



## POLICY COMMITTEE

May 12, 2023

1:30 pm– 3:00 pm

Hybrid Meeting - City Hall Council Chambers and via Zoom

<https://bloomington.zoom.us/j/8657231124?pwd=VG9sQWZsNTZpU1ZBa0lzdjJSNkQ5dz09>

Meeting ID: 865 723 1124

Passcode: BMCMPPO

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

Find your local number: <https://bloomington.zoom.us/u/ky1ihyfjN>

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

## Agenda

- I. Call to Order and Introductions
- II. Approval of Meeting Agenda\*
- III. Approval of Minutes\* (003)
  - a. March 10, 2023
- IV. Communications from the Chair and Vice Chair
- V. Reports from Officers and/or Committees
- VI. Reports from the MPO Staff
  - a. Staff Introduction - Rachael Sargent
  - b. *Bloomington College and Walnut Corridor Study* **(006)**
  - c. *INDOT FY 2024-2028 Statewide Transportation Improvement Program (STIP)* **(008)**
- VII. Old Business
  - a. *BMCMPPO FY2023-2024 Unified Planning Work Program (UPWP) - FY2024 FINAL\** **(009)**
- VIII. New Business
  - a. *FY 2022 - 2026 Transportation Improvement Program (TIP) Amendments\**
    - (1) *DES#1802086 - I-69 CCTV-DMS Sections 1-5 - 02-15-23* **(087)**
    - (2) *DES#2300275 - Electric Vehicle Charging Infrastructure at Various Locations Along the Interstate System* **(092)**
  - b. *FY 2024-2027 Transportation Improvement Program - DRAFT\**
    - (1) *BMCMPPO Federal Program Category Allocations* **(093)**
    - (2) *BMCMPPO Applications Received*
      - (a) *Bloomington Transit*
      - (b) *Rural Transit*
      - (c) *Monroe County*

- (d) City of Bloomington
- (3) FY 2024 - 2026 Fiscally Constrained Program of Projects **(126)**

IX. Public Comment on Matters Not Included on the Agenda (non-voting items)  
*Limited to five minutes per speaker, and may be reduced by the committee if numerous people wish to speak.*

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

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

XI. Upcoming Meetings

- a. Technical Advisory Committee – May 24, 2023 at 10:00 a.m. (Hybrid)
- b. Citizens Advisory Committee – May 24, 2023 at 6:30 p.m. (Hybrid)
- c. Policy Committee – June 9, 2023 at 1:30 p.m. (Hybrid)

XII. Adjournment

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

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



**POLICY COMMITTEE**

**Meeting Minutes**

March 10, 2023

1:30 - 3:00 p.m.

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

Policy Committee Present: Jason Banach, Doug Horn, Jillian Kinsey (V), Neil Kopper (proxy), Lisa Ridge, Julie Thomas (V), Margaret Clements, Sarah Ryterband, Steve Volan, Geoff McKim, Pam Samples, Chris Wahlman (V proxy), Nate Nickel (proxy)

Staff Present: Pat Martin

Guest: Patrick Carpenter, FHWA, Indiana Division

- 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 by roll call vote 13-0-0 - Approved.**
  
- III. Nominations and Election of Officers for Calendar Year 2023\*
  - a. \*\*Sarah Ryterband nominated Lisa Ridge for Chair. Julie Thomas seconded. \*\* Doug Horn nominated Steve Volan for Chair. Geoff McKim seconded. **The motion for Chair failed at 6:6:1.** The committee conducted a brief recess. Steve Volan stated that he would change his vote for Lisa Ridge as Chair and asked for a new roll call vote. **The motion for Lisa Ridge as Chair carried by a roll call vote 11-1-1 - Approved.**
  - b. \*\*Geoff McKim nominated Steve Volan for Vice-Chair. Doug Horn seconded. **The motion for Steve Volan as Vice-Chair carried by a roll call vote 13-0-0 – Approved.**
  
- IV. Approval of the Minutes\*
  - a. February 10, 2023  
\*\*Sarah Ryterband motioned to adopt the February 10, 2023 Meeting Minutes. Geoff McKim seconded. **Motion carried by roll call vote 13-0-0 - Approved.**
  
- V. Communications from the Chair and Vice Chair.
  - a. None

VI. Reports from Officers and/or Committees

- a. Citizens Advisory Committee (CAC) - Sarah Ryterband reported the CAC last met on February 22<sup>nd</sup> and recommended approval of proposed TIP Amendments by the Policy Committee.
- b. Technical Advisory Committee (TAC) - Nate Nickel reported the TAC met on February 22<sup>nd</sup>, recommended approval of proposed TIP Amendments by the Policy Committee. He further noted that the TAC anticipated completion of a Freight Assessment and Needs Study as well as an Annual Crash Report.

VII. Reports from the MPO Staff

- a. The Draft Fiscal Year 2024-2028 Transportation Improvement Program Call for Projects achieved a Local Public Agency submission deadline of February 10, 2023. Fiscal constraint analyses are currently underway to determine fiscal constraint issues and a potential need for resolution.
- b. Staff completed and submitted the Draft FY 2024 Unified Planning Work Program at the end of January for review by INDOT, FHWA, and FTA.

VIII. Old Business

- a. BMCMPPO FY 2022 - 2026 Transportation Improvement Program (TIP) Amendments\*
  - (1) DES#1700198 - SR45-46 Arlington-Kinser Intersection Improvement and Added Travel Lanes\* \*\*Geoff McKim motioned to accept DES#1700198. Steve Volan seconded. **Motion carried by roll call vote 13-0-0 - Approved.**
  - (2) DES#2101785 - INDOT Repair-Replace Lighting with LED @ Various locations in the Seymour District\* \*\*Geoff McKim motioned to accept DES#2101785. Steve Volan seconded. **Motion carried by roll call vote 12-1-0 - Approved.**

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, & InstallationDiscussion ensued regarding DES#1800086 and DES#1800199 design elements along the SR 45 corridor.  
\*\*Steve Volan moved to approve all amendments as presented. Geoff McKim seconded. **Motion carried by a roll call vote 13-0-0 - 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). Julie Thomas requested the addition of a Table of Contents for future Policy Committee meeting packets. Staff agreed.

XII. Adjournment\*

- a. The meeting adjourned with a motion by Steve Volan seconded by Geoff McKim.

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

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

Meeting Recording: <https://catstv.net/m.php?q=12207>



## **MEMORANDUM**

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

**From:** Beth Rosenbarger, Planning and Transportation Department

**Date:** April 21, 2023

**Re:** City of Bloomington, *College and Walnut Corridor Study*

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The City of Bloomington's Planning and Transportation Department has launched a Corridor Study of College Avenue and Walnut Street, based on recommendations from the City of Bloomington *Comprehensive Plan and Transportation Plan*. As central north/south transportation corridors, College and Walnut serve as gateways to our Bloomington-Monroe County community as well as the front door for hundreds of local businesses and thousands of residents. However, in this critical corridor there are challenges too: the sidewalks, ramps, and crosswalks along the corridor do not all meet current accessibility standards; many bus stops lack shelters; and each year, several hundred motor vehicle crashes occur along the length of the corridors.

The City of Bloomington requests your assistance spreading the word about the *College and Walnut Corridor Study*. Here are some ways to become involved and stay informed:

1. Visit the [Corridor Study website](#) and [sign-up for email updates](#).
2. Apply to be appointed to the [College and Walnut Corridor Study Steering Committee](#). The application deadline has been extended to May 4, 2023 by 5 p.m.
3. [Share your perspective](#), ideas, or observations about College and Walnut by filling out this short online form.
4. Discuss specific areas of the corridor with city staff in-person by [signing up for a Stroll and Discuss event](#). Don't see a date that works for you? Email Beth Rosenbarger, [rosenbab@bloomington.in.gov](mailto:rosenbab@bloomington.in.gov) and let her know a few dates and times that do work for you.
5. Invite city staff to join your meeting or to host a specific Stroll and Discuss event for your group. Email Beth Rosenbarger at [rosenbab@bloomington.in.gov](mailto:rosenbab@bloomington.in.gov).

6. **Save the Dates** for public meetings on the evenings of Tuesday, June 13h and on Thursday, June 15th, more details forthcoming on the Study website.
7. **Share this information** with your friends and your network to help more people know about the *College and Walnut Corridor Study* and opportunities for involvement.

Please let me know if you have any questions. More information is available below and on the *College and Walnut Corridor Study* website.

Thank you!

Beth Rosenbarger  
City of Bloomington, Planning and Transportation Department  
[rosenbab@bloomington.in.gov](mailto:rosenbab@bloomington.in.gov)



**MEMORANDUM**

**To:** BMCMPO Policy Committee  
**From:** Rachael Sargent, Pat Martin  
**Date:** May 1, 2023  
**Re:** INDOT Draft FY 2024-2028 Statewide Transportation Improvement Program Notice

The Indiana Department of Transportation’s Draft FY 2024-2028 Statewide Transportation Improvement Program (STIP) is available for public review and comment at the following link:

<https://www.in.gov/indot/resources/state-transportation-improvement-program-stip/stip-fy-2024-to-fy-2028/>

INDOT will additionally host a series of Public Open House sessions noted in the following table.

<p style="text-align: center;">INDOT Public Open Houses                      Statewide Transportation Improvement Program  <b>Public involvement will be May 8 to June 22.</b></p>			
<p><b><u>Wed., May 17<sup>th</sup></u></b>  <b><u>1:00-3:00 &amp; 3:45-5:45</u></b>  <b><u>EST</u></b>                      Marion Public Library                      600 S. Washington St.                      Marion, IN 46953</p>	<p><b><u>Thurs, May 18<sup>th</sup></u></b>  <b><u>1:00-3:00 &amp; 5:00-7:00 EST</u></b>                      Broad Ripple Park Family                      Center                      1426 Broad Ripple Ave.                      Indianapolis, IN 46220</p>	<p><b><u>Wed. May 24<sup>th</sup></u></b>  <b><u>1:00-3:00 &amp; 4:00-6:00</u></b>  <b><u>CST</u></b>                      Dean and Barbara White                      Community Center                      6600 Broadway                      Merrillville, IN</p>	<p><b><u>Wed. May 31<sup>st</sup></u></b>  <b><u>1:00-3:00 &amp; 5:00-7:00 CST</u></b>                      Evansville Public Library-                      Central                      200 SE Martin Luther King Jr.                      Blvd.                      Evansville, IN 47713</p>
<p><b>Wed. June 7<sup>th</sup> Virtual Town Hall 1:00-3:00 &amp; 5:00-7:00 EST.</b>                      Town hall web access will become available closer to the meeting date.</p>			

The public may submit comments regarding the Draft FY 2024-2028 INSTIP at the following link: <https://in.accessgov.com/indot/Forms/Page/indot/indot-stip-comment/0>.

PPM/pm





**To:** BMCMPPO Policy Committee

**From:** Rachael Sargent, Pat Martin

**Date:** May 12, 2023

**Re:** BMCMPPO FY 2024 Unified Planning Work Program (UPWP) - Policy Overview

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### **Background**

The Unified Planning Work Program (UPWP) constitutes a statement of work identifying the planning priorities and activities for the Bloomington-Monroe County metropolitan planning area during FY 2024 extending from July 1, 2023 to June 30, 2024. The UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source of funds.

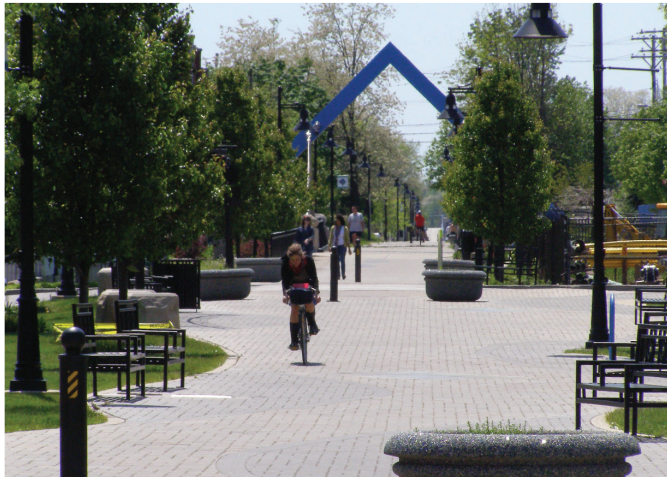
The FY 2024 UPWP differs from the current FY 2023 UPWP with a national focus on the following planning emphasis areas (PEA):

- 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 Coordination
- Planning and Environmental Linkages
- Data in Transportation Planning

The FY 2024 UPWP additionally maintains a local PEA focus on:

- The Statewide Transportation Improvement Program (STIP), the local Transportation Improvement Program (TIP), and
- The formal establishment of Metropolitan Planning and Urban Area Boundaries resulting from the 2020 Census.

The FY 2024 UPWP budget allocates financial resources according to the national and local focus areas. The FY 2024 UPWP additionally allocates resources for a *2050 Metropolitan Transportation Plan* (MTP) with a consultant assistance. A Monroe County-City of Bloomington MTP partnership will maintain federal transportation funding program eligibility for all capital and operating assistance projects.



**BLOOMINGTON • MONROE COUNTY**



# Unified Planning Work Program

**Fiscal Years  
2023 & 2024**

*Bloomington-Monroe County  
Metropolitan Planning Organization  
FY 2024*

**Final - May 12, 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).

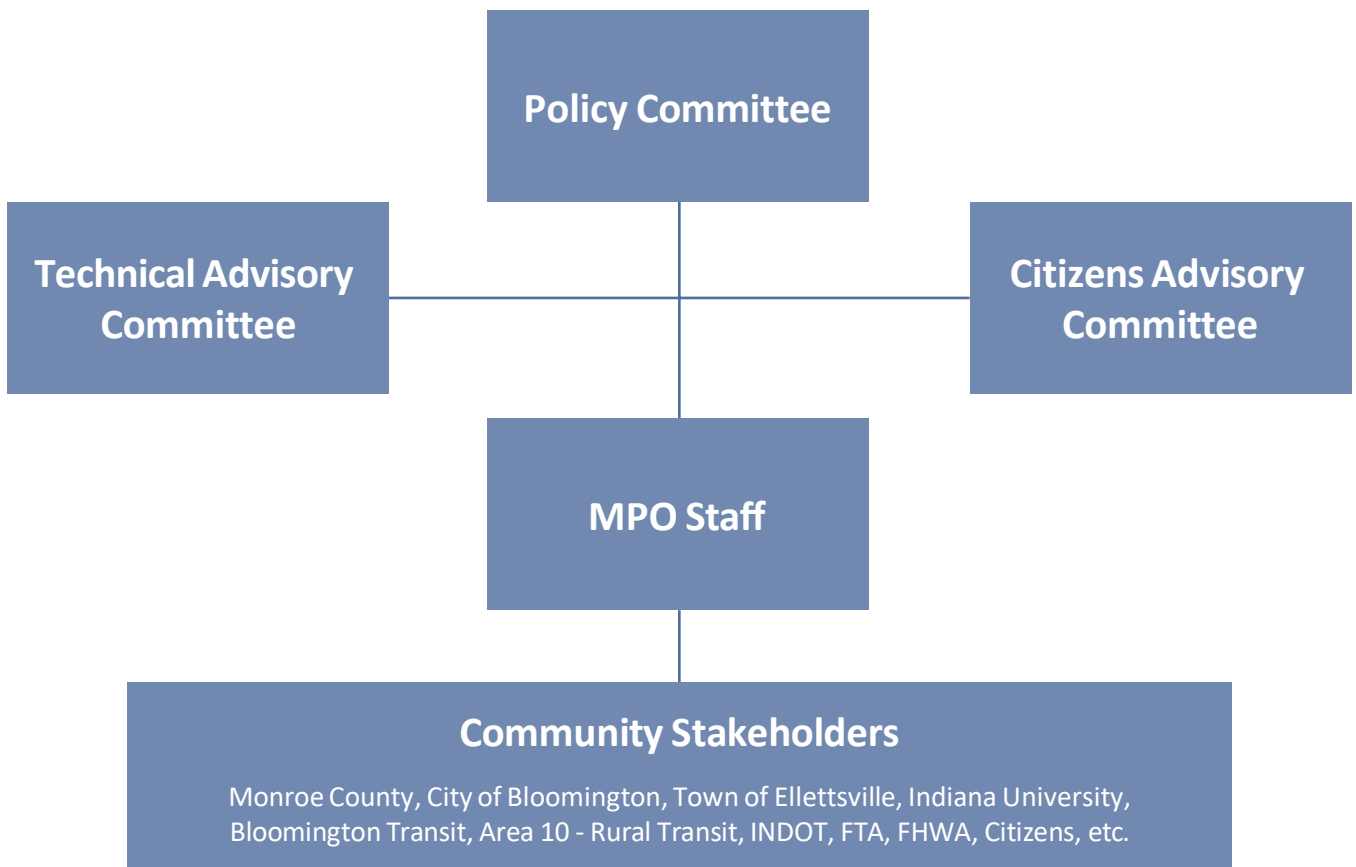
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## BMCMPO ORGANIZATION & COMPOSITION

