



## **POLICY COMMITTEE**

March 10, 2023

1:30 pm– 3:00 pm

Hybrid Meeting - City Hall Council Chambers and via Zoom

Join Zoom Meeting

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Passcode: BMCMPO

One tap mobile: +13017158592,,6359441221# US (Washington DC)

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

## **Agenda**

- I. Call to Order and Introductions
- II. Approval of Meeting Agenda\*
- III. Nominations and Election of Officers for Calendar Year 2023\*
  - a. Chair
  - b. Vice-Chair
- IV. Approval of Minutes\*
  - a. February 10, 2023
- V. Communications from the Chair and Vice Chair
- VI. Reports from Officers and/or Committees
- VII. Reports from the MPO Staff
  - a. Fiscal Year 2024 - 2028 Transportation Improvement Program - Call for Projects
  - b. Fiscal Year 2023-2024 Unified Planning Work Program - Draft
- VIII. Old Business
  - a. BMCMPO FY 2022 - 2026 Transportation Improvement Program (TIP) Amendments\*
    - (1) DES# DES#1700198 - SR45-46 Arlington-Kinser Intersection Improvement and Added Travel Lanes\*
    - (2) DES# 2101785 - INDOT Repair-Replace Lighting with LED @ Various locations in the Seymour District\*

IX. New Business

- a. BMCMPPO FY 2022 - 2026 Transportation Improvement Program (TIP) Amendments\*
  - (1) DES#1800086 - SR45 from SR45-46 Bypass to Pete Ellis Drive
  - (2) DES#1800199 - SR45 Intersection of Pete Ellis Drive
  - (3) DES#1900405 - Liberty Drive Connection to Karst Farm Trail
  - (4) BLO-23-004, BLO-24-004, BLO-25-004, BLO-25-004 - Bloomington Transit 40-foot Replacement Battery Electric Buses, Charging Stations, & Installation
  - (5) BLO-22-005, BLO-23-005, BLO-24-005, BLO-26-005 - Bloomington Transit Bus Stop Accessibility Improvements
  - (6) BLO-23-006 - Bloomington Transit Fixed Route Service Expansion Electric Vehicles, Charging Stations, & Installation

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

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

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

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

XII. Upcoming Meetings

- a. Technical Advisory Committee - March 22, 2023 at 10:00 a.m. (Hybrid)
- b. Citizens Advisory Committee - March 22, 2023 at 6:30 p.m. (Hybrid)
- c. Policy Committee - April March 10, 2023 at 1:30 p.m. (Hybrid)

XIII. Adjournment

*\*Action Requested / Public comment prior to vote on old and new business items (limited to five minutes per speaker).*

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## POLICY COMMITTEE

### Meeting Minutes

February 10, 2023

1:30 - 3:00 p.m.

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

Policy Committee Present: Jason Banach, Doug Horn, Andrew Cibor (V proxy), Lisa Ridge, Julie Thomas, Margaret Clements (V), Sarah Ryterband, Steve Volan, Geoff McKim Chris Wahlman (proxy). Nate Nickel (proxy)

Staff Present: Pat Martin, Ryan Robling

- I. Call to Order and Introductions.
  - a. Steve Volan welcomed members of the Committee.
- II. Approval of the Agenda\*
  - a. Steve Volan requested a voice vote for acceptance given all Policy Committee members were present. \*\*Sarah Ryterband motioned to adopt the Meeting Agenda. Geoff McKim seconded. **Motion carried 11:0 - Approved.**
- III. Nominations and Election of Officers for Calendar Year 2023\*
  - a. \*\*Sarah Ryterband nominated Lisa Ridge for Chair. Julie Thomas second.
  - b. \*\* Geoff McKim nominated Steve Volan for Chair. Jason Banach seconded. **The vote for Chair failed at 5:5:1.** Without objections, the committee agreed to postpone the election of Chair and Vice Chair until the next meeting.
- IV. Approval of the Minutes\*
  - a. October 14, 2022  
\*\*Sarah Ryterband motioned to adopt the October 14, 2022 Meeting Minutes. Geoff McKim seconded. **Motion carried by roll call vote 8-0-3 - Approved.**
- V. Communications from the Chair
  - a. None
- VI. Reports from Officers and/or Committees
  - a. Technical Advisory Committee (TAC)
    - (1) Nate Nickel provided a TAC update of recommended actions for the Policy Committee and concerns expressed regarding INDOT system performance and safety targets.
  - b. Citizens Advisory Committee (CAC)
    - (1) Sarah Ryterband reported the CAC last met on February 1<sup>st</sup> and recommended approval actions by the Policy Committee.

VII. Reports from the MPO Staff

- a. Pat Martin reported on the CY2023 Committee schedules
- b. Pat Martin reported updates to Metropolitan Planning Organization 101.
- c. Pat Martin reported on an updated of the INDOT/BT/BMCMPO Metropolitan Planning Agreement which replaced a 2015 Agreement.
- d. Pat Martin noted the Fiscal Year 2024 - 2028 Transportation Improvement Program Call for Projects with an application deadline of 02-10-23.
- e. Pat Martin reported on the FY 2023 TIP Call for Project Amendments using newly allocated FHWA Carbon Reduction Program (CRP) and PROTECT Formula Programs

VIII. Old Business

- a. INDOT 2-Year and 4-Year Reliability Transportation Management Targets\* Pat Martin introduced Nathan Shellhamer, Traffic Mobility Engineer, with INDOT's Corridor Development Office. Nathan outlined the congressional requirements for adopting LOTTR (level of travel time reliability). These indices must involve reporting as a percentage of person-miles, and TTTR (truck travel time reliability index) computed for each segment throughout the state, again by comparing peak and off peak truck travel times. Discussion ensued. Members of the Committee expressed concern that the targets sought for adoption by INDOT involved "less than clear" definitions. \*\*Sarah Ryterband moved to adopt INDOT 2-Year and 4-Year Reliability Transportation Management Targets with respect to LOTTR and TTTR. Geoff McKim seconded. **Motion carried by roll call vote 11-0-0 - Approved.**

IX. New Business

- a. INDOT Annual PM1 Performance Measures – 2023 Safety Target Declaration\* Pat Martin presented INDOT's PM1 Traffic Safety Performance Targets prepared by the Office of Traffic Safety. Discussion ensued. \*\*Sarah Ryterband moved to support INDOT's 2023 PM1 Performance Measures Safety Target Declaration. Julie Thomas seconded. **Motion carried by roll call vote 10-1-0 - Approved.**
- b. BMCMPPO FY 2022 - 2026 Transportation Improvement Program (TIP) Amendments\* Pat Martin presented the proposed FY2022-2026 TIP Amendments as follows:
  - (1) DES#2101774 - Wrong Way Ramp Initiative for I-69 at the Fullerton Pike interchange and I-69 at the SR45/West Bloomfield Road Interchange\*
  - (2) DES#1700198 - SR45/46, 0.2 Miles E of I-69 (Arlington Road) to 0.93 Miles E of I-69 (Kinser Pike). This project amendment was withdrawn from consideration until the March Policy Committee meeting.
  - (3) DES#2101785 - INDOT Repair-Replace Lighting with LED @ Various locations in the Seymour District\* Chris Wahlman agreed to report back on statewide LED questions at the March Policy Committee meeting for an Amendment vote.
  - (4) DES#1702957 & DES#1900406 - Vernal Pike Connector\*
  - (5) DES#1900399 - 1st Street from Fairview Street to College Avenue\*
  - (6) DES#2200020 - High Street Intersection Modernization and Multiuse Path\*  
Discussions ensued.  
\*\*Sarah Ryterband moved to adopt FY2022-2026 TIP Amendments for DES#2001774, DES#1702957 & DES#1900406, DES#1900399, and DES#2200020. Geoff McKim seconded. **Motion carried by roll call vote 10-1-0 – Approved.**  
\*\*Sarah Ryterband moved to postpone consideration of DES#1700198 and DES#2101785. Geoff McKim seconded. **Motion carried by roll call vote 11-0-0 – Approved.**

- X. Public Comment on Matters Not Included on the Agenda (non-voting items) - None
- XI. Communications from Committee Members and Topics for Future Agendas (non-agenda and non-voting items).
  - a. Sarah Ryterband requested additional discussion regarding LED lights at the next meeting.
  - b. Julie Thomas requested Bates Numbering for future meeting packets.
- XII. Adjournment\*
  - a. The meeting adjourned by consensus.

