Justification for Exemption: _____

B. Additional Information:

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

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

This project will construct multimodal safety and mobility improvements on High Street from Arden Drive to 3rd Street. Project improvements are expected to include sidewalk curb ramps, accessible bus stops, multiuse path, and traffic signal modernizations.

The project seeks to reduce conflicts between modes by constructing a multiuse path to connect to the existing (currently under construction) multiuse path and Jackson Creek Trail south of Arden Drive. Accessible bus stops will be constructed to complement the existing transit routes on the street. The traffic signals at Hillside Drive, 2nd Street, and 3rd Street will each be more than 30 years old when this project goes to construction. These traffic signals require replacement due to their age, but also to provide safety improvements such as signal head backplates, accessible pedestrian pushbuttons and countdown timers, and modern equipment capable of incorporating signal timings optimized to accommodate all modes. The intersection at 3rd Street will be evaluated for a realignment that is expected to significantly reduce delay by removing split phasing. All intersections will be evaluated for options to provide shorter pedestrian crosswalks. The project will also pursue other geometric modifications to reduce crash risk by encouraging speed limit compliance. The project will include signage and marking updates to improve predictability.

- 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.

Project will be constructed to optimize safety and comfort for users of all ages and abilities and all modes of transportation. Project will comply with PROWAG, the City's adopted accessibility standards. Project will comply with all required environmental and historical regulations per the federal process. Project will have an appropriate maintenance of traffic plan to accommodate all users during construction.

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.).

Project priorities include improving safety (as detailed in #1) and expanding capacity by adding facilities for non-motorized modes that connect to other existing pedestrian and bicycle facilities. By improving pedestrian and bicycle connections this project will improve the City's ability to transport people while also working toward goals of equity and sustainability. This project connects to the existing Jackson Creek Trail and is less than half a mile from Southeast Park and the YMCA. The project is also less than one mile from five elementary schools and Indiana University.

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

Preliminary engineering consultant selection and design will begin in 2023. Public participation is anticipated in 2024. The project will be constructed along an existing right of way, but additional right of way acquisitions will be completed in 2025. Construction would take place during 2026.

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

All permits will be applied for at the appropriate time in project development. Key milestones will include Stage 3 and Final Tracings plan submissions.

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

The City's local match portion will depend upon available/awarded federal funding levels. This project may need to be reduced or phased based on federal funding award or other constraints.

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.).

Project will be presented to the MPO committees and Bloomington Bicycle and Pedestrian Safety Commission. Those groups will receive updates about the project during development. Individual property owners adjacent to the project will be contacted after right of way impacts are determined. At least one public information meeting will be held during design. Additional meetings or hearings may be necessary. Final details on public participation will be developed during the design phase. All comments and questions regarding the project will be considered and addressed as appropriate.

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.

INDOT, BMCMPPO, various City of Bloomington Departments, City of Bloomington Utilities, MCCSC, IU, BT, Bicycle and Pedestrian Safety Commission, adjacent neighborhood associations, adjacent property owners/tenants, and other interested parties.