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 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; 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 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 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. **Note: The BMCMPO does not flex funds from capital projects to planning projects.**

Work Element	MPO Staff	BT	Consultant /Supplies	CSA	Total	
<b>100</b>	<b>Administration &amp; Public Participation</b>					
	FY 2023	\$150,071	\$0	\$5,600	\$0	\$155,671
	FY 2024	\$122,493	\$0	\$14,600	\$0	\$137,093
<b>200</b>	<b>Data Collection &amp; Analysis</b>					
	FY 2023	\$39,514	\$0	\$13,131	\$2,000	\$54,645
	FY 2024	\$45,537	\$0	\$8,493	\$0	\$54,029
<b>300</b>	<b>Short Range Planning &amp; Management Systems</b>					
	FY 2023	\$83,748	\$0	\$0	\$23,000	\$106,748
	FY 2024	\$76,284	\$0	\$0	\$32,000	\$108,284
<b>400</b>	<b>Long Range Planning</b>					
	FY 2023	\$38,637	\$0	\$1,879	\$0	\$40,516
	FY 2024	\$44,582	\$0	\$101,500	\$0	\$146,082
<b>500</b>	<b>Transit &amp; Active Transportation</b>					
	FY 2023	\$8,913	\$54,000	\$1,280	\$0	\$64,193
	FY 2024	\$8,352	\$50,000	\$0	\$0	\$58,352
<b>600</b>	<b>Other Planning Initiatives &amp; Special Projects</b>					
	FY 2023	\$2,496	\$0	\$0	\$0	\$2,496
	FY 2024	\$2,932	\$0	\$0	\$0	\$2,932
	<b>TOTAL</b>					
	<b>FY 2023</b>	\$323,379	\$54,000	\$21,890	\$25,000	\$424,269
	<b>FY 2024</b>	\$300,180	\$50,000	\$124,593	\$32,000	\$506,772
	<b>TOTAL</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	\$114,610
<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

## Summary Budget for Active Purchase Orders

The table below summarizes the current BMCMPPO 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
<b>2.5% Safe &amp; Accessible Streets &amp; Roads for All - Target</b>		\$6,439.33

## 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 BMCMPPO Committees.*

**101 Intergovernmental Coordination**

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

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

Each MPO must undergo a certification review by the Federal Highway Administration every four years. The last BMCMPPO 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.

### COST ALLOCATION PLAN

*See Appendix B for further details.*

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.

### **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 Environmental Justice community members and all other 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 of Environmental Justice community members and all other community members in the transportation planning and decision making process. The BMCMPPO PPP addresses the BMCMPPO's commitment to Environmental Justice. Environmental Justice is part of the BMCMPPO's overall outreach program.

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 BMCMPO 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 BMCMPO 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 BMCMPO area.

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

- MPO Staff to produce the Calendar Years 2018-2022 Crash Report with a focus on Safe Streets and Roads for All. [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 BMCMPPO 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 BMCMPPO staff will administer procedures whereby appropriate projects solicited from LPAs and HSIP funding awards will depend upon project compliance with HSIP selection criteria. The MPO will 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	\$29,217	\$37,319
	<b>Total</b>	<b>\$40,516</b>	<b>\$146,082</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>\$29,217</b>	<b>\$37,319</b>
	<b>TOTAL</b>	<b>\$40,516</b>	<b>\$146,082</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
501	<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>
502	<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>
503	<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>
504	<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
Lisa Ridge, <i>Chair</i>	Common Council Member	City of Bloomington
Steve Volan, <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
Scott Waddell	Director of Transportation	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
Patrick Carpenter	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
Rachael Sargent	BMCMPO - Transportation Planner
Hank Duncan	Planning and Transportation Department - Bicycle & Pedestrian Coordinator
Michael Stewart	Engineering Department - Transportation Technician
Kyle Baugh	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

[www.in.gov/dot/](http://www.in.gov/dot/)  
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**NextLevel**  
INDIANA

# Appendix C

## ABBREVIATIONS

## Abbreviations

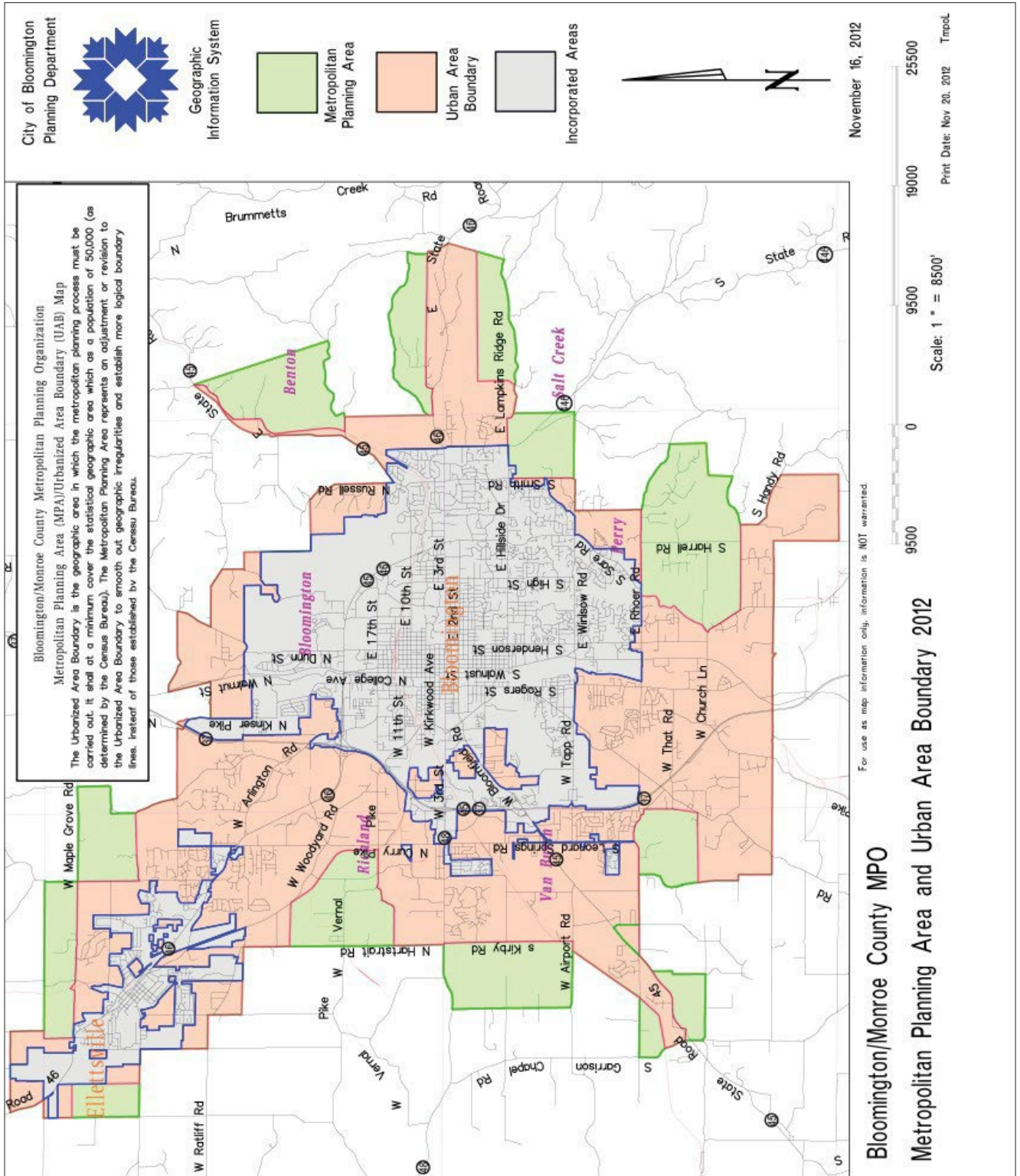
<b>3-C</b>	Continuing, Comprehensive, and Cooperative Planning Process
<b>ADA</b>	Americans with Disabilities Act
<b>BBPSC</b>	Bloomington Bicycle and Pedestrian Safety Commission
<b>BIL</b>	Bipartisan Infrastructure Law
<b>BMCMPO</b>	Bloomington-Monroe County Metropolitan Planning Organization
<b>BT</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

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

cc:

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

# 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 &  
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 review comments for the Draft FY 2023 - 2024 UPWP additionally posted on the BMCMPO website at <https://bloomington.in.gov/mpo/unified-> at the end of the 30-day public comment period.

# Appendix H

**ADOPTION RESOLUTION & APPROVAL LETTER**



**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 May 12, 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 2023 Unified Planning Work Program for Fiscal Year 2024 of the 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 12<sup>th</sup> day of May 2023.

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

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

# Appendix I

FY 2024 SELF-CERTIFICATION STATEMENT



## 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

(Please return form fully completed)

**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):** Steven C. Wuertz  
**Phone:** 317-899-8615  
**Email:** [swuertz@indot.in.gov](mailto:swuertz@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.

Steven C. Wuertz  
Employee in Responsible Charge (ERC)

2/15/2023  
Date

### Section 3: Project Information

- A. Project Name: CCTV/DMS from 3.0 miles N of SR 68 to Liberty Church Rd, 2.5 miles S of SR 39 (Sect. 1-5)
- B. Is project already in the TIP?  
 Yes  No
- C. DES # (if assigned): 1802086
- D. Project Location (detailed description of project termini): I-69 from 3.0 miles north of SR 68 to Liberty Church Rd, 2.5 miles south of SR 39 (I-69 Sections 1-5)

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.): INDOT Executive Office Directive to deploy CCTV Cameras at all Interstate interchanges, as well as Dynamic Message Signs (DMS) at appropriate locations.

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: 2/11/2026

### Section 4: Financial Plan

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

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

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
PE	NHPP	\$	\$	\$ 562,500	\$	\$	\$
	State	\$	\$	\$ 62,500	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	NHPP	\$	\$	\$	\$	\$ 180,000	\$
	State	\$	\$	\$	\$	\$ 20,000	\$
		\$	\$	\$	\$	\$	\$
CN	NHPP	\$	\$	\$	\$	\$ 6,332,710	\$
	State	\$	\$	\$	\$	\$ 703,635	\$
		\$	\$	\$	\$	\$	\$
<b>Totals:</b>		\$	\$	\$ 625,000	\$	\$ 7,236,345	\$



## 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:

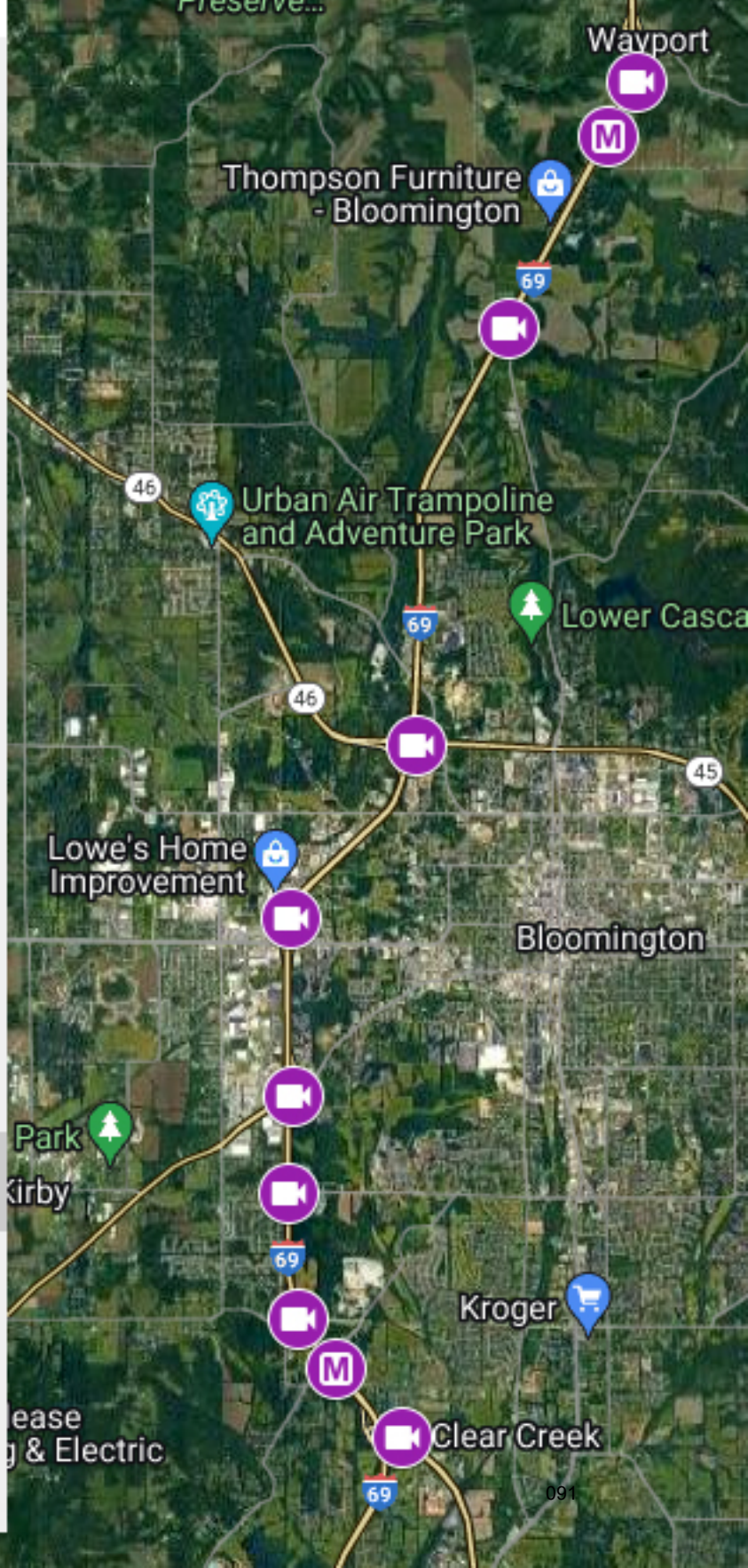
Attach to this application form the following information as required by the Complete Streets Policy. If any items are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined.” Any required information not provided at the time of this application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