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

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**Meeting Recording:** <https://catstv.net/m.php?q=12111>

XII. Upcoming Meetings

- a. Policy Committee - March 10, 2023 at 1:30 p.m. (Hybrid)
- b. Technical Advisory Committee - February 22, 2023 at 10:00 a.m. (Hybrid)
- c. Citizens Advisory Committee - February 22, 2023 at 6:30 p.m. (Hybrid)

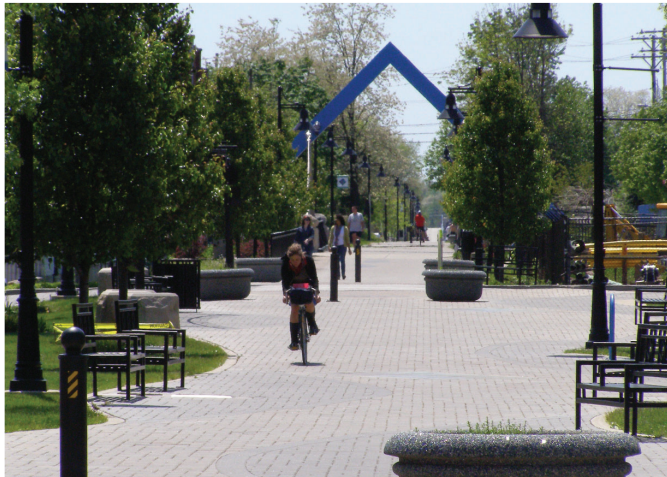
XIII. Adjournment\*

- a. \*\* XXX motioned to adjourn the meeting. XXX seconded. Motion carried.

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

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Meeting Recording: <https://catstv.net/m.php?q=12111>



**BLOOMINGTON • MONROE COUNTY**



# Unified Planning Work Program

**Fiscal Years**

**2023 & 2024**

*Bloomington-Monroe County  
Metropolitan Planning Organization*

*Policy Committee*

*FY2024*

**February 27, 2023**

## **ACKNOWLEDGMENT & DISCLAIMER**

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



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# Introduction

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## OVERVIEW

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

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

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

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

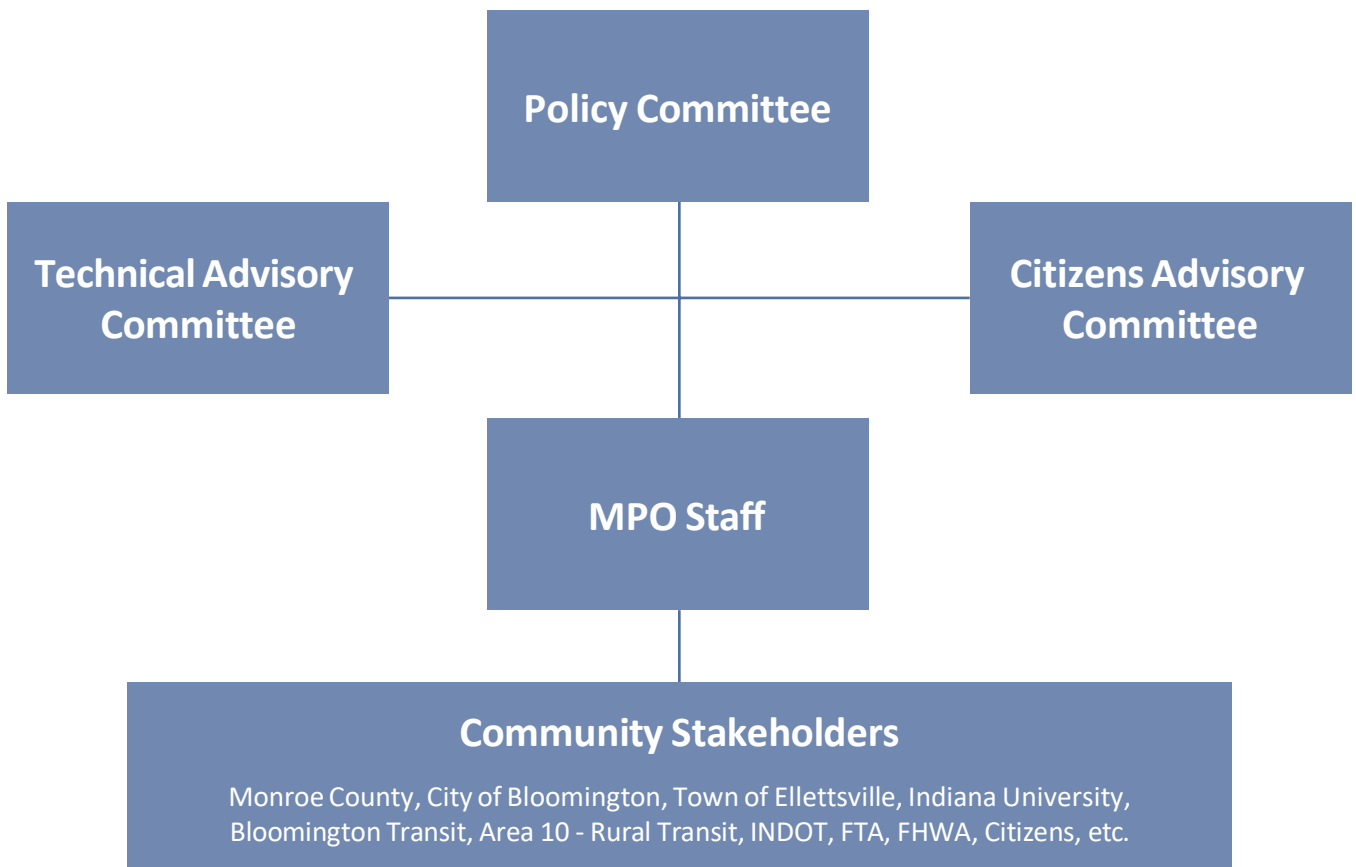
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## BMCMPO ORGANIZATION & COMPOSITION

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.



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## FY 2024 PEAs

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

## PLANNING EMPHASIS AREAS

The Indiana Division Office of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Region V Office issue annual planning emphasis areas (PEAs) for incorporation into the FY 2024 Unified Planning Work Programs, Statement of Works and the Statewide Planning & Research Part 1 program. The emphasis areas listed below include those that were jointly issued nationally by FHWA and FTA in FY 2024, as well as identified local areas of focus. While the planning emphasis areas have not changed for FY 2024, some additional details have been added for your review and incorporation.

The Indiana Division Office of Federal Highway Administration (FHWA) and Federal Transit Administration Region V (FTA) annual Planning Emphasis Areas (PEAs) for FY 2024 are:

### National Areas of Focus:

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

### Local Areas of Focus:

- 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 the Bipartisan Infrastructure Law (BIL). The following paragraphs detail the BMCMPPO FY 2023-2024 UPWP Planning Emphasis Area elements issued by the FHWA/FTA for FY 2024.

### **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 coordinate regarding the statewide NEVI plan, Carbon Reduction Program strategy, and PROTECT formula program, as well as to use the transportation planning process to accelerate the transition

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toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, identify projects and strategies to reduce emissions, 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 BIL Climate/Resilience](#), [FHWA’s Sustainable Transportation](#) or [FTA’s Transit and Sustainability Webpages](#) for more information. **The BMCMPPO will address this PEA through Element 401 of the FY 2023-2024 UPWP.**

### **Equity and Justice<sup>40</sup> 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 meaningful 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 140081 our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care. The FHWA Indiana Division and FTA region V Office will maximize plan reviews to encourage the advancement of Federal investments to disadvantaged communities.

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<sup>1</sup> [Executive Order 13985 \(Advancing Racial Equity and Support for Underserved Communities\)](#) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities.

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**The BMCMPO will address this PEA through Work Element 104 of the FY 2023-2024 UPWP.**

### **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. **The BMCMPO will address this PEA through Element 301 and 501 of the FY 2023-2024 UPWP.**

### **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



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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](#). **The BMCMPO will address this PEA through Elements 104, 401, and 601 of the FY 2023-2024 UPWP.**

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

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. **The BMCMPO will address this PEA through Element 101 of the FY 2023-2024 UPWP.**

### **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

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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)). **The BMCMPO will address this PEA through Element 101 of the FY 23- 24 UPWP.**

### **Planning and Environmental 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 5 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](#). **The BMCMPO will address this PEA through Element 101 of the FY 23-24 UPWP.**

### **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. **The BMCMPO will address this PEA through Elements 201, 202, 502, 503, and 504 of the FY 203-24 UPWP.**

### **TIP/STIP Process Review**

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

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and the MPOs coordinate and work together to jointly formulate, 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). In addition, the FHWA Indiana Division Office and FTA Region V Office strongly encourage INDOT to develop internal procedures for coordination, communication, and documentation regarding project changes that need to be reflected in the TIP/STIP prior to authorization of federal funds. Project cost estimation practices, as well as procedures to address and/or document inflation in the project estimates, should be reviewed in consultation with the MPOs and other stakeholders (as needed). **The BMCMPPO will address this PEA through Element 301 of the FY 2023-2024 UPWP.**

### **Metropolitan Planning Area and Urban 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. Information regarding the schedule and process for updating MPO boundaries can be found [here](#). INDOT and the MPOs should also work together to review any funding programs/allocations that may need to be revised in light of the boundary adjustments.