Add layer + Share Preview

- I-69 CCTV Mile 33.0
- I-69 CCTV Mile 46.0
- NB I-69 DMS Mile 57.0
- I-69 CCTV Mile 62.2
- SB I-69 DMS Mile 65.7
- I-69 CCTV Mile 75.9
- I-69 CCTV Mile 87.1
- I-69 CCTV Mile 98.3
- NB I-69 DMS Mile 99.9
- I-69 CCTV Mile 103.8
- SB I-69 DMS Mile 106.6
- I-69 CCTV Mile 114.1
- NB I-69 DMS Mile 114.8
- I-69 CCTV Mile 115.2
- I-69 CCTV Mile 116.2
- I-69 CCTV Mile 117.0
- I-69 CCTV Mile 118.4
- I-69 CCTV Mile 120.0
- I-69 CCTV Mile 123.4
- SB I-69 DMS Mile 125.1
- I-69 CCTV Mile 125.6
- I-69 CCTV Mile 129.2
- I-69 CCTV Mile 131.3
- I-69 CCTV Mile 134.3



**STIP AMENDMENT and/or MODIFICATION REQUEST**

Date: 4/5/2023

Amendment
Modification

Requestor: Cat Seely

Sponsor	DES#	Route	Work Type	Location	County	District	Miles	Federal Category	Asset Program - (State Projects Only)	Phase	Federal	Match	2022	2023	2024	2025	2026	2027	Estimated Cost Left to Complete Project	Remarks	Letting Date	
INDOT	2300274	Various	Other Type Project (Miscellaneous)	Electric vehicle charging infrastructure at various locations along Indiana Interstates	Various	Multiple	Varies	STP	Statewide	CN	\$16,972,536.00	\$4,243,134.00			\$21,215,670.00							N/A
INDOT	2300274	Various	Other Type Project (Miscellaneous)	Electric vehicle charging infrastructure at various locations along Indiana Interstates	Various	Multiple	Varies	STP	Statewide	CN	\$16,972,550.00	\$4,243,137.00				\$21,215,688.00						
INDOT	2300274	Various	Other Type Project (Miscellaneous)	Electric vehicle charging infrastructure at various locations along Indiana Interstates	Various	Multiple	Varies	STP	Statewide	CN	\$16,972,585.00	\$4,243,146.00					\$21,215,732.00					



January 26, 2023

## **Call for Projects (Updated)**

### **Fiscal Years 2024 - 2028 Transportation Improvement Program**

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) hereby announces a FY 2024 - 2028 Transportation Improvement Program (TIP) Call for Projects.

BMCMPPO funding from the Surface Transportation Block Grant Program (STBG), the Highway Safety Improvement Program (HSIP), the Transportation Alternatives (TA) Program, Section 164 Penalty funds, Carbon Reduction Program, and PROTECT program funds will include programming awards for TIP program fiscal years.

Local Public Agency (LPA) applicants for funding from these programs must have application submissions to the BMCMPPO by **5:00 PM on Friday, February 10, 2023**.

Please contact BMCMPPO staff if you have any questions about this Call for Projects.

Please submit questions and applications electronically to [clemensr@bloomington.in.gov](mailto:clemensr@bloomington.in.gov) and [martipa@bloomington.in.gov](mailto:martipa@bloomington.in.gov).

The FY 2024 - 2028 TIP has the following development and approval schedule:

- Call for Projects Issued January 6, 2023
- Call for Projects (Updated) January 26, 2023
- Application Deadline February 10, 2023
- Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) Project Scores Sheet Reviews and Draft TIP Submission Recommendations February 22, 2023
- Policy Committee (PC) Project Score Sheet Reviews and Approval of Draft TIP Submission March 10, 2023
- Legal Advertisements March 11-12, 2023
- Thirty (30) Day Public Comment Period Begins March 13, 2023
- Draft TIP Submission to INDOT March 13, 2023
- Draft TIP Public Input Meeting (week of) March 13, 2023
- Thirty (30) Day Public comment Period Ends April 12, 2023
- TAC and CAC Final Draft Reviews and Recommendations April 26, 2023
- PC Approval of Final FY 2024 - 2028 TIP May 12, 2023
- Adopted Submission to INDOT of FY 2024 - 2028 TIP May 15, 2023
- FHWA/FTA/INDOT FY 2024 - 2028 TIP Approval Letter June 15, 2023

**Funding**

The chart below details the funding available for the FY 2024 - 2028 TIP. Please note the following restrictions on the programming of funds:

- **No Rollover:** The annual allocation of funds for each fiscal year must have an expenditure within the specified programmed fiscal year and shall not roll forward to a future fiscal year. Any funds not spent from the fiscal year allocation will be lost. It is therefore very important to be as accurate and realistic as possible about project costs and schedules.
- **Fiscal Years 2023 - 2026:** These three fiscal years are currently programmed in the adopted FY 2022 - 2026 TIP with FY 2026 identified as “illustrative” and found on the BMCMPPO website at <https://bloomington.in.gov/mpo/transportation-improvement-program>. This FY 2024 - 2028 Call for Projects represents an opportunity for Local Public Agencies (LPAs) to make adjustments to those years if needed.

**Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO)  
FY 2024 - 2028 TIP Program Levels\***

Program	FY 2024 (Estimates)	FY 2025 (Estimates)	FY 2026 (Estimates)	FY 2027 (Estimates)	FY 2028 (Illustrative)
Surface Transportation Block Grant (STBG)	\$ 3,118,927	\$ 3,179,488	\$ 3,241,261	\$ 3,241,261	\$ 3,241,261
Highway Safety Improvement Program (HSIP)	\$ 559,328	\$ 571,731	\$ 584,382	\$ 584,382	\$ 584,382
Transportation Alternatives (TA)	\$ 389,209	\$ 396,993	\$ 404,933	\$ 404,933	\$ 404,933
Section 164**	\$ 133,293	\$ 135,958	\$ 138,678	\$ 138,678	\$ 138,678
Carbon Reduction Program (CRP)	\$ 339,592	\$ 346,384	\$ 353,312	\$ 353,312	\$ 353,312
PROTECT Program	\$ 125,693	\$ 128,207	\$ 130,771	\$ 130,771	\$ 130,771
<b>TOTAL</b>	<b>\$ 4,666,042</b>	<b>\$ 4,758,761</b>	<b>\$ 4,853,337</b>	<b>\$ 4,853,337</b>	<b>\$ 4,853,337</b>

\*Source: INDOT Local Share of Federal Formula Apportionments to the BMCMPPO, 01-26-22

\*\*HSIP eligible projects

**Additional Guidance**

Please use the following information as guidance for the preparation of FY 2024 - 2028 TIP project applications.

- **Letting Date:** *All projects must identify an assigned Letting Date for inclusion in the TIP* thereby allowing INDOT to build a project schedule when added to their project management system database. FHWA additionally tracks the percentage of projects that go to letting at their original proposed letting date as a measure of MPO performance. No project should have an assigned contract letting date later than March of any fiscal year. LPAs should select letting dates earlier than March of a given calendar year (if at all possible)

thereby ensuring enough post-letting time for INDOT to award bids, process financial approvals, and issue purchase orders for project funds before fiscal year closure.

- **DES#:** *All projects must have an assigned a DES# from INDOT for inclusion in the TIP.* INDOT has a special form for requesting a DES#. Staff will assist with forms and submissions for new projects selected for inclusion in the TIP. INDOT will not amend any project into the State TIP (STIP) without an assigned DES#. Moreover, any projects that propose to use HSIP and TA funding must have their eligibility for such funds approved by INDOT before a project DES# issuance.
- **Construction Engineering:** The TIP Project Request Form lists Construction Engineering (CE) as a separate phase from Construction (CN). This will make funding administration easier for the MPO and INDOT as projects move through the process. Please prepare your project financial plans accordingly.
- **HSIP Project Priorities:** FHWA and INDOT require MPOs to prioritize low-cost, systemic HSIP projects for funding. There are currently twenty-five (25) project types listed by INDOT as eligible for HSIP funds under the low-cost, systemic categories.
- **Public Meeting:** The MPO shall host a hybrid public meeting to gather input on the proposed FY 2024 - 2028 TIP. This meeting shall take place in March 2023. The MPO strongly encourages LPA staff participation during this meeting for discussions of their proposed projects. MPO staff will coordinate with the LPAs to determine the best date, time, and electronic platform for this virtual meeting. The MPO will conduct hybrid in-person/virtual meetings given current CDC COVID-19 public health and safety guidelines.

### **Application Requirements**

LPAs must submit the following (as applicable) for project funding consideration in the FY 2024 - 2028 TIP. All applications must have appropriate signatures and dates.

- **TIP Project Request Form:** All LPAs must submit this form for all projects regardless of funding source. This includes any project that is in the current FY 2022 - 2026 TIP that needs to carry forward into the new FY 2024 - 2028 TIP. This Call for Projects represents an opportunity to update schedule and funding information for existing projects as well as to ensure compliance with the Construction Engineering (CE) phase requirements as noted above.
- **Surface Transportation Block Grant Program (STBG) Applications:** STBG funds represent the largest federal fund allocation received by the BMCMPPO and the greatest range of project eligibility. All projects eligible for the following funding types have additional eligibility for STBG. Please reference Federal guidance regarding STBG funds at [https://www.fhwa.dot.gov/bipartisaninfrastructurelaw/docs/surface\\_transportation\\_block\\_grant.pdf](https://www.fhwa.dot.gov/bipartisaninfrastructurelaw/docs/surface_transportation_block_grant.pdf).

- **HSIP Low Cost/Systemic Project Applications:** The purpose of local HSIP project funding is to deliver to road user's cost-effective countermeasures to hazards identified through data analysis as the greatest contributors to serious injury or fatality crashes. Any project requesting HSIP funds for a low cost/systemic project **must submit an INDOT HSIP Low Cost/Systemic Project Application in addition to the TIP Project Request Form.** Eligible HSIP Systemic Projects include the following:
  - Conduct inventory of traffic signs and upgrade warning and regulatory signs to meet MUTCD retro-reflectivity requirements
  - Improve the visibility of curves by upgrading curve warning signs and markings
  - Install vehicle activated advanced warning systems at rural, unsignalized intersections
  - Install new pedestrian crosswalk warning signs, flashing beacons, or special pavement markings
  - Install or upgrade pedestrian curb ramps and refuge areas at areas of high conflict between pedestrians and vehicular traffic
  - Install pedestrian push button Countdown And Audible (APS) heads on traffic signals
  - Make changes to yellow interval traffic signal timing or signal interconnect to improve safety
  - Upgrade traffic signals to a minimum of one signal head per travel lane
  - Install black backing plates with reflective border on all traffic signal heads
  - Install UPS battery backup (emergency power) systems at traffic signal locations for continuous use during power outages
  - Install emergency vehicle pre-emption systems at traffic signal locations to reduce response times and increase safety as the emergency vehicles pass through intersections
  - Improve sight distance at intersections by installing slotted left turn lanes
  - Install or upgrade passive or new active warning devices at railroad crossings
  - Install railroad pre-emption systems at signalized intersections that are within the influence area of crossing railroad trains
  - Install new centerline or edge line pavement markings on unmarked roadways
  - Install raised medians for access control at intersections and roadway segments
  - Add centerline and/or edge line rumble stripes (pavement markings over the rumble) to rural roads
  - Complete road diet projects at locations that can be accomplished through the use of signs and pavement markings (Not Applicable to pavement reconstruction or geometric modifications)
  - Add FHWA recommended High Friction Surface Treatments (HFST) to spot locations
  - Upgrade guardrail end treatments to current standards
  - Install guardrails or median barriers at locations where none existed previously
  - Install median cable barrier systems on divided roads with grass medians
  - Remove or shield permanent roadside safety obstructions



- **HSIP Intersection Improvement Applications:** Please reference INDOT HSIP Guidelines for additional information about the supporting documentation required in addition to the TIP Project Request Form.
- **TA (Transportation Alternatives) Applications:** Any project requesting TA funds **must submit a TA Application in addition to the TIP Project Request Form.** Please reference the BMCMPPO TA Guidelines for more information about supporting documentation that must accompany the TA Application.
- **Carbon Reduction Program (CRP) Applications:** CRP funds represent a new federal-aid program under the Bipartisan Infrastructure Law (BIL), and may be obligated for projects that support the reduction of transportation emissions, including, but not limited to, the following:
  - A project to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems
  - A public transportation project eligible under 23 U.S.C. 142
  - A Transportation Alternative project including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation;
  - A project as described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies
  - The deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment
  - A project to replace street lighting and traffic control devices with energy-efficient alternatives
  - The development of a carbon reduction strategy developed by the State of Indiana per requirements in 23 U.S.C. 175(d)
  - A project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs
  - Efforts to reduce the environmental and community impacts of freight movement
  - A project that supports deployment of alternative fuel vehicles, including
    - Acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure
    - Purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities
  - A project described and in 23 U.S.C. 149(b)(8) for a diesel engine retrofit
  - Any other STBG-eligible project, if the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a per

capita and per unit of economic output basis (Note: FHWA will issue guidance on how the Secretary will make such certifications in forthcoming months).

- **Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Applications:** PROTECT funds represent another new federal-aid program under the Bipartisan Infrastructure Law (BIL), and may be obligated for projects that help to make surface transportation more resilient to climate change and natural disasters. Eligible activities include the following:
  - Resurfacing, restoration, rehabilitation, reconstruction, replacement, improvement, or realignment of an existing eligible surface transportation facility eligible for assistance under 23 U.S.C.
  - Incorporation of natural infrastructure
  - The upgrade of an existing surface transportation facility to meet or exceed a design standard adopted by the Federal Highway Administration
  - Installation of mitigation measures that prevent the intrusion of floodwaters into surface transportation systems
  - Strengthening systems that remove rainwater from surface transportation facilities
  - Upgrades to and installation of structural storm water controls
  - A resilience project that addresses identified vulnerabilities described in the eligible entity's Resilience Improvement Plan
  - Relocating roadways in a base floodplain to higher ground above projected flood elevation levels, or away from slide prone area
  - Stabilizing slide areas or slopes
  - Installing riprap
  - Lengthening or raising bridges to increase waterway openings, including to respond to extreme weather
  - Increasing the size or number of drainage structures
  - Installing seismic retrofits on bridges
  - Adding scour protection at bridges
  - Adding scour, stream stability, coastal, and other hydraulic countermeasures, including spur dikes
  - Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, facilitate wildfire control, and provide erosion control
  - Any other protective features, including natural infrastructure, as determined by the Secretary

### **Application Scoring**

The MPO staff shall score new project applications consistent with the adopted *Complete Streets Policy* (<https://bloomington.in.gov/mpo/clearinghouse>) and report score results through Policy Committee, Technical Advisory Committee, and Citizens Advisory Committee meetings.



**To:** BMCMPO Policy Committee

**From:** Rachael Sargent, Pat Martin

**Date:** May 12, 2023

**Re:** BMCMPO FY 2024 – 2028 Transportation Improvement Program (TIP) - Policy Overview

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### **Background**

The Transportation Improvement Program (TIP) represents a strategic capital planning/budgeting tool of the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) for transportation projects using federal-aid funds.

The TIP additionally serves as a:

- Subset of multimodal transportation system needs from the BMCMPPO 2045 Metropolitan Transportation Plan (MTP);
- Encompasses five (5) fiscal years with a list of priority projects for planning, right-of-way acquisition, construction engineering, construction, transit operating assistance, and transit capital acquisition; and
- Specifies an implementation timetable, funding sources and agencies responsible for transportation related projects within the metropolitan planning area.

The Draft FY 2024 - 2028 TIP achieves fiscal constraint for all local and state federal-aid projects. This document will additionally undergo review by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Indiana Department of Transportation (INDOT), and the general public during within the next 30-60 days prior to final adoption action by the BMCMPPO Policy Committee.

RS/PPM/pm

Transportation  
Improvement Program  
FY 2024 – 2028  
Project Summary

### Monroe County FY 2024 - 2028 TIP Project Table

Project	Fiscal Year				
	2024	2025	2026	2027	2028
Old SR 37 South and Dillman Road [TBD]			✓	✓	✓
Vernal Pike Connector [1702957 & 199406]	✓				
Fullerton Pike, Phase III, roadway [1802977]	✓				
Fullerton Pike, Phase III, bridge [2001721]	✓				
Liberty Drive Connection to Karst Trail [1900405]	✓				
2022 – 2026 Bridge Safety Inspection & Inventory [2100084]	✓	✓	✓	✓	✓
Rockport Road, Bridge #308 Replacement [1902772]	✓				

### Monroe County FY 2024 - 2028 TIP Project Table

Project	Fiscal Year				
	2024	2025	2026	2027	2028
Pedestrian Trail Crossing Improvements [1900493]	✓				
Dillman Road, Bridge #83 replacement [2101712]	✓			✓	
Eagleson Avenue Bridge over IN RR [2200146]	✓	✓	✓		

## City of Bloomington FY 2024 - 2028 TIP Project Table

Project	Fiscal Year				
	2024	2025	2026	2027	2028
High Street Intersection Modernization and Multiuse Path [2200020]	✓		✓		
Covenanter Protected Bike Lanes and Intersection Improvements [TBD]	✓	✓		✓	
Crosswalk Safety Improvements Project (Phase 2) [2200014]		✓			
Crosswalk Safety Improvements Project (Phase 3) [TBD]		✓			✓
Downtown Curb Ramps Phase 4 [2200021]	✓			✓	
Downtown Curb Ramps Phase 5 [TBD]			✓		

### City of Bloomington FY 2024 - 2028 TIP Project Table

Project	Fiscal Year				
	2024	2025	2026	2027	2028
B-Line Trail Connection [1700735]	✓				
North Dunn Street Multiuse Path [TBD]	✓		✓		✓
Signal Timing Project [1900400]	✓				
Go Bloomington, Transportation Demand Management (TDM) program for Bloomington and Monroe County [TBD]	✓	✓	✓	✓	✓
West 2nd Street Modernization and Safety Improvements [2200012]	✓	✓			



**Rural Transit FY 2024 - 2028 TIP Project Table**

Project	Fiscal Year				
	2024	2025	2026	2027	2028
Four Camera w/DVR Systems for 10 RT [TBD]	✓				
Rural Transit Operations [TBD]	✓	✓	✓	✓	✓

## Bloomington Transit FY 2024 - 2028 TIP Project Table

Project	Fiscal Year				
	2024	2025	2026	2027	2028
Federal, State and Local Assistance for the services including late weeknight service [TBD]	✓	✓	✓	✓	✓
Purchase of 40-foot BEB Buses & Charging Equip [TBD]				✓	✓
Purchase of 35-foot Electric Buses, Charging Stations [TBD]		✓	✓		
Purchase BT Access Vehicles [TBD]		✓	✓	✓	✓
Land Acquisition for Grimes Lane Expansion [TBD]	✓				
Capitalize the Purchase of Engine/Transmission Rebuilds, Hybrid Energy Units, & Tires [TBD]	✓	✓	✓	✓	✓

### Bloomington Transit FY 2024 - 2028 TIP Project Table

Project	Fiscal Year				
	2024	2025	2026	2027	2028
Purchase Support & Maintenance Vehicles [TBD]		✓	✓	✓	
Design and construction of Grimes Lane expansion [TBD]		✓			

# TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2024-2028



May 12, 2023 - DRAFT



## Disclaimer

Preparation of the *Bloomington-Monroe County FY 2024-2028 Transportation Improvement Program* (TIP) 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 or the Indiana Department of Transportation.

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# Acknowledgments

The Bloomington-Monroe County Metropolitan Planning Organization *Fiscal Year 2024-2028 Transportation Improvement Program* included the assistance and efforts of numerous organizational groups and individual residents. The staff acknowledges and greatly appreciates all representatives and residents who participated in public meetings, public workshops thereby giving the community active participatory voices for policy decision makers and our collective state and federal partners.

## Policy Committee

Lisa Ridge, Chair	Monroe County Highway Department
Steve Volan, Vice Chair	City of Bloomington City Council
Jason Banach	Indiana University
Margaret Clements	Monroe County Plan Commission
John Hamilton	City of Bloomington Mayor
Doug Horn	Bloomington Transit
Jillian Kinzie	City of Bloomington Plan Commission
Tony McClellan	Indiana Department of Transportation, Seymour District
Geoff McKim	Monroe County Council
Sarah Ryterband	Citizens Advisory Committee
Pamela Samples	Town of Ellettsville
Julie Thomas	Monroe County Commissioners
Adam Wason	City of Bloomington Public Works Department
Kelley Brookins (non-voting)	Federal Transit Administration, Region V
Jermaine R. Hannon (non-voting)	Federal Highway Administration, Indiana Division

## Technical Advisory Committee

Nate Nickel, Chair	Bloomington Transit
Paul Satterly, P.E., Vice Chair	Monroe County Highway Department
John Baeten	Monroe County Surveyor Department
Meghan Blair	City of Bloomington Information Technology Services
Andrew Cibor, P.E., P.T.O.E.	City of Bloomington Engineering Department
Scott Waddell	Monroe County Community School Corporation
John Connell	Bloomington Transit
Jane Fleig, P.E.	City of Bloomington Utilities
Jackie N. Jelen	Monroe County, Planning Department
Brian Jones	Indiana Department of Transportation, Public Transit
Carlos Laverty	Monroe County Airport
Denise Line	Town of Ellettsville
Audrey Myers	Richland-Bean Blossom Community School Corporation
Chris Myers	Rural Transit, Area 10 Agency on Aging
Emmanuel Nsonwu	Indiana Department of Transportation
Rebecca Packer	Indiana Department of Transportation, Seymour District
Scott Robinson, AICP	City of Bloomington, Planning and Transportation
Catherine Smith	Monroe County Auditor
Danny Stalcup	Town of Ellettsville Street Department

Tim Street	City of Bloomington Parks and Recreation
Jeff Underwood	City of Bloomington City Controller
Joe VanDeventer	City of Bloomington Street Operations
Justin Reid VanLeeuwen	Indiana University Campus Bus
Kelli Witmer	Monroe County Parks and Recreation
Patrick Carpenter (Non-voting)	Federal Highway Administration
Cecilia Godfrey (Non-voting)	Federal Transit Administration
John Kennedy (Non-voting)	Citizens Advisory Committee

### **Citizens Advisory Committee**

Sarah Ryterband, Chair	Prospect Hill Neighborhood
John Kennedy, Vice Chair	Council of Neighborhood Associations
Paul Ash	McDoel Gardens Neighborhood
Elizabeth Cox-Ash	McDoel Gardens Neighborhood
Mary Jane Hall	Bloomington Board of Realtors

### **Bloomington-Monroe County Metropolitan Planning Organization Staff**

Pat Martin  
Rachael Sargent



## Introduction

The Transportation Improvement Program (TIP) represents a strategic capital planning document of the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) for transportation projects using federal-aid funds. The TIP additionally serves as a subset of multimodal transportation system needs from the *BMCMPPO 2045 Metropolitan Transportation Plan (MTP)*.

The Fiscal Year (FY) 2024-2028 TIP includes five (5) fiscal years and a list of priority projects for planning, right-of-way acquisition, construction engineering, construction, transit operating assistance, and transit capital acquisition in individual years of the documented established multi-year timeframe pursuant to the Infrastructure Investment and Jobs Act (IIJA) Infrastructure Investment (Public Law 117-58, also known as the “Bipartisan Infrastructure Law” or “BIL”). The FY 2024-2028 TIP is consistent with the adopted *BMCMPPO 2045 MTP*, Bloomington Transit’s *Transit Development Plan*, and other planning studies developed by the BMCMPPO for the Indiana Department of Transportation (INDOT), Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) in collaboration with all relevant state and local stakeholders.

The TIP documents the distribution of all BMCMPPO federal-aid transportation funding among the various multimodal jurisdictional needs of the region. Inclusion within the TIP signifies a major milestone in the development process of a project, enabling the project to receive allocations and spend federal transportation funds for established community infrastructure needs.

The FY 2024-2028 TIP is a capital budgeting tool that specifies an implementation timetable, funding sources and agencies responsible for transportation related projects within the metropolitan planning area. Projects may come from any one of the following implementing agencies:

- Town of Ellettsville
- Bloomington Transit
- Rural Transit
- Indiana University (IU) Campus Bus
- Monroe County
- City of Bloomington
- Indiana Department of Transportation (Note: All INDOT projects listed in the BMCMPPO FY 2024-2028 TIP match INDOT Draft Statewide Transportation Improvement Program (STIP) listings.)

The STIP identifies the funding and timing of the state’s transportation projects by fiscal year. The Draft FY2024-028 STIP identifies approximately \$3.5 billion for programmed projects. The STIP encompasses regionally significant projects prepared in cooperation with local government

entities throughout Indiana, including Transportation Planning Regions (TPRs), Metropolitan Planning Organizations (MPOs), and Regional Planning Organizations (RPOs). The STIP identifies the funding and the scheduling of transportation projects and programs by state fiscal year (July 1 through June 30) and includes all state and local transportation projects funded with federal highway and/or federal transit funding along with 100% state funded transportation projects (including highway, passenger rail, freight, public transit, bicycle and pedestrian, and projects in national parks).

The BMCMPPO is responsible for developing plans and programs that provide for the development, management, and operation of the transportation network as the designated MPO for the Bloomington and Monroe County Metropolitan Planning Area (MPA). The BMCMPPO's current jurisdiction for transportation planning consists of the City of Bloomington, the Town of Ellettsville, and the urbanizing area of Monroe County. An online electronic map of the urbanized area illustrated on the following page is available at [https://bloomington.in.gov/sites/default/files/2017-05/map\\_urbanized\\_area\\_boundary.pdf](https://bloomington.in.gov/sites/default/files/2017-05/map_urbanized_area_boundary.pdf).

# Bloomington/Monroe County Metropolitan Planning Organization

Adopted Metropolitan Planning Area (MPA) & Urban Area Boundary (UAB) 2012

**Legend**

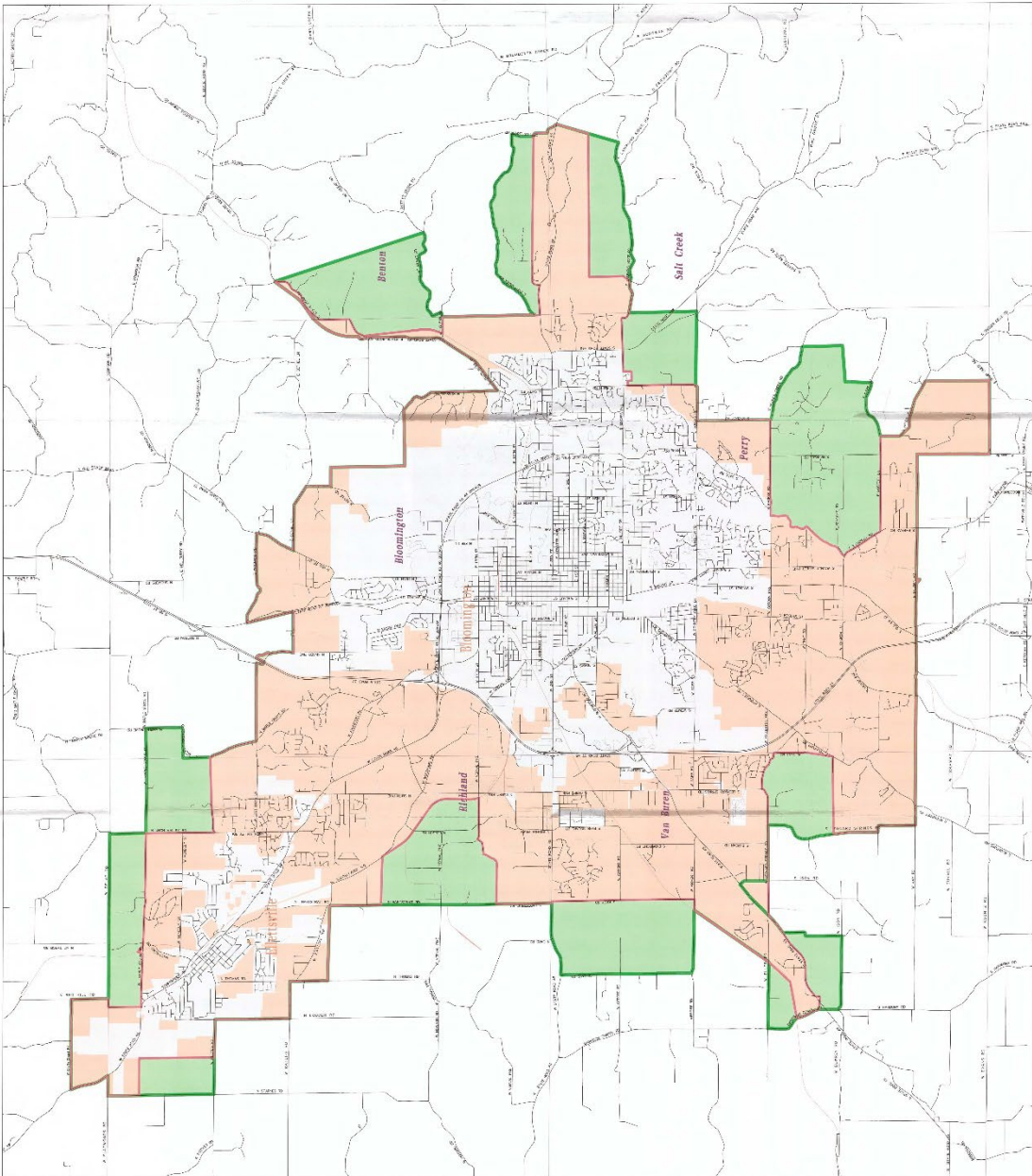
- Metropolitan Planning Area
- Urban Area Boundary
- Incorporated Areas

Urban Area Boundary Approvals	
2012	City of Bloomington
2012	Monroe County Board of Commissioners
2012	Indiana State Board of Transportation
2012	Indiana State Department of Transportation
2012	Indiana State Department of Public Safety
2012	Indiana State Department of Health
2012	Indiana State Department of Agriculture
2012	Indiana State Department of Environmental Management
2012	Indiana State Department of Natural Resources
2012	Indiana State Department of Revenue
2012	Indiana State Department of Workforce Development
2012	Indiana State Department of Military Affairs
2012	Indiana State Department of Public Safety
2012	Indiana State Department of Health
2012	Indiana State Department of Agriculture
2012	Indiana State Department of Environmental Management
2012	Indiana State Department of Natural Resources
2012	Indiana State Department of Revenue
2012	Indiana State Department of Workforce Development
2012	Indiana State Department of Military Affairs

October 3, 2012



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**City of Bloomington, Indiana**  
 Planning Department



Bloomington Geographic Information System

File: Data GIS 4 2008 Page 4

## Transportation Improvement Programming

The Fiscal Year (FY) 2024-2028 Transportation Improvement Program (TIP) achieved fiscal constraint for FY 2024-2028 by individual years and include only those projects for which funding has been identified using current or reasonably available revenue sources. All FY 2027-2028 projects are illustrative. An “Illustrative Project” means an additional transportation project that may (but is not required to) be included in a financial plan for a metropolitan transportation plan (MTP), TIP, or Statewide Transportation Improvement Program (STIP) if reasonable additional resources were to become available pursuant to 23 CFR 450.104 Definitions. Illustrative projects must achieve conformance with the MTP and the TIP prior to federal action. The formal programming of an illustrative project will be accomplished through the TIP Amendment process to Pursuant to 23 CFR 450.330 (e) TIP action by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) in cooperation with the State of Indiana and area transit operators develop the TIP financial plan by providing the BMCMPPO with information early in the TIP development process. The information provided by these groups concerns the likely amount of federal and state funding available to the BMCMPPO in order to enable the BMCMPPO to conduct adequate financial planning.