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. **The BMCMPPO will address this PEA through Element 401 of the FY 2023-2024 UPWP.**

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# FY 2023-2024 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 identify additional cost breakdowns of each work element.

Work Element	MPO Staff	BT	Consultant /Supplies	CSA	Total	
<b>100</b>	<b>Administration &amp; Public Participation</b>					
	<i>FY 2023</i>	\$150,071	\$0	\$5,600	\$0	\$155,671
	<i>FY 2024</i>	\$122,493	\$0	\$14,600	\$0	\$137,093
<b>200</b>	<b>Data Collection &amp; Analysis</b>					
	<i>FY 2023</i>	\$39,514	\$0	\$13,131	\$2,000	\$54,645
	<i>FY 2024</i>	\$45,537	\$0	\$8,493	\$0	\$54,029
<b>300</b>	<b>Short Range Planning &amp; Management Systems</b>					
	<i>FY 2023</i>	\$83,748	\$0	\$0	\$23,000	\$106,748
	<i>FY 2024</i>	\$76,284	\$0	\$0	\$32,000	\$108,284
<b>400</b>	<b>Long Range Planning</b>					
	<i>FY 2023</i>	\$38,637	\$0	\$1,879	\$0	\$40,516
	<i>FY 2024</i>	\$44,582	\$0	\$101,500	\$0	\$146,993
<b>500</b>	<b>Transit &amp; Active Transportation</b>					
	<i>FY 2023</i>	\$8,913	\$54,000	\$1,280	\$0	\$64,193
	<i>FY 2024</i>	\$8,352	\$50,000	\$0	\$0	\$58,352
<b>600</b>	<b>Other Planning Initiatives &amp; Special Projects</b>					
	<i>FY 2023</i>	\$2,496	\$0	\$0	\$0	\$2,496
	<i>FY 2024</i>	\$2,932	\$0	\$0	\$0	\$2,932
	<b>TOTAL</b>					
	<b><i>FY 2023</i></b>	\$323,379	\$54,000	\$21,890	\$25,000	\$424,269
	<b><i>FY 2024</i></b>	\$300,180	\$50,000	\$124,593	\$32,000	\$506,772
	<b><i>TOTAL</i></b>	\$623,559	\$104,000	\$146,483	\$57,000	\$931,042

## 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 approved FY 2024 Cost Allocation Plan. Funding allocations for BMCMPO staff, Bloomington Transit, Consultants/Other, and Contract Service Agreements (CSAs) illustrate underlying object class budgeted expenses. Please refer to the individual work element sections later in this document for further details on each category.

Object Class		Federal	Local	Total
<b>Direct Chargeable Salary</b>				
	<i>FY 2023</i>	\$91,009	\$22,752	\$113,761
	<i>FY 2024</i>	\$101,156	\$25,289	\$126,446
<b>Fringe Expenses</b>				
	<i>FY 2023</i>	\$77,959	\$19,490	\$97,449
	<i>FY 2024</i>	\$91,688	\$22,922	\$146,096
<b>Indirect Expenses</b>				
	<i>FY 2023</i>	\$89,735	\$22,434	\$112,169
	<i>FY 2024</i>	\$47,300	\$11,825	\$59,126
<b>Bloomington Transit</b>				
	<i>FY 2023</i>	\$43,200	\$10,800	\$54,000
	<i>FY 2024</i>	\$40,000	\$10,000	\$50,000
<b>Consultants/Supplies</b>				
	<i>FY 2023</i>	\$17,512	\$4,378	\$21,890
	<i>FY 2024</i>	\$99,674	\$24,919	\$124,593
<b>Contract Service Agreements</b>				
	<i>FY 2023</i>	\$20,000	\$5,000	\$25,000
	<i>FY 2024</i>	\$25,600	\$6,400	\$32,000
<b>TOTAL</b>				
	<b><i>FY 2023</i></b>	\$339,415	\$84,854	\$424,269
	<b><i>FY 2024</i></b>	\$405,418	\$101,354	\$506,772
	<b><i>TOTAL</i></b>	\$774,833	\$186,209	\$931,041

## 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 FY 2024 funding allocations fall within the total available funding noted previously.

	Work Element	Federal	Local	Total
<b>100</b>	<b>Administration &amp; Public Participation</b>			
	<i>FY 2023</i>	\$124,537	\$31,134	\$155,671
	<i>FY 2024</i>	\$109,675	\$27,419	\$137,093
<b>200</b>	<b>Data Collection &amp; Analysis</b>			
	<i>FY 2023</i>	\$43,715	\$10,929	\$54,644
	<i>FY 2024</i>	\$43,224	\$10,806	\$54,029
<b>300</b>	<b>Short Range Planning &amp; Management Systems</b>			
	<i>FY 2023</i>	\$85,398	\$21,350	\$106,748
	<i>FY 2024</i>	\$86,627	\$21,657	\$108,284
<b>400</b>	<b>Long Range Planning</b>			
	<i>FY 2023</i>	\$32,413	\$8,103	\$40,516
	<i>FY 2024</i>	\$116,865	\$29,216	\$146,082
<b>500</b>	<b>Transit &amp; Active Transportation</b>			
	<i>FY 2023</i>	\$51,355	\$12,839	\$64,194
	<i>FY 2024</i>	\$46,681	\$11,670	\$58,352
<b>600</b>	<b>Other Planning Initiatives &amp; Special Projects</b>			
	<i>FY 2023</i>	\$1,997	\$499	\$2,496
	<i>FY 2024</i>	\$2,346	\$586	\$2,923
	<b>TOTAL</b>			
	<b><i>FY 2023</i></b>	\$339,415	\$84,854	\$424,269
	<b><i>FY 2024</i></b>	\$405,418	\$101,354	\$506,772
	<b><i>TOTAL</i></b>	\$744,833	\$186,208	\$930,041

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## Summary Budget for Active Purchase Orders

The table below summarizes the current BMCMPO FY 2023-2024 UPWP purchase order, the expiration date of the active purchase order, and the current active balance of the assigned Fiscal year.

<b>Active Purchase Order Balances</b>		
<b>Active INDOT Purchase Orders</b>	<b>Expiration Date</b>	<b>Current P.O. Balance (February 2023)</b>
<b>00800-0020088715</b>	06-30-26	\$151,776.59



## CONTRACT SERVICE AGREEMENTS

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

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

Agency	Federal	Local	Total
<b>City of Bloomington Public Works Dept.</b>			
<i>FY 2023</i>	\$8,800	\$2,200	\$11,000
<i>FY 2024</i>	\$12,800	\$3,200	\$16,000
<b>Monroe County Highway Dept.</b>			
<i>FY 2023</i>	\$8,800	\$2,200	\$11,000
<i>FY 2024</i>	\$12,800	\$3,200	\$16,000
<b>Town of Ellettsville</b>			
<i>FY 2023</i>	\$2,400	\$600	\$3,000
<i>FY 2024</i>	\$0	\$0	\$0
<b>TOTAL</b>			
<b><i>FY 2023</i></b>	\$20,000	\$5,000	\$25,000
<b><i>FY 2024</i></b>	\$25,600	\$6,400	\$32,000
<b><i>TOTAL</i></b>	\$45,600	\$11,400	\$57,000

# Work Elements

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ADMINISTRATION & PUBLIC PARTICIPATION

100

## COMMITTEES

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

### 101 Intergovernmental Coordination

The BMCMPO 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 BMCMPO staff will attend and/or participate in these meetings to represent the interests of BMCMPO on the State and Federal levels.

Each MPO must undergo a certification review by the Federal Highway Administration every four years. The last BMCMPO completed a certification review with FHWA, FYA, and INDOT representatives in November 2022.