The BMCMPPO, the FHWA, and the FTA must jointly determine that new, or amended, TIP documents conform to the State’s Air Quality Plan’s purpose of attaining the National Ambient Air Quality Standards (NAAQS). The only exception is for amendments involving projects explicitly exempted by the U.S. Environmental Protection Agency’s (USEPA) conformity regulation. The BMCMPPO is exempt from the air quality requirements because it is in an air quality attainment area.

Projects listed in the TIP typically originate in the MTP developed by the BMCMPPO in cooperation with the respective implementing agencies involved in the planning process. These implementing agencies then carry out the transportation plan’s specific elements in the TIP. The TIP therefore serves as a strategic management tool that accomplishes the objectives of the Bloomington and Monroe County MTP.

Project prioritization is an important element of the TIP since the demand for federal-aid transportation projects often exceeds the level of available federal funds. The Indiana Department of Transportation (INDOT) prioritizes state highway projects in the TIP. Resource availability for Monroe County, the Town of Ellettsville, Bloomington Transit (BT), Indiana University (IU) Campus Bus, Area 10’s Rural Transit, and the City of Bloomington determines local project prioritizations. Transportation improvement projects in the BMCMPPO’s urbanized area often achieve prioritization based on the following general hierarchy:

1. Unfunded capital projects that have been programmed and are ready for contract letting
2. Capital projects programmed for construction that will be ready for contract letting in the immediate future
3. Projects involving traffic operation or system management improvements
4. Projects programmed for right-of-way acquisition
5. Projects programmed for preliminary engineering and/or advanced studies

The type of activity scheduled and the federal funding category determine locally initiated project priorities. Additional project prioritization influences include state and local policy-level decision-making and the availability of federal, state, and local funds. Wherever possible, technical and non-technical factors jointly determine projects which have the greatest need for implementation.

The BMCMPPO evaluates TIP amendments pursuant to the procedures outlined in the Public Participation Plan. The scope of a TIP amendment dictates the level of public participation solicited (major amendment, minor amendment, and administrative modification).

## **Amendment Process**

TIP amendments are subject to the BMCMPPO's adopted Public Participation Plan procedures. The scope of a TIP amendment dictates the level of public participation solicited (major amendment, minor amendment, and administrative modification). The TIP must have approvals by the BMCMPPO Policy Committee and the Governor of the State of Indiana as well as conformity determinations by the FHWA and the FTA. Once approved, the TIP then becomes part of the STIP. The frequency and cycle for updating the TIP shall have compatibility with that of the STIP. Until this TIP, and project amendments herein, is approved by the FHWA, FTA, and INDOT, and until all project amendments are subsequently listed in an approved corresponding STIP, all project amendments and administrative modifications to the current FY 2022-2026 TIP will automatically be included in the new FY 2024-2028 TIP along with their coinciding project funding sources and amounts; however, a TIP application for both TIPs must be submitted to MPO staff for processing.

# Transportation Improvement Program Projects

## Background

This discussion provides a central reference point for the identification of recommended Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) *Fiscal Year (FY) 2024-2028 Transportation Improvement Program (TIP)* multimodal projects administered by Monroe County, the Town of Ellettsville, the City of Bloomington, Bloomington Transit (BT), Indiana University (IU) Campus Bus, Area 10 Agency on Aging Rural Transit, and the Indiana Department of Transportation (INDOT).

## Project Cost Estimation

Project cost estimation represents a critical step for project selection, project programming, and project scheduling. As a short-range program document, the *FY 2024-2028 TIP* relies on a “cost to complete” or more precisely a “total project estimated cost” supplied from the Local Planning Agencies (LPAs) and INDOT. This includes all project phases, including any phases that are completed or that extend beyond the four-year TIP period. The official definition from INDOT states:

*“The STIP must include the cost of each phase of the project that is listed in the STIP and also include the total project cost (23 CFR 450.218(i)). Total project cost is the cost of all phases of the project i.e. PE, design, ROW, construction including phases that are outside the 4-year period of the STIP.”*

INDOT will provide the BMCMPPO with updated total estimated cost figures for each of its projects. The BMCMPPO will additionally calculate the total estimated cost for all LPA projects. These totals will then have reflection within the BMCMPPO TIP and within INDOT’s STIP.

The BMCMPPO uses this process for the *FY 2024-2028 TIP* and future TIP publications.

## Federal Funding Sources

Projects programmed within the Transportation Improvement Program (TIP) categorize project phases by fiscal year along with the associated federal funding source accompanied by its appropriate local match as is necessary. Project phases will normally include:

- Preliminary Engineering (PE)
- Right-of-Way Acquisition (RW)
- Construction Engineering (CE)
- Construction (CN)

Projects use various federal transportation sources based on the type of project. In most circumstances, each federal funding source requires a certain percentage of local or state

matching funding. The following narrative briefly highlights major transportation funding sources found under current TIP legislation.

- *Surface Transportation Program (STPB)* funds projects to preserve and improve the conditions and performance on any federal-aid highway, bridge/tunnel project on any public road, pedestrian, and bicycle infrastructure, and transit capital projects, including bus terminals. The BMCMPPO receives Group II STBG fund allocations based on the 2010 Census urbanized area population. INDOT has allocated unspent Group III (areas less than 50,000 population) allocations to the urban area Monroe County in recent years for the construction of facilities impacted with I-69 construction.
- *Highway Safety Improvement Program (HSIP)* funds projects with the goal of achieving a significant reduction in traffic fatalities and serious injuries on all public roads including non-state-owned public roads.
- *National Highway Performance Program (NHPP)* funds construction of new facilities on the National Highway System. These funds ensure that investments in federal-aid funds in highway construction support progress toward the achievement of performance targets (also known as “measures”) established in a state’s asset management plan for the National Highway System.
- *Section 164 Penalty (164 Penalty)* funds HSIP projects with the goal of achieving a significant reduction in repeat intoxicated driver offender traffic fatalities and serious injuries on all public roads including non-state-owned public roads. Section 164 Penalty Funds originate from federal legislation/regulations applicable to any state that does not enact and enforce conforming repeat intoxicated driver laws. Indiana is one such state.
- *Carbon Reduction Program (CRP)* funds must involve projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources.
- *PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation)* formula funds must involve preliminary engineering and design work, and other preconstruction activities; and construction, reconstruction, rehabilitation, and acquisition of real property (including land related to the project and improvements to land), environmental mitigation, and construction contingencies.
- *Section 130 RR Safety* funds train-activated safety improvements authorized in Section 130 of United States Code Title 23 (23 U.S.C.)
- *Bridge Programs (BR)* funds bridge safety, inspection, and improvement projects on state and local jurisdictional levels.

- *Transportation Alternatives Program (TA)* funds a variety of alternative transportation projects such as transportation enhancements, recreational trails, and Safe Routes to School.
- *Federal Transit Administration (FTA)* funding programs vary according to urban area use. Bloomington Transit, for example, relies on FTA Section 5307 operating assistance through formula allocations, Section 5310 funds for enhanced mobility of seniors and individuals with disabilities, and Section 5339 funds for capital bus/vehicle and bus facility needs. Rural Transit relies on Section 5311 funds for the provision of rural transportation services.
- *Indiana Public Mass Transit Fund (PMTF)* funds projects that promote and develop public transportation within Indiana and targeted to increase local financial involvement and encourage the delivery of efficient, effective transportation.
- *Indiana Trails Program (ITP)* funds projects that develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The State of Indiana, through a cooperative agreement between INDOT and the Indiana Department of Natural Resources (IDNR), converted this program into a wholly state funded “Indiana Recreational Trails Program” in calendar year 2020. Eligible entities for program project funding must submit applications through the IDNR, State Parks Section. The FY 2024-2028 TIP reflects this administrative program change.



**Table 1 - Federal Transportation Funding Programs**

Primary Federal, State, Local Funding Source Descriptions		
Funding Program*	Abbreviation	Brief Description**
Surface Transportation Block Grant	STPBG	Projects that preserve and improve the conditions and performance on any federal-aid highway, bridge/tunnel project on functionally classified public road, pedestrian and bicycle infrastructure, and transit capital projects, including bus terminals.
Highway Safety Improvement Program	HSIP	Projects capable of achieving significant reductions in traffic fatalities and serious injuries on all public roads and non-state-owned roads.
National Highway Performance Program	NHPP	Facility investments on the Interstate or National Highway System (NHS) directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.
Section 164 Penalty	164 Penalty	Funds originating from legislation/regulations applicable to any state that does not enact and enforce conforming repeat intoxicated driver laws.
Section 130 RR Safety	130 RR Safety	Train-activated safety improvements authorized in Section 130 of United States Code Title 23 (23 U.S.C.).
Bridge Programs	Local Bridge or BR	Projects involving bridge safety, inspection, reconstruction, or replacement.
Transportation Alternatives	TA	Projects supporting both on/off-road pedestrian and bicycle facilities, environmental mitigation, and creating/improving recreational trails.
Federal Transit Administration	FTA	<ul style="list-style-type: none"> <li>• Section 5307 operating assistance through formula allocations.</li> <li>• Section 5310 funds Enhanced Mobility of Seniors and Individuals with Disabilities.</li> <li>• Section 5311 funds rural transportation.</li> <li>• Section 5339 funds buses and bus facilities.</li> </ul>
Indiana Public Mass Transit Fund	PMTF	A special fund created by the State of Indiana under state statute (I.C. 8-23-3-8) to promote and develop transportation within Indiana.
Carbon Reduction Program	CRP	Projects that support the reduction of transportation emissions.
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation	PROTECT	Resiliency to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters.
*Note: Not all funding programs for transit related projects in this TIP are displayed in this table.		
**Note: Descriptions of funding programs are adapted from the U.S. Department of Transportation Federal Highway Administration (FHWA) ( <a href="https://fhwa.dot.gov/">https://fhwa.dot.gov/</a> ) and Federal Transit Administration (FTA).		

## **Red Flag Investigations**

The National Environmental Policy Act of 1969 (NEPA) established policy safeguards the nation's social, economic, and environmental resources from adverse impacts of federal actions or programs. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are responsible for implementing the NEPA process for federally-funded transportation projects at the state and local levels.

All transportation projects have the potential to impact environmental, cultural, or historical resources. Local Public Agencies (LPAs) have a requirement to conduct Red Flag Investigations (RFI) for all local projects that may use federal funds. Each RFI identifies a project's potential impacts to nearby (1/2 mile) infrastructure, mining/mineral exploration, hazardous materials, water resources, ecological resources, and cultural resources to promote early and efficient consideration of these issues.

## **Periodic Evaluation of Facilities Repeatedly Requiring Repair and Reconstruction Due to Emergency Events**

The Code of Federal Regulations (CFR 2020 23-Chapter 1, Part 667) requires states to conduct periodic evaluations of facilities repeatedly requiring repair and reconstruction due to emergency events, utilizing permanent repairs with Emergency Relief funds. The regulation defines "repeatedly" as two (2) or more similar repairs to the same facility during different events. INDOT requested the addition of the following narrative to the BMCMPPO FY 2024-2028 TIP and the inclusion of attached statewide Emergency Relief map to address the federal requirements. While Part 667 imparts other requirements on INDOT that other INDOT Divisions have completed, this action should satisfy the requirements regarding the STIP.

Federal Transportation Regulations require state departments of transportation (DOTs) to conduct periodic statewide evaluations to determine if there are reasonable alternatives to roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events.

To comply with this requirement, INDOT has conducted an evaluation and compiled a listing of the identified locations in Indiana where emergency events have resulted in repairs to its transportation infrastructure. The following map illustrates locations and dates where emergency repairs have taken place. INDOT has identified only one (1) location where two (2) permanent repairs caused by different events on the same facility. The location is in Spencer County in southwestern Indiana on State Road 66, approximately 2.5 miles west of State Road 70. The emergency repairs were slide repairs to restore the roadway. INDOT will continue monitoring locations where emergency repairs occurred and will review and update the entire evaluation once every four years for the FHWA.

If in the future, a second emergency-situation occurs where repairs are required at any of the locations identified, INDOT will review alternatives and enhancements intended to mitigate or

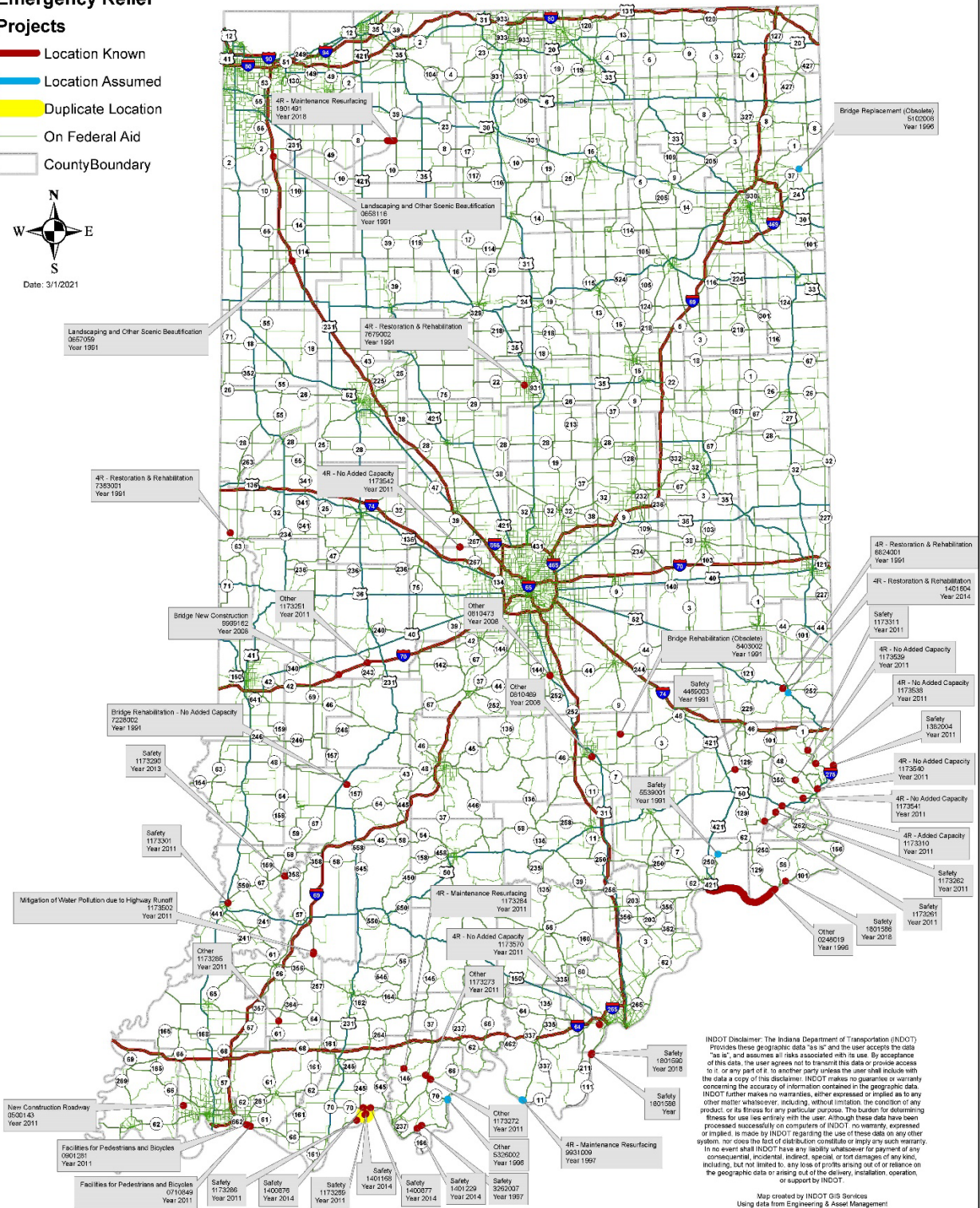
eliminate the need for any future emergency repairs at the same location. For example, if a bridge keeps washing out during a flood, INDOT could consider raising the bridge or installing an overflow structure.