#### ***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 INDOT's 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: As Required]

- MPO Staff to coordinate with INDOT and U.S. Department of Defense (DOD) representatives in the transportation planning 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 BMCMPO 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 BMCMPO 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 two 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 INDOT for the measurement of MPO activity progress pursuant to the completion of the UPWP.

### COST ALLOCATION PLAN

*See Appendix B for further details.*

#### **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 2025-2026 UPWP. [Estimated Completion: Q4/FY24]
- MPO Staff to develop the FY 2025 & 2026 Cost Allocation Plan as part of the FY 2023-2024 UPWP. [Estimated Completion: Q3/FY24]
- MPO Staff to prepare and submit the FY 2022 Annual Completion Report to INDOT. [Estimated Completion: Q1/FY24]
- 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]

### 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 continuous 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***

- BMCMPO Staff to attend the annual Indiana MPO Conference and host the Indiana MPO Conference in Bloomington during FY 2024. [Estimated Completion: FY23 & FY24 Annually]
- BCMPO 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 BMCMPO 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 continuously review and update as needed to the Public Participation Plan (PPP), procedures required by 23 CFR 450.210 and 23 CFR 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 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 to provide diverse representation among CAC participants.

The staff will maintain the (<https://bloomington.in.gov/mpo>), 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	FY 2024	Total
<b>101</b>	<b>Intergovernmental Coordination</b>			
	<i>Federal Share</i>	\$63,586	\$40,353	\$103,939
	<i>Local Share</i>	\$15,896	\$10,088	\$25,984
	<b>Total</b>	<b>\$79,482</b>	<b>\$50,441</b>	<b>\$127,622</b>
<b>102</b>	<b>Unified Planning Work Program</b>			
	<i>Federal Share</i>	\$22,619	\$23,101	\$45,720
	<i>Local Share</i>	\$5,655	\$5,775	\$11,430
	<b>Total</b>	<b>\$28,274</b>	<b>\$28,887</b>	<b>\$57,150</b>
<b>103</b>	<b>Staff Training &amp; Education</b>			
	<i>Federal Share</i>	\$18,486	\$38,360	\$57,166
	<i>Local Share</i>	\$4,621	\$9,670	\$14,291
	<b>Total</b>	<b>\$23,107</b>	<b>\$48,350</b>	<b>\$71,457</b>
<b>104</b>	<b>Public Outreach</b>			
	<i>Federal Share</i>	\$19,846	\$7,541	\$27,387
	<i>Local Share</i>	\$4,962	\$1,885	\$6,847
	<b>Total</b>	<b>\$24,808</b>	<b>\$9,426</b>	<b>\$34,234</b>
	<b>TOTAL FEDERAL SHARE</b>	<b>\$124,537</b>	<b>\$109,675</b>	<b>\$234,212</b>
	<b>TOTAL LOCAL SHARE</b>	<b>\$31,134</b>	<b>\$27,419</b>	<b>\$58,553</b>
	<b>TOTAL</b>	<b>\$155,671</b>	<b>\$137,093</b>	<b>\$292,764</b>



# Work Elements

DATA COLLECTION & ANALYSIS

200

## 201 Traffic Volume Counting

The MPO staff, in conjunction the City of Bloomington, Engineering Department, 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. The City of Bloomington, Engineering Department will purchase new counting equipment, software and supplies including but not limited to battery replacements, a portable traffic analyzer, replacement tubing, nails, padlocks, tape, 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 coverage counts on behalf of the City of Bloomington Engineering Department and Monroe County Highway Department. [Estimated Completion: Annually]
- Town of Ellettsville staff to perform coverage counts as needed. [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 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 and Q4/ FY24]
- 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 and Q4/FY24]
- 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 and Q4/FY24]

## Work Element 200 Budget

200				
<b>201</b>	<b>Traffic Volume Counting</b>			
	<i>Federal Share</i>	\$13,903	\$12,258	\$26,161
	<i>Local Share</i>	\$3,476	\$3,064	\$6,540
	<b>Total</b>	<b>\$17,379</b>	<b>\$15,322</b>	<b>\$32,701</b>
<b>202</b>	<b>Annual Crash Report</b>			
	<i>Federal Share</i>	\$28,212	\$30,966	\$59,178
	<i>Local Share</i>	\$7,053	\$7,741	\$14,794
	<b>Total</b>	<b>\$35,265</b>	<b>\$38,707</b>	<b>\$73,972</b>
	<b>TOTAL FEDERAL SHARE</b>	<b>\$43,715</b>	<b>\$43,224</b>	<b>\$86,939</b>
	<b>TOTAL LOCAL SHARE</b>	<b>\$10,929</b>	<b>\$10,805</b>	<b>\$21,735</b>
	<b>TOTAL</b>	<b>\$54,644</b>	<b>\$54,029</b>	<b>\$108,673</b>

# Work Elements

SHORT RANGE PLANNING & MANAGEMENT SYSTEMS

300

### 301 Transportation Improvement Program (TIP)

The development and maintenance of a Transportation Improvement Program (TIP) is a Federal requirement for MPOs that intend to implement projects with Federal funds. All Federal-aid projects must be included in the TIP, and the adopted program of projects must have “fiscal constraint” for inclusion within the Indiana Statewide Transportation Improvement Program (INSTIP). The BMCMPPO continuously coordinates with all jurisdiction Local Public Agencies (LPAs) for development/administration of a TIP. This includes processing required amendments, managing a Quarterly Project Tracking program, Red Flag Investigations, and fulfilling “*Set-aside for Increasing Safe and Accessible Transportation Options*” required under The Bipartisan Infrastructure Law (BIL) for other activities outlined below and Work Element 501. The BMCMPPO will additionally 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 develop and administer the FY 2024-2028 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 will apply the adopted Complete Streets Policy that ensures the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles defined by § 11206(a). Staff will score and rank eligible FY 2022-2026 and the FY2024-2028 TIP projects for meeting “*Increasing Safe and Accessible Transportation Options*” requirements. [Estimated Completion: Ongoing]

### 302 Highway Safety Improvement Program (HSIP)

The BMCMPO has an established local Highway Safety Improvement Program (HSIP) in compliance with Bipartisan Infrastructure Law (BIL) legislation and INDOT/FHWA guidance directives. Going forward, the BMCMPO 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 fully 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.

#### FY 2024 PEAs

*See Appendix E for any detailed requirements.*

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

- MPO Staff to administer the FY 2022-2026 and FY2024-2028 HSIP funding. [Estimated Completion: Q4/FY23 and Q4/FY24, as needed]

### 303 Transportation Alternatives Program (TAP)

The Bloomington-Monroe County MPO has an established local Transportation Alternatives Program (TAP) in compliance with the Bipartisan Infrastructure Law (BIL) legislation and INDOT/FHWA guidance directives. With the adoption of the new BIL 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 TIP and the FY2024-2028 TIP for TAP funding. [Estimated Completion: Q4/FY23 and Q4/FY24, As Needed]
- MPO Staff to complete Annual Transportation Alternatives Program report and submit to INDOT and FHWA partners. [Estimated Completion: Q4/FY23 and Q4/FY24, As Needed]



## 304 Infrastructure Management Systems

The BMCMPO 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 asset management 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 a Five-Year Pavement Management Plan, asset management software renewals, asset management conferences/training, and provide quarterly status reports to the BMCMPO under a Contract Service Agreement (CSA). [Estimated Completion: [ Ongoing, Annually]
- Monroe County to maintain a Five-Year Pavement Management Plan, asset management software renewals, asset management presentation/training, and provide quarterly status reports to the BMCMPO under a Contract Service Agreement (CSA). [Estimated Completion: [ Ongoing, Annually]
- Town of Ellettsville to maintain a Five-Year Pavement Management Plan, asset management software renewals, asset management presentation/training, and provide quarterly status reports to the BMCMPO under a Contract Service Agreement (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

The Bipartisan Infrastructure Law (BIL) along with its predecessor legislation 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 performance 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 2024 PEAs

*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 and Q4/2024]

## Work Element 300 Budget

Task	FY 2023	FY 2024	Total
<b>301</b>	<b>Transportation Improvement Program</b>		
<i>Federal Share</i>	\$57,303	\$55,077	\$112,380
<i>Local Share</i>	\$14,326	\$13,769	\$28,095
<b>Total</b>	<b>\$71,629</b>	<b>\$68,846</b>	<b>\$140,475</b>
<b>302</b>	<b>Highway Safety Improvement Program</b>		
<i>Federal Share</i>	\$2,401	\$1,435	\$3,836
<i>Local Share</i>	\$600	\$359	\$959
<b>Total</b>	<b>\$3,001</b>	<b>\$1,794</b>	<b>\$4,795</b>
<b>303</b>	<b>Transportation Alternatives Program</b>		
<i>Federal Share</i>	\$2,401	\$1,435	\$3,836
<i>Local Share</i>	\$600	\$359	\$959
<b>Total</b>	<b>\$3,001</b>	<b>\$1,794</b>	<b>\$4,795</b>
<b>304</b>	<b>Infrastructure Management Systems</b>		
<i>Federal Share</i>	\$18,400	\$26,659	\$5,059
<i>Local Share</i>	\$4,600	\$6,665	\$11,265
<b>Total</b>	<b>\$23,000</b>	<b>\$33,323</b>	<b>\$56,323</b>
<b>305</b>	<b>ITS Architecture Maintenance</b>		
<i>Federal Share</i>	\$960	\$842	\$1,802
<i>Local Share</i>	\$240	\$211	\$451
<b>Total</b>	<b>\$1,200</b>	<b>\$1,053</b>	<b>\$2,253</b>
<b>306</b>	<b>Performance Measures</b>		
<i>Federal Share</i>	\$3,933	\$1,180	\$5,113
<i>Local Share</i>	\$983	\$295	\$1,278
<b>Total</b>	<b>\$4,916</b>	<b>\$1,475</b>	<b>\$6,391</b>
<b>TOTAL FEDERAL SHARE</b>	<b>\$85,398</b>	<b>\$86,627</b>	<b>\$172,025</b>
<b>TOTAL LOCAL SHARE</b>	<b>\$21,349</b>	<b>\$21,657</b>	<b>\$43,006</b>
<b>TOTAL</b>	<b>\$106,747</b>	<b>\$108,284</b>	<b>\$215,031</b>

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# Work Elements

LONG RANGE PLANNING

400

**FY 2024 PEAs**

*See Appendix E for detailed requirements.*

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

Federal requirements stipulate a minimum twenty-year time horizon for the urbanized area Metropolitan Transportation Plan (MTP). The BMCMPPO will therefore develop and produce a *2050 Metropolitan Transportation Plan* in FY 2024 as a non-technical, consultant-assisted update given the availability of detailed 2020 Census data.

The BMCMPPO staff initiated a non-technical *2045 Metropolitan Transportation Plan* update process during FY 2020 - FY 2021 and achieved adoption of the current *2045 Metropolitan Transportation Plan* in October 2020. The *2045 Metropolitan Transportation Plan* incorporated an extensive public outreach/input community survey as the significant component of the plan's development. The *2050 Metropolitan Transportation Plan* will replicate and expand upon a community survey. The *2050 Metropolitan Transportation Plan* will additionally include a thorough examination of all required federal and state transportation planning elements and encompass all relevant surface travel modes in its evaluation of alternative long-term transportation needs for the region.

The BMCMPPO shall additionally maintain a close working relationship with all federal and state agencies involved with the Metropolitan Planning Area (MPA) as Census data becomes available for the creation of a new urban area boundary map with the assumption that any changes to the BMCMPPO's current MPA will achieve completion during the *2050 Metropolitan Transportation Plan* development process.

The current BMCMPPO Travel Demand Model (TDM) requires TransCAD travel demand modeling software and an annual software license renewal fee for software support and periodic upgrades.

***Responsible Agency and End Products***

- The BMCMPPO shall develop a non-technical, consultant-assisted *2050 Metropolitan Transportation Plan*. [Estimated Completion: Q4/FY24]
- The BMCMPPO shall work with all federal/state/local partners to establish the Metropolitan Planning Area boundaries as well as any Urbanized Area boundary adjustments resulting from the 2020 Census. [Estimated Completion: Q4/FY24]
- The MPO to pay annual TransCAD license renewal fees necessary for maintaining the current urban area travel demand forecast model. [Estimated Completion: [Estimated Completion Annually]]



Work Element 400 Budget

LONG RANGE PLANNING

Task		FY 2023	FY 2024	Total
<b>401</b>	<b>2050 Metropolitan Transportation Plan</b>			
	<i>Federal Share</i>	\$32,413	\$116,865	\$149,278
	<i>Local Share</i>	\$8,103	\$29,216	\$37,319
	<b>Total</b>	<b>\$40,516</b>	<b>\$146,081</b>	<b>\$186,597</b>
	<b>TOTAL FEDERAL SHARE</b>	<b>\$32,413</b>	<b>\$116,865</b>	<b>\$149,278</b>
	<b>TOTAL LOCAL SHARE</b>	<b>\$8,103</b>	<b>\$29,216</b>	<b>\$37,319</b>
	<b>TOTAL</b>	<b>\$40,516</b>	<b>\$146,081</b>	<b>\$186,597</b>

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# Work Elements

TRANSIT & ACTIVE TRANSPORTATION

500

### 501 Complete Streets *Set-aside for Increasing Safe and Accessible Transportation Options*

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 use 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 fulfill “*Set-aside for Increasing Safe and Accessible Transportation Options*” required under The Bipartisan Infrastructure Law (BIL) which requires each MPO to use at least 2.5% of its assigned fiscal year PL funds (and each State to use 2.5% of its State Planning and Research funding under 23 U.S.C. 505) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)] January 2022 Page 2 of 4. The BMCMPPO has an adopted Complete Streets policy in place, and has developed an up-to-date Complete Streets Policy that prioritizes and identifies a specific list of Complete Streets projects scoring criteria to improve the safety, mobility, or accessibility of a street. [§ 11206(c) and (e)].
- 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: Ongoing, As Needed]
- MPO Staff to report on the results of the seasonal coverage counts on multiuse trails and bike lane facilities. [Estimated Completion: Ongoing, As Needed]
- MPO Staff will work in collaboration with INDOT to identify best practice opportunities for improved mid-block pedestrian crossings recognizing the State of Indiana’s identification as a “Focus State”. [Estimated Completion: Ongoing, As Needed]

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## 503 Bloomington Transit Studies

Bloomington Transit shall undertake a set of transit-oriented planning studies during the twelve month period with the following expected outcomes:

- A Green Line Priority Service Corridor Feasibility Study - Phase I identified in the 10-year strategic plan for the Bloomington Public Transportation Corporation (BTPC).
- A Green Line Priority Service Corridor Feasibility Study - Phase II identified in the 10-year strategic plan for the Bloomington Public Transportation Corporation (BTPC).
- A Real Estate Appraisal, Purchase, and Logistics Feasibility Study examining physical facility expansion needs identified in the 10-year strategic plan for the Bloomington Public Transportation Corporation (BTPC).
- A Transit System Fare Study identified in the 10-year strategic plan for the Bloomington Public Transportation Corporation (BTPC).

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

- Bloomington Transit shall undertake a set of planning study needs identified in *Transform BT*, the 10-year Strategic Plan adopted by the Bloomington Public Transportation Corporation (BTPC) Board of Directors in January 2023. These studies shall focus on express corridor service, current operations/maintenance facility acquisition/expansion/relocation, and a new Bloomington Transit fare study. [Estimated Completion: Q4/FY24]

## 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 Federal Transit Administration (FTA) guidance 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	FY 2024	Total
<b>501</b>	<b>Bicycle &amp; Pedestrian Coordination</b>			
	<i>Federal Share</i>	\$4,966	\$4,622	\$9,588
	<i>Local Share</i>	\$1,241	\$1,156	\$2,397
	<b>Total</b>	<b>\$6,207</b>	<b>\$5,778</b>	<b>\$11,985</b>
<b>502</b>	<b>Bicycle/Pedestrian Counts</b>			
	<i>Federal Share</i>	\$3,189	\$1,256	\$4,485
	<i>Local Share</i>	\$797	\$314	\$1,111
	<b>Total</b>	<b>\$3,986</b>	<b>\$1,570</b>	<b>\$5,556</b>
<b>503</b>	<b>Transit Studies</b>			
	<i>Federal Share</i>	\$40,000	\$37,393	\$77,393
	<i>Local Share</i>	\$10,000	\$9,348	\$19,384
	<b>Total</b>	<b>\$50,000</b>	<b>\$46,741</b>	<b>\$96,741</b>
<b>504</b>	<b>Transit Ridership Counts</b>			
	<i>Federal Share</i>	\$3,200	\$3,411	\$6,611
	<i>Local Share</i>	\$800	\$853	\$1,663
	<b>Total</b>	<b>\$4,000</b>	<b>\$4,263</b>	<b>\$8,263</b>
	<b>TOTAL FEDERAL SHARE</b>	<b>\$51,355</b>	<b>\$46,682</b>	<b>\$98,037</b>
	<b>TOTAL LOCAL SHARE</b>	<b>\$12,838</b>	<b>\$11,681</b>	<b>\$24,519</b>
	<b>TOTAL</b>	<b>\$64,193</b>	<b>\$58,252</b>	<b>\$122,545</b>