Any projects programmed or amended into the STIP at locations that have had a permanent Emergency Repair will have alternatives considered to mitigate the need for future emergency repairs.

The BMCMPPO urban area does not currently have any projects programmed with federal Emergency Relief funds.

# Emergency Relief Projects

- Location Known
- Location Assumed
- Duplicate Location
- On Federal Aid
- County Boundary



**INDOT Disclaimer:** The Indiana Department of Transportation (INDOT) provides these geographic data "as is" and the user accepts the data "as is", and assumes all risks associated with its use. By acceptance of this data, the user agrees not to transmit this data or provide access to it, or any part of it, to another party unless the user shall include with the data a copy of this disclaimer. INDOT makes no guarantee or warranty concerning the accuracy of information contained in the geographic data. INDOT further makes no warranties, either expressed or implied as to any other matter whatsoever, including, without limitation, the condition of any product or its fitness for any particular purpose. The burden for determining fitness for use lies entirely with the user. Although these data have been processed successfully on computers of INDOT, no warranty, expressed or implied, is made by INDOT regarding the use of these data on any other system, nor does the fact of distribution constitute or imply any such warranty. In no event shall INDOT have any liability whatsoever for payment of any consequential, incidental, indirect, special, or tort damages of any kind, including, but not limited to, any loss of profits arising out of or reliance on the geographic data or arising out of the delivery, installation, operation, or support by INDOT.

Map created by INDOT GIS Services  
Using data from Engineering & Asset Management



# Transportation Improvement Program Funding

The Transportation Improvement Program (TIP) must achieve fiscal constraint by balancing estimated project expenditures with expected fiscal year funding revenues. Each specific source of funding must additionally have a use consistent with its designated project purpose. The process of balancing expenditures across the portfolio of available funds requires cooperation and support from all of all Bloomington-Monroe Metropolitan Planning Organization (BMCMPPO) local public agencies (LPA), stakeholders, and state/federal funding partners.

The Fiscal Years (FY) used for the purposes of the TIP begin on July 1 and end on June 30. Therefore, Fiscal Year 2024 begins on July 1, 2023 and Fiscal Year 2028 ends on June 30, 2028.

Federal revenue forecasts rely upon past receipts typically allocated on a per capita basis for Indiana’s Group II urban areas, projections from the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) of anticipated federal spending authorization levels, and consultations with appropriate federal and state funding agencies.

Local funding forecast derivations employ a similar methodology coupled with extensive local public agency coordination. The source for project expenditure estimates include industry-standard construction cost estimating tools, such as RSMeans data (<https://www.rsmeans.com>) or similar standard industry sources, and a project-specific combination of prior construction experiential data, cost assessments, and program evaluation tools.

The following FY 2024-2028 TIP funding tables summarize the projected revenues and expenditures for the BMCMPPO urban area. INDOT’s programmed projects are subject to statewide financial constraints beyond the jurisdictional control of the BMCMPPO.

**Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO)  
Anticipated FY 2024-2028 TIP Federal Program Revenue Levels\***

Program	FY 2024	FY 2025	FY 2026	FY 2027 (Illustrative)	FY 2028 (Illustrative)
STPBG	\$3,118,927	\$3,179,488	\$3,241,261	\$3,241,261	\$3,241,261
HSIP	\$559,328	\$571,731	\$584,382	\$584,382	\$584,382
TA	\$389,209	\$396,993	\$404,933	\$404,933	\$404,933
SEC. 164 PENALTY**	\$133,293	\$135,958	\$138,678	\$138,678	\$138,678
CRP	\$339,592	\$346,384	\$353,312	\$353,312	\$353,312
PROTECT	\$125,693	\$128,207	\$130,771	\$130,771	\$130,771
STPBG Group III	\$7,372,000	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$12,038,042</b>	<b>\$4,758,761</b>	<b>\$4,853,337</b>	<b>\$4,853,337</b>	<b>\$4,853,337</b>

\*Source: Indiana MPO Council/INDOT-BMCMPPO Local Share of Federal Formula Apportionments, 01-26-23.

\*\*HSIP applicable projects.

**Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO)**  
**LPA Funding Requests & Funding Type by Fiscal Year**  
**(Note: FY 2027 – 2028 are Illustrative Fiscal Years)**  
**May 12, 2023**

BMCMPPO STPBG Funding						
LPA	Fiscal Year					Totals*
	2024	2025	2026	2027	2028	
Bloomington Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
City of Bloomington	\$ 242,110	\$ 3,179,488	\$ 3,241,261	\$ 2,989,261	\$ 849,261	\$ 10,501,381
Monroe County	\$ 2,869,217	\$ -	\$ -	\$ 252,000	\$ 2,392,000	\$ 5,513,217
Rural Transit	\$ 7,600	\$ -	\$ -	\$ -	\$ -	\$ 7,600
Total Funding Requested	\$ 3,118,927	\$ 3,179,488	\$ 3,241,261	\$ 3,241,261	\$ 3,241,261	\$ 16,022,198
Total Available	\$ 3,118,927	\$ 3,179,488	\$ 3,241,261	\$ 3,241,261	\$ 3,241,261	\$ 16,022,198
<b>Difference</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

BMCMPPO HSIP Funding						
LPA	Fiscal Year					Totals*
	2024	2025	2026	2027	2028	
Bloomington Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
City of Bloomington	\$ 382,500	\$ 571,731	\$ 102,882	\$ 584,382	\$ 584,382	\$ 2,225,877
Monroe County	\$ 176,828	\$ -	\$ 481,500	\$ -	\$ -	\$ 658,328
Rural Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Funding Requested	\$ 559,328	\$ 571,731	\$ 584,382	\$ 584,382	\$ 584,382	\$ 2,884,205
Total Available	\$ 559,328	\$ 571,731	\$ 584,382	\$ 584,382	\$ 584,382	\$ 2,884,205
<b>Difference</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

BMCMPPO TA Funding						
LPA	Fiscal Year					Totals*
	2024	2025	2026	2027	2028	
Bloomington Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
City of Bloomington	\$ -	\$ 396,993	\$ 404,933	\$ 404,933	\$ 404,933	\$ 1,611,792
Monroe County	\$ 389,209	\$ -	\$ -	\$ -	\$ -	\$ 389,209
Rural Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Funding Requested	\$ 389,209	\$ 396,993	\$ 404,933	\$ 404,933	\$ 404,933	\$ 2,001,001
Total Available	\$ 389,209	\$ 396,993	\$ 404,933	\$ 404,933	\$ 404,933	\$ 2,001,001
<b>Difference</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

BMCMPPO Section 164 Funding						
LPA	Fiscal Year					Totals*
	2024	2025	2026	2027	2028	
Bloomington Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
City of Bloomington	\$ 133,293	\$ 135,958	\$ 138,678	\$ 138,678	\$ 138,678	\$ 685,285
Monroe County	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Rural Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Funding Requested	\$ 133,293	\$ 135,958	\$ 138,678	\$ 138,678	\$ 138,678	\$ 685,285
Total Available	\$ 133,293	\$ 135,958	\$ 138,678	\$ 138,678	\$ 138,678	\$ 685,285
<b>Difference</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

BMCMPPO CRP Funding						
LPA	Fiscal Year					Totals*
	2024	2025	2026	2027	2028	
Bloomington Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
City of Bloomington	\$ 339,592	\$ 346,384	\$ 353,312	\$ 353,312	\$ 353,312	\$ 1,745,912
Monroe County	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Rural Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Funding Requested	\$ 339,592	\$ 346,384	\$ 353,312	\$ 353,312	\$ 353,312	\$ 1,745,912
Total Available	\$ 339,592	\$ 346,384	\$ 353,312	\$ 353,312	\$ 353,312	\$ 1,745,912
<b>Difference</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

BMCMPPO PROTECT Funding						
LPA	Fiscal Year					Totals*
	2024	2025	2026	2027	2028	
Bloomington Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
City of Bloomington	\$ 125,693	\$ 128,207	\$ 130,771	\$ 130,771	\$ 130,771	\$ 646,213
Monroe County	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Rural Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Funding Requested	\$ 125,693	\$ 128,207	\$ 130,771	\$ 130,771	\$ 130,771	\$ 646,213
Total Available	\$ 125,693	\$ 128,207	\$ 130,771	\$ 130,771	\$ 130,771	\$ 646,213
<b>Difference</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

The following FY 2024-2028 TIP summary funding tables outline the projected revenues and expenditures for FY 2024 - 2028 for the BMCMPPO urban area. The summary tables for the State of Indiana’s programmed funds or projects are subject to statewide financial constraints beyond the jurisdictional control of the BMCMPPO. The programmed expenditures tables demonstrate a fully constrained list of proposed expenditures for FY 2024 - 2026. FY 2027-2028 shall remain “illustrative” and therefore not subject to federal fiscal constraint requirements.

The following tables summarize funding sources for Monroe County, the City of Bloomington, Rural Transit, Bloomington Transit (BT), Indiana University (IU), and INDOT projects by programmed fiscal year.

Monroe County FY 2024 - 2028 TIP Summary Table						
Funding Source	Fiscal Year					Totals*
	2024	2025	2026	2027	2028	
HSIP	\$ 176,828	\$ -	\$ 481,500	\$ -	\$ -	\$ 658,328
Local	\$ 20,712,294	\$ 2,262	\$ 87,824	\$ 621,322	\$ 632,730	\$ 22,056,432
Local Bridge	\$ 5,182,274	\$ 459,046	\$ 6,378,548	\$ 2,233,289	\$ 138,918	\$ 14,392,075
STPBG	\$ 2,869,217	\$ -	\$ -	\$ 252,000	\$ 2,392,000	\$ 5,513,217
STPBG III	\$ 9,854,000	\$ -	\$ -	\$ -	\$ -	\$ 9,854,000
TA	\$ 389,209	\$ -	\$ -	\$ -	\$ -	\$ 389,209
<b>Totals</b>	<b>\$ 39,183,822</b>	<b>\$ 461,308</b>	<b>\$ 6,947,872</b>	<b>\$ 3,106,611</b>	<b>\$ 3,163,648</b>	<b>\$ 52,863,261</b>

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

City of Bloomington FY 2024 - 2028 TIP Summary Table						
Funding Source	Fiscal Year					Totals*
	2024	2025	2026	2027	2028	
CRP	\$ 339,592	\$ 346,384	\$ 353,312	\$ 353,312	\$ 353,312	\$ 1,745,912
HSIP	\$ 382,500	\$ 571,731	\$ 102,882	\$ 584,382	\$ 584,382	\$ 2,225,877
Local	\$ 4,564,171	\$ 1,421,239	\$ 2,833,803	\$ 1,188,296	\$ 2,286,281	\$ 12,293,790
PROTECT	\$ 125,693	\$ 128,207	\$ 130,771	\$ 130,771	\$ 130,771	\$ 646,213
Sec 164	\$ 133,293	\$ 135,958	\$ 138,678	\$ 138,678	\$ 138,678	\$ 685,285
STPBG	\$ 242,110	\$ 3,179,488	\$ 3,241,261	\$ 2,989,261	\$ 849,261	\$ 10,501,381
STPBG III	\$ 340,051	\$ -	\$ -	\$ -	\$ -	\$ 340,051
TA	\$ -	\$ 396,993	\$ 404,933	\$ 404,933	\$ 404,933	\$ 1,611,792
<b>Totals</b>	<b>\$ 6,127,410</b>	<b>\$ 6,180,000</b>	<b>\$ 7,205,640</b>	<b>\$ 5,789,633</b>	<b>\$ 4,747,618</b>	<b>\$ 30,050,301</b>

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Rural Transit FY 2024 - 2028 TIP Summary Table						
Funding Source	Fiscal Year					Totals*
	2024	2025	2026	2027	2028	
Fares & In-Kind	\$ 629,133	\$ 654,298	\$ 680,470	\$ 707,689	\$ 735,997	\$ 3,407,587
FTA 5311	\$ 891,641	\$ 927,036	\$ 964,399	\$ 1,002,975	\$ 1,043,094	\$ 4,829,145
Local	\$ 1,900	\$ -	\$ -	\$ -	\$ -	\$ 1,900
PMTF	\$ 309,812	\$ 322,204	\$ 335,093	\$ 348,496	\$ 361,436	\$ 1,677,041
STPBG	\$ 7,600	\$ -	\$ -	\$ -	\$ -	\$ 7,600
<b>Totals</b>	<b>\$ 1,840,086</b>	<b>\$ 1,903,538</b>	<b>\$ 1,979,962</b>	<b>\$ 2,059,160</b>	<b>\$ 2,140,527</b>	<b>\$ 9,923,273</b>

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))



Bloomington Transit FY 2024 - 2028 TIP Summary Table						
Funding Source	Fiscal Year					Totals*
	2024	2025	2026	2027	2028	
Fares	\$ 1,611,732	\$ 1,627,849	\$ 1,660,406	\$ 1,693,614	\$ 1,727,487	\$ 8,321,088
FTA 5307	\$ 2,457,481	\$ 2,584,780	\$ 2,634,051	\$ 2,668,923	\$ 2,673,824	\$ 13,019,059
FTA 5310	\$ -	\$ 4,300,000	\$ 4,386,000	\$ 228,888	\$ 233,466	\$ 9,148,354
FTA 5339	\$ 6,000,000	\$ 35,000,000	\$ -	\$ 4,400,000	\$ 4,500,000	\$ 49,900,000
Local	\$ 3,481,591	\$ 10,202,010	\$ 3,376,175	\$ 3,586,632	\$ 3,758,092	\$ 24,404,500
PMTF	\$ 2,700,000	\$ 2,754,000	\$ 2,809,080	\$ 2,865,262	\$ 2,922,567	\$ 14,050,909
<b>Totals</b>	\$ 16,250,804	\$ 56,468,639	\$ 14,865,712	\$ 15,443,319	\$ 15,815,436	\$ 118,843,910