# Work Elements

OTHER PLANNING INITIATIVES & SPECIAL PROJECTS

600

**FY 2024 PEAs**

*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	FY 2024	Total
<b>601</b>	<b>Title VI Plans</b>			
	<i>Federal Share</i>	\$1,997	\$2,346	\$4,343
	<i>Local Share</i>	\$499	\$586	\$1,085
	<b>Total</b>	<b>\$2,496</b>	<b>\$2,932</b>	<b>\$5,428</b>
<b>602</b>	<b>Special Plans</b>			
	<i>Federal Share</i>	\$0	\$0	\$0
	<i>Local Share</i>	\$0	\$0	\$0
	<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>603</b>	<b>Special Studies</b>			
	<i>Federal Share</i>	\$0	\$0	\$0
	<i>Local Share</i>	\$0	\$0	\$0
	<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>TOTAL FEDERAL SHARE</b>	<b>\$1,997</b>	<b>\$2,346</b>	<b>\$4,343</b>
	<b>TOTAL LOCAL SHARE</b>	<b>\$499</b>	<b>\$586</b>	<b>\$1,085</b>
	<b>TOTAL</b>	<b>\$2,496</b>	<b>\$2,932</b>	<b>\$5,428</b>

# Appendix A

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## **BMCMPO COMMITTEE MEMBERSHIP**

## BMCMPO COMMITTEE MEMBERSHIP

### Policy Committee

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

## 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
John Baeten	GIS Coordinator	Monroe County
Meghan Blair	GIS Coordinator	City of Bloomington
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
Jane Fleig	Assistant Engineer, Utilities Department	City of Bloomington
Cecilia C. Godfrey	Community Planner, Region 5	Federal Transit Administration ( <i>non-voting</i> )
Jacqueline N. Jelen	Director, Planning Department	Monroe County
Brian Jones	Project Manager, Transit	Indiana Department of Transportation
John Kennedy	Vice Chair, Citizens Advisory Committee	Citizens Advisory Committee ( <i>non-voting</i> )
Carlos Laverty	Executive Director, Monroe County Airport	Monroe County
Denise Line	Director, Planning Department	Town of Ellettsville
Audrey Myers	Transportation Director	Richland-Bean Blossom Community School Corp.
Chris Myers	Manager	Area 10 - Rural Transit
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
Jeff Underwood	Controller	City of Bloomington
Joe VanDeventer	Director of Street Operations	City of Bloomington
Justin Reid VanLeeuwen	Director, Campus Bus Service	Indiana University
Kelli Witmer	Director, Parks & Recreation Department	Monroe County
<i>Vacant</i>	Community Planner, Indiana Division	Federal Highway Administration ( <i>non-voting</i> )

## BMCMPO COMMITTEE MEMBERSHIP

### Citizens Advisory Committee

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

## BMCMPO STAFF & PROGRAM SUPPORT PERSONNEL

### Metropolitan Planning Organization Staff

Name	Position
Ryan Robling	Planning and Transportation Department, Planning Services Manager
Pat Martin	BMCMPO - Senior Transportation Planner
Vacant	BMCMPO - Transportation Planner
Hank Duncan	Planning and Transportation Department - Bicycle & Pedestrian Coordinator
Michael Stewart	Engineering Department - Transportation Technician
Vacant	Engineering Department – Engineering Technician



# Appendix B

FY 2024 UPWP COST ALLOCATION PLAN



## INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N758 Planning  
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

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

January 10, 2023

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 2024 Cost Allocation Plan presented by Bloomington MPO for the period of July 1, 2023 through June 30, 2024.

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 2024 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	90.64%
Indirect	46.76%

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

Sincerely,

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

CC: E. Tait  
K. Carmany-George  
R. Nunnally  
J. Mitchell  
File

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# Appendix C

## ABBREVIATIONS

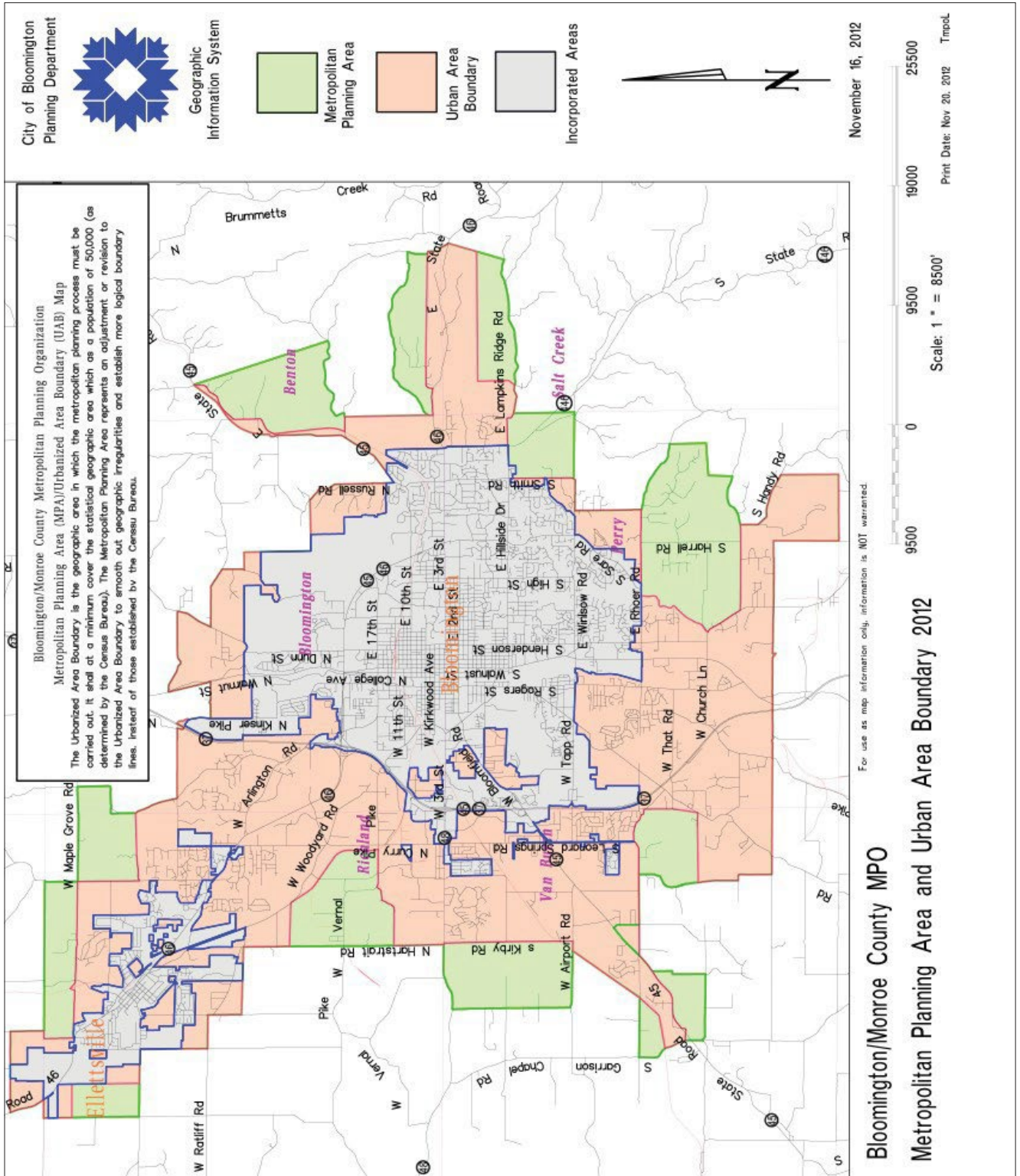
## Abbreviations

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

# Appendix D

**BMCMPO METROPOLITAN PLANNING AREA MAP**

# BMCMPPO Metropolitan Planning Area Map



# Appendix E

## PLANNING EMPHASIS AREAS



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

In Reply Refer To: HAD-IN

February 16, 2023

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 2024 Unified Planning Work Programs, Statement of Works and the Statewide Planning & Research Part 1 program. The emphasis areas listed below include those that were jointly issued nationally by FHWA and FTA in FY 2023, as well as identified local areas of focus. While the planning emphasis areas have not changed for 2024, some additional details have been added for your review and incorporation.