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

# FY 2024-2028 Project List

## MONROE COUNTY

Old SR 37 South and Dillman Road [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
PE	HSIP	\$ -	\$ -	\$ 481,500	\$ -	\$ -	\$ 481,500
PE	Local	\$ -	\$ -	\$ 53,500	\$ -	\$ -	\$ 53,500
RW	STPBG	\$ -	\$ -	\$ -	\$ 156,000	\$ -	\$ 156,000
RW	Local	\$ -	\$ -	\$ -	\$ 39,000	\$ -	\$ 39,000
UT	STPBG	\$ -	\$ -	\$ -	\$ 96,000	\$ -	\$ 96,000
UT	Local	\$ -	\$ -	\$ -	\$ 24,000	\$ -	\$ 24,000
CE	STPBG	\$ -	\$ -	\$ -	\$ -	\$ 312,000	\$ 312,000
CE	Local	\$ -	\$ -	\$ -	\$ -	\$ 78,000	\$ 78,000
CN	STPBG	\$ -	\$ -	\$ -	\$ -	\$ 2,080,000	\$ 2,080,000
CN	Local	\$ -	\$ -	\$ -	\$ -	\$ 520,000	\$ 520,000
<b>Totals</b>		\$ -	\$ -	\$ 535,000	\$ 315,000	\$ 2,990,000	\$ 3,840,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Vernal Pike Connector [1702957 & 199406]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
CE	STPBG III	\$ 812,320	\$ -	\$ -	\$ -	\$ -	\$ 812,320
CE	Local	\$ 203,080	\$ -	\$ -	\$ -	\$ -	\$ 203,080
CN	STPBG III	\$ 9,041,680	\$ -	\$ -	\$ -	\$ -	\$ 9,041,680
CN	Local	\$ 2,155,013	\$ -	\$ -	\$ -	\$ -	\$ 2,155,013
<b>Totals</b>		\$ 12,212,093	\$ -	\$ -	\$ -	\$ -	\$ 12,212,093

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Fullerton Pike, Phase III, roadway [1802977]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
CE	Local	\$ 757,101	\$ -	\$ -	\$ -	\$ -	\$ 757,101
CN	STPBG	\$ 2,750,133	\$ -	\$ -	\$ -	\$ -	\$ 2,750,133
CN	Local	\$ 3,306,672	\$ -	\$ -	\$ -	\$ -	\$ 3,306,672
<b>Totals</b>		\$ 6,813,906	\$ -	\$ -	\$ -	\$ -	\$ 6,813,906

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Liberty Drive Connection to Karst Trail [1900405]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
RW	Local	\$ 295,000	\$ -	\$ -	\$ -	\$ -	\$ 295,000
CE	Local	\$ 238,000	\$ -	\$ -	\$ -	\$ -	\$ 238,000
CN	TA	\$ 389,209	\$ -	\$ -	\$ -	\$ -	\$ 389,209
CN	Local	\$ 1,510,791	\$ -	\$ -	\$ -	\$ -	\$ 1,510,791
<b>Totals</b>		\$ 2,433,000	\$ -	\$ -	\$ -	\$ -	\$ 2,433,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

2022-2026 Bridge Safety Inspection & Inventory [2100084]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
PE	Local Bridge	\$ 118,974	\$ 9,046	\$ 137,298	\$ 14,889	\$ 138,918	\$ 419,125
PE	Local	\$ 29,743	\$ 2,262	\$ 34,324	\$ 3,722	\$ 34,730	\$ 104,781
<b>Totals</b>		\$ 148,717	\$ 11,308	\$ 171,622	\$ 18,611	\$ 173,648	\$ 523,906

Fullerton Pike, Phase III bridge [2001721]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
CE	Local	\$ 1,177,227	\$ -	\$ -	\$ -	\$ -	\$ 1,177,227
CE	Local Bridge	\$ 222,000	\$ -	\$ -	\$ -	\$ -	\$ 222,000
CN	Local	\$ 9,713,812	\$ -	\$ -	\$ -	\$ -	\$ 9,713,812
CN	Local Bridge	\$ 1,480,000	\$ -	\$ -	\$ -	\$ -	\$ 1,480,000
<b>Totals</b>		\$ 12,593,039	\$ -	\$ -	\$ -	\$ -	\$ 12,593,039

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Rockport Road, Bridge #308 Replacement [1902772]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
PE	Local Bridge	\$ 256,500	\$ -	\$ -	\$ -	\$ -	\$ 256,500
PE	Local	\$ 64,140	\$ -	\$ -	\$ -	\$ -	\$ 64,140
RW	Local Bridge	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ 120,000
RW	Local	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ 30,000
CE	Local Bridge	\$ 336,000	\$ -	\$ -	\$ -	\$ -	\$ 336,000
CE	Local	\$ 214,000	\$ -	\$ -	\$ -	\$ -	\$ 214,000
CN	Local Bridge	\$ 1,324,800	\$ -	\$ -	\$ -	\$ -	\$ 1,324,800
CN	Local	\$ 852,200	\$ -	\$ -	\$ -	\$ -	\$ 852,200
<b>Totals</b>		\$ 3,197,640	\$ -	\$ -	\$ -	\$ -	\$ 3,197,640

Pedestrian Trail Crossing Improvements [1900493]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
CE	HSIP	\$ 176,828	\$ -	\$ -	\$ -	\$ -	\$ 176,828
CE	Local	\$ 3,615	\$ -	\$ -	\$ -	\$ -	\$ 3,615
CN	STPBG	\$ 119,084	\$ -	\$ -	\$ -	\$ -	\$ 119,084
CN	Local	\$ 24,100	\$ -	\$ -	\$ -	\$ -	\$ 24,100
<b>Totals</b>		\$ 323,627	\$ -	\$ -	\$ -	\$ -	\$ 323,627

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Dillman Road, Bridge #83 replacement [2101712]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
PE	Local	\$ 105,800	\$ -	\$ -	\$ -	\$ -	\$ 105,800
PE	Local Bridge	\$ 423,200	\$ -	\$ -	\$ -	\$ -	\$ 423,200
RW	Local	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
RW	Local Bridge	\$ 128,000	\$ -	\$ -	\$ -	\$ -	\$ 128,000
CE	Local	\$ -	\$ -	\$ -	\$ 84,000	\$ -	\$ 84,000
CE	Local Bridge	\$ -	\$ -	\$ -	\$ 336,000	\$ -	\$ 336,000
CN	Local	\$ -	\$ -	\$ -	\$ 470,600	\$ -	\$ 470,600
CN	Local Bridge	\$ -	\$ -	\$ -	\$ 1,882,400	\$ -	\$ 1,882,400
<b>Totals</b>		\$ 689,000	\$ -	\$ -	\$ 2,773,000	\$ -	\$ 3,462,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Eagleson Avenue Bridge over IN RR [2200146]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
PE	Local Bridge	\$ 772,800	\$ -	\$ -	\$ -	\$ -	\$ 772,800
RW	Local Bridge	\$ -	\$ 450,000	\$ -	\$ -	\$ -	\$ 450,000
CE	Local Bridge	\$ -	\$ -	\$ 1,248,250	\$ -	\$ -	\$ 1,248,250
CN	Local Bridge	\$ -	\$ -	\$ 4,993,000	\$ -	\$ -	\$ 4,993,000
<b>Totals</b>		\$ 772,800	\$ 450,000	\$ 6,241,250	\$ -	\$ -	\$ 7,464,050

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

# FY 2024-2028 Project List

## CITY OF BLOOMINGTON

High Street Intersection Modernizations and Multiuse Path [2200020]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
RW	Local	\$ 1,100,000	\$ -	\$ -	\$ -	\$ -	\$ 1,100,000
CE	Local	\$ -	\$ -	\$ 640,000	\$ -	\$ -	\$ 640,000
CN	Local	\$ -	\$ -	\$ 1,842,779	\$ -	\$ -	\$ 1,842,779
CN	STPBG	\$ -	\$ -	\$ 3,241,261	\$ -	\$ -	\$ 3,241,261
CN	TA	\$ -	\$ -	\$ 404,933	\$ -	\$ -	\$ 404,933
CN	CRP	\$ -	\$ -	\$ 180,256	\$ -	\$ -	\$ 180,256
CN	PROTECT	\$ -	\$ -	\$ 130,771	\$ -	\$ -	\$ 130,771
<b>Totals</b>		<b>\$ 1,100,000</b>	<b>\$ -</b>	<b>\$ 6,440,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 7,540,000</b>

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Covenanter Protected Bike Lanes and Intersection Improvements [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
PE	Local	\$ 700,000	\$ -	\$ -	\$ -	\$ -	\$ 700,000
RW	Local	\$ -	\$ 90,000	\$ -	\$ -	\$ -	\$ 90,000
CE	Local	\$ -	\$ -	\$ -	\$ 90,000	\$ -	\$ 90,000
CE	STPBG	\$ -	\$ -	\$ -	\$ 360,000	\$ -	\$ 360,000
CN	Local	\$ -	\$ -	\$ -	\$ 835,035	\$ -	\$ 835,035
CN	STPBG	\$ -	\$ -	\$ -	\$ 2,629,261	\$ -	\$ 2,629,261
CN	TA	\$ -	\$ -	\$ -	\$ 404,933	\$ -	\$ 404,933
CN	PROTECT	\$ -	\$ -	\$ -	\$ 130,771	\$ -	\$ 130,771
<b>Totals</b>		<b>\$ 700,000</b>	<b>\$ 90,000</b>	<b>\$ -</b>	<b>\$ 4,450,000</b>	<b>\$ -</b>	<b>\$ 5,240,000</b>

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Downtown Curb Ramps Phase 4 [2200021]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
PE	Sec 164	\$ 133,293	\$ -	\$ -	\$ -	\$ -	\$ 133,293
PE	Local	\$ 1,707	\$ -	\$ -	\$ -	\$ -	\$ 1,707
CE	Local	\$ -	\$ -	\$ -	\$ 90,000	\$ -	\$ 90,000
CN	HSIP	\$ -	\$ -	\$ -	\$ 584,382	\$ -	\$ 584,382
CN	Sec 164	\$ -	\$ -	\$ -	\$ 138,678	\$ -	\$ 138,678
CN	Local	\$ -	\$ -	\$ -	\$ 76,940	\$ -	\$ 76,940
<b>Totals</b>		<b>\$ 135,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 890,000</b>	<b>\$ -</b>	<b>\$ 1,025,000</b>

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Downtown Curb Ramps Phase 5 [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
PE	HSIP	\$ -	\$ -	\$ 102,882	\$ -	\$ -	\$ 102,882
PE	Sec 164	\$ -	\$ -	\$ 138,678	\$ -	\$ -	\$ 138,678
PE	Local	\$ -	\$ -	\$ 11,440	\$ -	\$ -	\$ 11,440
<b>Totals</b>		\$ -	\$ -	\$ 253,000	\$ -	\$ -	\$ 253,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Crosswalk Safety Improvements Project (Phase 3) [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
PE	Local	\$ -	\$ 19,064	\$ -	\$ -	\$ -	\$ 19,064
PE	HSIP	\$ -	\$ 140,936	\$ -	\$ -	\$ -	\$ 140,936
CE	Local	\$ -	\$ -	\$ -	\$ -	\$ 90,000	\$ 90,000
CN	Local	\$ -	\$ -	\$ -	\$ -	\$ 76,940	\$ 76,940
CN	HSIP	\$ -	\$ -	\$ -	\$ -	\$ 584,382	\$ 584,382
CN	Sec 164	\$ -	\$ -	\$ -	\$ -	\$ 138,678	\$ 138,678
<b>Totals</b>		\$ -	\$ 160,000	\$ -	\$ -	\$ 890,000	\$ 1,050,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Downtown Curb Ramps Phase 5 [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
PE	HSIP	\$ -	\$ -	\$ 102,882	\$ -	\$ -	\$ 102,882
PE	Sec 164	\$ -	\$ -	\$ 138,678	\$ -	\$ -	\$ 138,678
PE	Local	\$ -	\$ -	\$ 11,440	\$ -	\$ -	\$ 11,440
<b>Totals</b>		\$ -	\$ -	\$ 253,000	\$ -	\$ -	\$ 253,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

North Dunn Street Multiuse Path [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
PE	Local	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000
RW	Local	\$ -	\$ -	\$ 80,000	\$ -	\$ -	\$ 80,000
CE	Local	\$ -	\$ -	\$ -	\$ -	\$ 390,000	\$ 390,000
CN	Local	\$ -	\$ -	\$ -	\$ -	\$ 1,448,900	\$ 1,448,900
CN	STPBG	\$ -	\$ -	\$ -	\$ -	\$ 849,261	\$ 849,261
CN	TA	\$ -	\$ -	\$ -	\$ -	\$ 404,933	\$ 404,933
CN	CRP	\$ -	\$ -	\$ -	\$ -	\$ 166,135	\$ 166,135
CN	PROTECT	\$ -	\$ -	\$ -	\$ -	\$ 130,771	\$ 130,771
<b>Totals</b>		\$ 500,000	\$ -	\$ 80,000	\$ -	\$ 3,390,000	\$ 3,970,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Crosswalk Safety Improvements Project (Phase 2) [2200014]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
CE	Local	\$ -	\$ 7,745	\$ -	\$ -	\$ -	\$ 7,745
CE	HSIP	\$ -	\$ 66,255	\$ -	\$ -	\$ -	\$ 66,255
CN	Local	\$ -	\$ 49,502	\$ -	\$ -	\$ -	\$ 49,502
CN	HSIP	\$ -	\$ 364,540	\$ -	\$ -	\$ -	\$ 364,540
CN	Sec 164	\$ -	\$ 135,958	\$ -	\$ -	\$ -	\$ 135,958
<b>Totals</b>		\$ -	\$ 624,000	\$ -	\$ -	\$ -	\$ 624,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Signal Timing Project [1900400]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
PE	HSIP	\$ 382,500	\$ -	\$ -	\$ -	\$ -	\$ 382,500
PE	Local	\$ 42,500	\$ -	\$ -	\$ -	\$ -	\$ 42,500
<b>Totals</b>		\$ 425,000	\$ -	\$ -	\$ -	\$ -	\$ 425,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

B-Line Trail Connection [1700735]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
CE	Local	\$ 257,410	\$ -	\$ -	\$ -	\$ -	\$ 257,410
CN	Local	\$ 1,362,554	\$ -	\$ -	\$ -	\$ -	\$ 1,362,554
CN	STPBG III	\$ 340,051	\$ -	\$ -	\$ -	\$ -	\$ 340,051
CN	STPBG	\$ 242,110	\$ -	\$ -	\$ -	\$ -	\$ 242,110
CN	CRP	\$ 339,592	\$ -	\$ -	\$ -	\$ -	\$ 339,592
CN	PROTECT	\$ 125,693	\$ -	\$ -	\$ -	\$ -	\$ 125,693
<b>Totals</b>		\$ 2,667,410	\$ -	\$ -	\$ -	\$ -	\$ 2,667,410

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Go Bloomington, Transportation Demand Management (TDM) program for Bloomington and Monroe County [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
PE	Local	\$ 400,000	\$ 249,600	\$ 259,584	\$ 96,321	\$ 280,441	\$ 1,285,946
PE	CRP	\$ -	\$ 166,400	\$ 173,056	\$ 353,312	\$ 187,177	\$ 879,945
<b>Totals</b>		\$ 400,000	\$ 416,000	\$ 432,640	\$ 449,633	\$ 467,618	\$ 2,165,891

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

West 2nd Street Modernization and Safety Improvements [2200012]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
RW	Local	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000
CE	Local	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000
CE	STPBG	\$ -	\$ 390,000	\$ -	\$ -	\$ -	\$ 390,000
CN	Local	\$ -	\$ 905,328	\$ -	\$ -	\$ -	\$ 905,328
CN	STPBG	\$ -	\$ 2,789,488	\$ -	\$ -	\$ -	\$ 2,789,488
CN	TA	\$ -	\$ 396,993	\$ -	\$ -	\$ -	\$ 396,993
CN	CRP	\$ -	\$ 179,984	\$ -	\$ -	\$ -	\$ 179,984
CM	PROTECT	\$ -	\$ 128,207	\$ -	\$ -	\$ -	\$ 128,207
<b>Totals</b>		<b>\$ 200,000</b>	<b>\$ 4,890,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,090,000</b>

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))