• **National Areas of Focus:**

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

• **Local Areas of Focus:**

- TIP/STIP Process Review
- 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 coordinate regarding the statewide NEVI plan, Carbon Reduction Program strategy, and PROTECT formula program, as well as 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, identify projects and strategies to reduce emissions, 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 BIL Climate/Resilience](#), [FHWA's Sustainable Transportation](#) or [FTA's Transit and Sustainability Webpages](#) for more information.

1

### **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 [meaningful 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](#)<sup>2</sup> 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,

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<sup>1</sup> (See [EO 14008](#) on “Tackling the Climate Crisis at Home and Abroad,” [EO 13990](#) on “Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis,” [EO 14030](#) on “Climate-Related Financial Risk.” See also [FHWA Order 5520](#) “Transportation System Preparedness and Resilience to Extreme Weather Events,” FTA’s “[Hazard Mitigation Cost Effectiveness Tool](#),” FTA’s “[Emergency Relief Manual](#),” and “[TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters](#)”)

<sup>2</sup> [Executive Order 13985 \(Advancing Racial Equity and Support for Underserved Communities\)](#) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities.

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](#).

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 formulate, 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). In addition, the FHWA Indiana Division Office and FTA Region V Office strongly encourage INDOT to develop internal procedures for coordination, communication, and documentation regarding project changes that need to be reflected in the TIP/STIP prior to authorization of federal funds. Project cost estimation practices, as well as procedures to address and/or document inflation in the project estimates, should be reviewed in consultation with the MPOs and other stakeholders (as needed).

**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. Information regarding the schedule and process for updating MPO boundaries can be found [here](#). INDOT and the MPOs should also work together to review any funding programs/allocations that may need to be revised in light of the boundary adjustments.

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

Sincerely,

**Erica  
Tait**

Digitally signed  
by Erica Tait  
Date: 2023.02.16  
13:45:54 -05'00'

Erica Tait  
Team Leader, PEAR  
FHWA Indiana Division

cc:

Indiana MPO Council  
Roy Nunnally, INDOT  
Larry Buckel, INDOT  
Cecilia Crenshaw, FTA

Sincerely,

**JASON M  
CIAVARELLA**

Digitally signed by  
JASON M CIAVARELLA  
Date: 2023.02.15 11:19:43  
-06'00'

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

# Appendix F

## TRANSIT OPERATOR LOCAL MATCH ASSURANCE

# Transit Operator Local Match Assurance

## FY 2024 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 2024 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 **\$50,000**, requiring a **\$12,500** 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 **\$50,000** of the total grant, requiring **\$12,500** in local match as specified in the *FY 2024 Unified Planning Work Program (FY 2024 UPWP)* for the following FY 2024 UPWP elements:

1. Element 503 - Bloomington Transit Studies
2. Element 504 - Annual Passenger Count Report
3. Element 504 – Federal Transit Administration (FTA) 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 and  
RECORD OF PUBLIC COMMENTS**

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

### **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 3 2023, and ending on April 3, 2023. 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 14, 2023.

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

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

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

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

Written comments can be submitted to the address above or by email to:

[mpo@bloomington.in.gov](mailto:mpo@bloomington.in.gov).

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

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

# Appendix H

**ADOPTION RESOLUTION & APPROVAL LETTER**





**DRAFT – ADOPTION RESOLUTION FY 2023-01**

**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 April 14, 2023.

**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 14<sup>th</sup> day of April 2023.

\_\_\_\_\_  
BMCMPPO Policy Committee Chair

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

# Appendix I

FY 2024 SELF-CERTIFICATION STATEMENT



## DRAFT - FY 2024 TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION STATEMENT

In accordance with 23 CFR 450.336, Self-Certifications and Federal Certifications, the Indiana Department of Transportation and the Bloomington Monroe County Metropolitan Planning Organization hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT and all succeeding legislation (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Bloomington-Monroe County  
Metropolitan Planning Organization

Indiana Department of Transportation

\_\_\_\_\_  
Patrick P. Martin  
Senior Transportation Planner

\_\_\_\_\_  
Roy S. Nunnally  
Director, INDOT Technical Planning & Programming



## FY 2022 - 2026 Transportation Improvement Program Project Request Form

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

### Section 1: Local Public Agency Information

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

**Employee in Responsible Charge (ERC):** Karlei Metcalf  
**Phone:** 812-525-1748  
**Email:** kmetcalf1@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.

Karlei Metcalf 12/27/2022  
Employee in Responsible Charge (ERC) Date

### Section 3: Project Information

- A. Project Name: SR 45/46 Intersection Improvement with Added Turn Lanes
- B. Is project  **Yes** the  **No**?
- C. **DES # (if assigned): 1700198**
- D. Project Location (detailed description of project termini): From 0.2 mile E of I-69 (Arlington Rd) to 0.93 mile E of I-69 (Kinser 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.): N/A

G. Allied Projects: N/A

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

- Yes     No

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

- Yes     No

I. Anticipated Letting Date: 9/13/2023

## 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		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW	NHPP	\$	\$ 15,000.00	\$ 300,000.00	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	NHPP	\$	\$	\$ 7,859,094.00	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
<b>Totals:</b>		\$	\$ 15,000.00	\$ 8,159,094.00	\$	\$	\$

## 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

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

### Section 1: Local Public Agency Information

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

**Employee in Responsible Charge (ERC):** Karlei Metcalf  
**Phone:** kmetcalf1@indot.in.gov  
**Email:** 812-525-1748

### 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.

Karlei Metcalf 11/22/2022  
Employee in Responsible Charge (ERC) Date

### Section 3: Project Information

- A. Project Name: **Seymour District Lighting**
- B. Is project already in the TIP?  
 Yes  **No**
- C. DES # (if assigned): **2101785**
- D. Project Location (detailed description of project termini): **Repair or replace lighting with LED at various locations in the Seymour District**

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

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

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

G. Allied Projects: N/A

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

- Yes  No

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

- Yes  No

I. Anticipated Letting Date: 12/13/202

## 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	STBG	\$	\$	\$ 2,600,000.00	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
	<b>Totals:</b>	\$	\$	\$ 2,600,000.00	\$	\$	\$



## 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

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**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):**     Karlei Metcalf      
**Phone:**     812-525-1748      
**Email:**     Kmetcalf1@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.

    Karlei Metcalf         12/27/2022      
Employee in Responsible Charge (ERC) Date

### Section 3: Project Information

- A. Project Name: **Added Travel Lane on SR 45 from the Bloomington Bypass to the intersection of Pete Ellis**
- B. Is project already in the TIP?  
 Yes  No
- C. DES # (if assigned): **1800086**
- D. Project Location (detailed description of project termini): **From the Bloomington Bypass to the intersection of Pete Ellis**

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: 8/14/2024

## 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	STBG	\$	\$	\$ 250,000.00	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	STBG	\$	\$	\$	\$ 2,650,000.00	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
	<b>Totals:</b>	\$	\$	\$ 250,000.00	\$ 2,650,000.00	\$	\$

## 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

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

### Section 1: Local Public Agency Information

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

**Employee in Responsible Charge (ERC):**     Karlei Metcalf      
**Phone:**     812-524-3792      
**Email:**     Kmetcalf1@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.

    Karlei Metcalf         2/9/2023      
Employee in Responsible Charge (ERC) Date

### Section 3: Project Information

- A. Project Name: **SR 45 & Pete Ellis Drive Intersection Improvement**
- B. Is project already in the TIP?  
 Yes  No
- C. DES # (if assigned): **1800199**
- D. Project Location (detailed description of project termini): **SR 45 at the intersection of Pete Ellis Drive**

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: 1800086

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: 8/14/2024

### Section 4: Financial Plan

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

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

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
PE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	STBG	\$	\$	\$	\$ 5,286,511.00		\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
<b>Totals:</b>		\$	\$	\$	\$ 5,286,511.00	\$	\$



## 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.

**STIP AMENDMENT and/or MODIFICATION REQUEST**

Amendment
Modification

Date: 9-Feb

Requestor: Karlei Metcalf

Sponsor	DES	Route	Work Type	Location	County	District	Miles	Federal Category	Asset Program - (State Projects Only)	Phase	Federal	Match	2022	2023	2024	2025	2026	Remarks	Letting Date
INDOT	1800086	SR 45	Added Travel Lanes	From the Bloomington Bypass to the intersection of Pete Ellis	Monroe	Seymour	0.37	STBG	District Discretionary	RW	200,000	50,000			250,000				08/14/24
INDOT	1800199	SR 45	Intersect. Improv. W/ Added Turn Lanes	At the intersection of Pete Ellis Drive	Monroe	Seymour	0	STBG	Safety	CN	4,229,209	1,057,302				5,286,511			08/14/24
INDOT																			



## FY 2022 - 2026 Transportation Improvement Program Project Request Form

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

### Section 1: Local Public Agency Information

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

**Employee in Responsible Charge (ERC):** Karlei Metcalf  
**Phone:** 812-525-1748  
**Email:** [kmetcalfl@indot.in.gov](mailto:kmetcalfl@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 BCMCMPO Complete Streets Policy.

Karlei Metcalf 1/6/2023  
Employee in Responsible Charge (ERC) Date

### Section 3: Project Information

- A. Project Name: SR 45 Beam Straightening
- B. Is project already in the TIP?  
 Yes  No
- C. DES # (if assigned): 2201588
- D. Project Location (detailed description of project termini): SR 45 - 0.15 mile N of SR 37 (Arlington Rd) over SR45/Old SR 46
- E. Please identify the primary project type (select only one):  
 Bicycle & Pedestrian

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

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

G. Allied Projects: 2201588

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: 4/12/2023

## 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		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	NHPP	\$	\$ 400,000.00	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
<b>Totals:</b>		\$	\$ 400,000.00	\$	\$	\$	\$

## 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.*
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*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.

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- 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.
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- 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 April 30, 2021)

**Mail:** Bloomington - Monroe County MPO  
401 N Morton Street, Suite 130  
Bloomington, Indiana 47402

**Email:** [clemensr@bloomington.in.gov](mailto:clemensr@bloomington.in.gov)

**Fax:** (812) 349-3530

## Section 1: Local Public Agency Information

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

**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 BMCMPO Complete Streets Policy.

*Lisa Ridge*  
\_\_\_\_\_  
Employee in Responsible Charge (ERC)

*3-8-2023*  
\_\_\_\_\_  
Date

## Section 3: Project Information

- A. Project Name: Liberty Drive Connection to Karst Trail
- B. Is project already in the TIP?  
 Yes     No
- C. DES # (if assigned): #1900405
- D. Project Location (detailed description of project termini): The connection will start at SR 45 and Liberty Drive, travel north on Liberty Drive, to Constitution Drive, west on Constitution, cross Curry Pike and extend west to the Karst Trail.

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  
Alternative Transportation Plans for the City of Bloomington and Monroe County

G. Allied Projects: Profile Parkway Extension

The Karst Trail has been completed over the last few years in phases, the last connection was completed in 2022 to connect the Karst Trail to Ellettsville. This project will make the connection east to west from the B-line trail to the Karst Trail at Gifford Road.

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: 11/15/2023

### 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		\$	\$	\$	\$	\$	\$
	CRP		\$ 148,702.30	\$	\$	\$	\$
	Local	\$	\$ 171,197.70	\$	\$	\$	\$
RW				\$	\$	\$	\$
	CRP	\$	\$ 148,702.30	\$	\$	\$	\$
	Local	\$	\$ 218,097.70	\$	\$	\$	\$
CE				\$	\$	\$	\$
	Local Match	\$		\$238,000.00	\$	\$	\$
		\$			\$	\$	\$
CN		\$			\$	\$	\$
	Local Match	\$		\$1,900,00.00	\$	\$	\$
					\$	\$	\$
<b>Totals:</b>			\$686,700.00	\$2,138,000.00	\$	\$	\$



## 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 – Please see attached sheet for detailed scope of the project.
- 2) Performance Standards – All improvements will comply with: The Indiana Department of Transportation Design Manual, specifically Chapter 51-7.05 (Shared -Use Path), The Indiana MUTCD, PROWAG and AASHTO Guide for the Development of Bicycle Facilities.
- 3) Measurable Outcomes; The project seeks to attain the following outcomes: Reduce bike/ped versus motorized vehicle conflicts; Increase use of outdoor recreational facilities; Increase multi-modal commuting; Improve ADA accessibility.
- 4) Project Timeline  
Consultant Selection: Completed 12/9/2020  
Public Participation: Completed 3/23/2022  
Design: 1/4/2021 thru 7/22/2024  
Right-of-Way Acquisition: 3/23/2022 thru 7/22/2024  
Project Letting: 11/15/2023  
Construction: 1/1/24 thru 10/15/2024  
Project Completion: 11/15/2024

- 5) Key Milestones – Preliminary Field was completed on 6/15/2021. Rule 5 Permit was applied for in December 2022. Stage 3 submittal is due to be completed by 3/10/2023. R/W Certification is due 7/10/2023. Final tracings are submittal is anticipated for 7/10/2023 and letting on 11/25/2023.
- 6) Project Cost – The anticipated right-of-way cost is \$295,000.00 which is locally funded. The projected construction cost with construction inspection is \$2,138,000.00.
- 7) Public Participation Process – The project followed the federal-funding process for public involvement for a CE level 2. An opportunity for a public hearing was advertised in the local paper. Additionally, adjacent property owners were sent public hearing opportunity mailers. There were no requests for a public hearing, therefore a hearing was not held and the public involvement requirements have been satisfied.
- 8) Stakeholder List Monroe County Parks and Recreation Department, City of Bloomington Parks and Recreation Department, Monroe County Board of Commissioners, Monroe County Council



**To:** BMCMPPO Policy Committee

**From:** Pat Martin

**Date:** March 1, 2023

**Re:** BMCMPPO FY 2022-2026 Transportation Improvement Program (TIP):  
Bloomington Transit-INDOT Office of Transit Project Amendments

### Background

The Indiana Department of Transportation, Office of Public Transit, and Bloomington Transit require BMCMPPO FY 2022-2026 Transportation Improvement Program (TIP) Amendments for the following three (3) projects.

The first project noted in the following table reflects an addition of funds for FY 2023 necessitated by the vehicle acquisition costs, associated electric charging stations and installation at the Grimes Lane facility.

<b>40-foot Replacement Battery Electric Buses, Charging Stations, &amp; Installation [BLO-23-004 (1700764), BLO-25-004 (1700766), BLO-26-004 (1700767)]</b>						
Funding Source	Fiscal Year					Total*
	2022	2023	2024	2025	2026	
5339		\$3,501,777		\$1,371,774	\$473,322	\$5,346,873
STBG					\$500,000	\$500,000
STBG PYB		\$432,000				\$432,000
Local		\$983,444		\$467,944	\$243,331	\$1,694,719
<b>Totals</b>		\$4,917,221		\$1,839,718	\$1,216,653	\$7,973,592

\*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2))

The second project noted in the following table reflects bus stop accessibility improvements necessitated at various ridership locations.

<b>Bus Stop Accessibility Improvements [BLO-22-005 (N/A), BLO-23-005 (N/A), BLO-24-005 (N/A), BLO-26-005 (N/A)]</b>						
Funding Source	Fiscal Year					Total*
	2022	2023	2024	2025	2026	
5310	\$250,000	\$200,000	\$250,000		\$145,998	\$845,998
STBG PYB		\$69,575				\$69,575
Local		\$67,393	\$31,200		\$31,200	\$129,793
<b>Totals</b>	\$250,000	\$336,968	\$281,200		\$177,198	\$1,045,366

\*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2))

For the third project Bloomington Transit received a *Federal Transit Administration (FTA) Low or No Emission Program* discretionary grant funds in the amount of \$7,040,000 to add eight (8) zero emission Battery Electric Buses (BEB) needed for transit service expansion. (<https://www.transit.dot.gov/funding/grants/fy22-fta-bus-and-low-and-no-emission-grant-awards> in calendar year 2022.

<b>Fixed Route Service Expansion Electric Vehicles, Charging Stations, &amp; Installation [BLO-23-006 (N/A)]</b>						
<b>Funding Source</b>	<b>Fiscal Year</b>					<b>Total*</b>
	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	
5339		\$7,040,000				\$7,040,000
Local		\$1,760,000				\$1,760,000
<b>Totals</b>		\$8,800,000				\$8,800,000

\*Estimated Total Project Cost (23 CFR 450.218(i)(2); 23 CFR 450.326(g)(2))

The BMCMPPO staff will forward all three Bloomington Transit project programming amendments to INDOT’s Office of Transit for program inclusion within the INDOT’s FY 2022-2026 Indiana Statewide Transportation Improvement Program (INSTIP), and for approval by the Federal Transit Administration (FTA).

PPM/pm