# Project List FY 2024-2028

## RURAL TRANSIT

Rural Transit Operations [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
PE	FTA 5311	\$ 891,641	\$ 927,036	\$ 964,399	\$ 1,002,975	\$ 1,043,094	\$ 4,829,145
PE	PMTF	\$ 309,812	\$ 322,204	\$ 335,093	\$ 348,496	\$ 361,436	\$ 1,677,041
PE	Fares & In-Kind	\$ 629,133	\$ 654,298	\$ 680,470	\$ 707,689	\$ 735,997	\$ 3,407,587
<b>Totals</b>		\$ 1,830,586	\$ 1,903,538	\$ 1,979,962	\$ 2,059,160	\$ 2,140,527	\$ 9,913,773

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Four Camera w/DVR Systems for 10 RT [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
CN	STPBG	\$ 7,600					\$ 7,600
CN	Local	\$ 1,900					\$ 1,900
<b>Totals</b>		\$ 9,500	\$ -	\$ -	\$ -	\$ -	\$ 9,500

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

# Project List FY 2024-2028

## BLOOMINGTON TRANSIT

Federal, State and Local Assistance for the services including late weeknight service [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
Operations	FTA 5307	\$ 2,300,000	\$ 2,346,000	\$ 2,392,920	\$ 2,440,778	\$ 2,489,594	\$ 11,969,292
Operations	PMTF	\$ 2,700,000	\$ 2,754,000	\$ 2,809,080	\$ 2,865,262	\$ 2,922,567	\$ 14,050,909
Operations	Local	\$ 2,242,221	\$ 2,287,065	\$ 2,441,192	\$ 2,600,568	\$ 2,765,342	\$ 12,336,388
Operations	Fares	\$ 1,611,732	\$ 1,627,849	\$ 1,660,406	\$ 1,693,614	\$ 1,727,487	\$ 8,321,088
<b>Totals</b>		\$ 8,853,953	\$ 9,014,914	\$ 9,303,598	\$ 9,600,222	\$ 9,904,990	\$ 46,677,677

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Purchase of 40-foot BEB Buses & Charging Equip [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
Capital	FTA 5339	\$ -	\$ -	\$ -	\$ 4,400,000	\$ 4,500,000	\$ 8,900,000
Capital	Local	\$ -	\$ -	\$ -	\$ 880,000	\$ 900,000	\$ 1,780,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ 5,280,000	\$ 5,400,000	\$ 10,680,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Purchase of 35-foot Electric Buses, Charging Stations [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
Capital	FTA 5310	\$ -	\$ 4,080,000	\$ 4,161,600	\$ -	\$ -	\$ 8,241,600
Capital	Local	\$ -	\$ 816,000	\$ 832,320	\$ -	\$ -	\$ 1,648,320
<b>Totals</b>		\$ -	\$ 4,896,000	\$ 4,993,920	\$ -	\$ -	\$ 9,889,920

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Purchase BT Access Vehicles [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
Capital	FTA 5310	\$ -	\$ 220,000	\$ 224,400	\$ 228,888	\$ 233,466	\$ 906,754
Capital	Local	\$ -	\$ 44,000	\$ 44,880	\$ 45,778	\$ 46,693	\$ 181,351
<b>Totals</b>		\$ -	\$ 264,000	\$ 269,280	\$ 274,666	\$ 280,159	\$ 1,088,105

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Land Acquisition for Grimes Lane Expansion [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
Capital	FTA 5339	\$ 6,000,000	\$ -	\$ -	\$ -	\$ -	\$ 6,000,000
Capital	Local	\$ 1,200,000					\$ 1,200,000
<b>Totals</b>		\$ 7,200,000	\$ -	\$ -	\$ -	\$ -	\$ 7,200,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Capitalize the Purchase of Engine/Transmission Rebuilds, Hybrid Energy Units, & Tires [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
Capital	FTA 5307	\$ 157,481	\$ 163,780	\$ 170,331	\$ 177,145	\$ 184,230	\$ 852,967
Capital	Local	\$ 39,370	\$ 40,945	\$ 42,583	\$ 44,286	\$ 46,057	\$ 213,241
<b>Totals</b>		\$ 196,851	\$ 204,725	\$ 212,914	\$ 221,431	\$ 230,287	\$ 1,066,208

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Purchase Support & Maintenance Vehicles [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
Capital	FTA 5307	\$ -	\$ 75,000	\$ 70,800	\$ 51,000	\$ -	\$ 196,800
Capital	Local	\$ -	\$ 14,000	\$ 15,200	\$ 16,000	\$ -	\$ 45,200
<b>Totals</b>		\$ -	\$ 89,000	\$ 86,000	\$ 67,000	\$ -	\$ 242,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Design and construction of Grimes Lane expansion [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
Capital	FTA 5339	\$ -	\$ 35,000,000	\$ -	\$ -	\$ -	\$ 35,000,000
Capital	Local	\$ -	\$ 7,000,000	\$ -	\$ -	\$ -	\$ 7,000,000
<b>Totals</b>		\$ -	\$ 42,000,000	\$ -	\$ -	\$ -	\$ 42,000,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Design and construction of Grimes Lane expansion [TBD]							
Project Phase	Funding Source	Fiscal Year					Totals*
		2024	2025	2026	2027	2028	
Capital	FTA 5339	\$ -	\$ 35,000,000	\$ -	\$ -	\$ -	\$ 35,000,000
Capital	Local	\$ -	\$ 7,000,000	\$ -	\$ -	\$ -	\$ 7,000,000
<b>Totals</b>		\$ -	\$ 42,000,000	\$ -	\$ -	\$ -	\$ 42,000,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

# Project List FY 2024-2028

## Indiana Department of Transportation

The Indiana Department of Transportation Draft FY2024-2028 Statewide Transportation Improvement Program (STIP) ([https://www.in.gov/indot/files/STIP\\_2024-2028-draft.pdf](https://www.in.gov/indot/files/STIP_2024-2028-draft.pdf)) program of proposed projects did not achieve a public release date until May 1, 2023.

The BMCMPPO staff shall include these proposed projects within the Draft BMCMPPO FY 2024-2026 TIP by mid-May 2023.

SR 37 at Intersection with Dillman Road [1800371]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Safety Construction	\$ 1,209,600	\$ 302,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,512,000
<b>Totals</b>		\$ 1,209,600	\$ 302,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,512,000
*Estimated Total Project Cost (23 CFR 45.326(g)(2))												
SR 37 - 3.65 Miles South of SR 45 over Abandoned Railroad Northbound Lane [1801171]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	NHPP	\$ 329,854	\$ 82,464	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 412,318
<b>Totals</b>		\$ 329,854	\$ 82,464	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 412,318
*Estimated Total Project Cost (23 CFR 45.326(g)(2))												
SR 46 Bridge Superstructure Replacement at 6.04 Miles W of SR 37 at Jacks Defeat Creek (WBL) [1900098]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
PE	NHPP	\$ 60,000	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,000
CN	NHPP	\$ 1,968,000	\$ 492,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,460,000
<b>Totals</b>		\$ 2,028,000	\$ 507,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,535,000
*Estimated Total Project Cost (23 CFR 45.326(g)(2))												
SR 45 Bridge over BR Indian Creek, 3.62 mile S of SR 37 [2000365]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	STBG	\$ 1,160,000	\$ 290,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,450,000
<b>Totals</b>		\$ 1,160,000	\$ 290,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,450,000
*Estimated Total Project Cost (23 CFR 45.326(g)(2))												
Bridge Deck Overlay on SR 46 at N. Hartstrait Rd over branch Jacks Defeat Creek, 0.02 miles S of SR 46 [2100752]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	STBG	\$ -	\$ -	\$ -	\$ -	\$ 862,400	\$ 215,600	\$ -	\$ -	\$ -	\$ -	\$ 1,078,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ 862,400	\$ 215,600	\$ -	\$ -	\$ -	\$ -	\$ 1,078,000
*Estimated Total Project Cost (23 CFR 45.326(g)(2))												
Small Structure Replacement on ST over Unnamed Ditch, 2.34 Miles E of SR 43 [2100808]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
RW	Bridge ROW	\$ 8,000	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000
PE	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ 16,000	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ 233,200	\$ 58,300	\$ -	\$ -	\$ -	\$ -	\$ 291,500
<b>Totals</b>		\$ 8,000	\$ 2,000	\$ -	\$ -	\$ 249,200	\$ 62,300	\$ -	\$ -	\$ -	\$ -	\$ 321,500
*Estimated Total Project Cost (23 CFR 45.326(g)(2))												

Small Structure Pipe Lining on SR 37 over UNT Clear Creek, 1.45 Miles S of I-69 [2100766]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
RW	Bridge ROW	\$ 16,000	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ 684,000	\$ 171,000	\$ -	\$ -	\$ -	\$ -	\$ 855,000
<b>Totals</b>		\$ 16,000	\$ 4,000	\$ -	\$ -	\$ 684,000	\$ 171,000	\$ -	\$ -	\$ -	\$ -	\$ 875,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Bridge Deck Overlay on SR 46 over Stephens Creek, 3.00 Miles E of SR 446 [2100688]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	NHPP	\$ -	\$ -	\$ -	\$ -	\$ 501,600	\$ 125,400	\$ -	\$ -	\$ -	\$ -	\$ 627,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ 501,600	\$ 125,400	\$ -	\$ -	\$ -	\$ -	\$ 627,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Added Travel Lane on SR 45 from the Bloomington Bypass to the Intersection on Pete Ellis Drive [1800086]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	District Other Construction	\$ -	\$ -	\$ 1,597,638	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,597,638
PE	District Other Construction	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000
<b>Totals</b>		\$ -	\$ -	\$ 1,847,638	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,847,638

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

SR 46 Bridge Superstructure Replacement at 4.83 Miles W of SR 37 at Jacks Defeat Creek [2000311]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Bridge Construction	\$ 528,768	\$ 132,192	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 660,960
PE	Bridge Construction	\$ 40,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000
<b>Totals</b>		\$ 528,768	\$ 132,192	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 710,960

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

SR 46 HMA Overlay 15.24 Miles from SR 446 to W Junction of SR 135 [1900331]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
RW	Bridge ROW	\$ 56,000	\$ 14,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 70,000
CN	Road Construction	\$ -	\$ -	\$ 12,661,600	\$ 3,165,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,827,000
CN	Bridge Construction	\$ -	\$ -	\$ 3,148,000	\$ 787,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,935,000
<b>Totals</b>		\$ 56,000	\$ 14,000	\$ 15,809,600	\$ 3,952,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,832,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Wrong Way Signage with LED Lights at the Intersections of I-69 & Fullerton Pike and I-69 & SR 45/W Bloomfield Rd [2101774] - Proposed												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	NHPP	\$ 108,000	\$ 12,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,000
<b>Totals</b>		\$ 108,000	\$ 12,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Repair or Replace Lighting a Various Locations in the Seymour District [2101785] - Proposed												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	STBG	\$ 2,080,000	\$ 520,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,600,000
<b>Totals</b>		\$ 2,080,000	\$ 520,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,600,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

From .2 mi E of I-69 (Arlington) to 0.93 mi E of I-69 (Kinser) [1700198]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Mobility Construction	\$ 7,859,094		\$ -		\$ -		\$ -		\$ -		\$ 7,859,094
RW	NHPP	\$ 300,000		\$ -		\$ -		\$ -		\$ -		\$ 300,000
<b>Totals</b>		\$ 8,159,094	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,159,094

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

At the intersection of Pete Ellis Dr [1800199]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Safety Construction	\$ -	\$ -	\$ 4,229,600	\$ 1,057,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,287,000
CN	District Other Construction	\$ -	\$ -	\$ 1,478,400	\$ 369,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,848,000
<b>Totals</b>		\$ -	\$ -	\$ 5,708,000	\$ 1,427,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,135,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

03.65 miles S of SR 45 over Abandoned RR NBL [1801171]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Bridge Construction	\$ 329,600	\$ 82,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 412,000
<b>Totals</b>		\$ 329,600	\$ 82,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 412,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

03.65 miles S of SR 45 over Abandoned RR SBL [1801172]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Bridge Construction	\$ 206,159	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 206,159
<b>Totals</b>		\$ 206,159	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 206,159

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Seymour District ITS & Signal Maintenance Contract - FY 24 [1801358]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Statewide Construction	\$ 106,327	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 106,327
<b>Totals</b>		\$ 106,327	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 106,327

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

06.04 miles W of SR 37 @ Jacks Defeat Creek WBL [1900098]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Bridge Construction	\$ 1,968,000	\$ 492,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,460,000
PE	Bridge Consulting	\$ 60,000	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,000
<b>Totals</b>		\$ 2,535,000	\$ 507,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,535,000	\$ 2,535,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

From the SR 46 bypass to N Russell Rd [2000231]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Mobility Construction	\$ -	\$ -	\$ 2,689,600	\$ 672,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,362,000
RW	Mobility ROW	\$ 320,000	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000
<b>Totals</b>		\$ 400,000	\$ 2,769,600	\$ 3,362,000	\$ 672,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,762,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Bridge Over Richland Creek, 01.15 mile E SR 43 [2000359]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Bridge Construction	\$ 823,517	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 823,517
PE	Bridge Construction	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000
<b>Totals</b>		\$ 843,517	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 843,517

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

NBL over UNT Clear Creek, 2.12 S SR 37 [2100590]													
Project Phase	Funding Source	Fiscal Year										Totals*	
		2024		2025		2026		2027		2028			
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State		
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ 286,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 286,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ 286,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 286,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

SBL over UNT Clear Creek, 2.12 S SR 37 [2100591]													
Project Phase	Funding Source	Fiscal Year										Totals*	
		2024		2025		2026		2027		2028			
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State		
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ 286,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 286,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ 286,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 286,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

NBL over UNT Clear Creek, 1.20 S SR 37 [2100592]													
Project Phase	Funding Source	Fiscal Year										Totals*	
		2024		2025		2026		2027		2028			
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State		
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ 297,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 297,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ 297,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 297,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

SBL over UNT Clear Creek, 1.20 S SR 37 [2100593]													
Project Phase	Funding Source	Fiscal Year										Totals*	
		2024		2025		2026		2027		2028			
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State		
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ 297,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 297,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ 297,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 297,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

SR 37 NB ramp to I-69 SB bridge over I-69 NB/SB, 2.91 miles S of SR-45 [2100600]													
Project Phase	Funding Source	Fiscal Year										Totals*	
		2024		2025		2026		2027		2028			
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State		
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ 220,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 220,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ 220,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 220,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

NBL over Bolin Lane, 00.59 SR 37 [2100628]													
Project Phase	Funding Source	Fiscal Year										Totals*	
		2024		2025		2026		2027		2028			
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State		
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ 187,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 187,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ 187,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 187,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

SBL over Bolin Lane, 00.59 SR 37 [2100629]													
Project Phase	Funding Source	Fiscal Year										Totals*	
		2024		2025		2026		2027		2028			
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State		
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ 187,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 187,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ 187,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 187,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

I-69 SB ramp to SR 37 SB Bridge over I-69 NB/SB, 3.00 miles S of SR-45 [2100658]													
Project Phase	Funding Source	Fiscal Year										Totals*	
		2024		2025		2026		2027		2028			
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State		
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ 231,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 231,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ 231,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 231,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

SBL over S Lodge Rd, 3.03 S SR 37 [2100659]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ 176,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 176,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ 176,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 176,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

NBL over W Tramway Rd, 01.79 S SR 37 [2100660]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ 187,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 187,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ 187,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 187,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

SBL over W Tramway Rd, 01.79 S SR 37 [2100661]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ 187,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 187,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ 187,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 187,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

W Vernal Pike Bridge over I-69, 0.59 miles S of SR 46 [2100682]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ 308,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 308,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ 308,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 308,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Various locations in the Seymour District [2200005]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Mobility Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,134,200	\$ -	\$ -	\$ -	\$ 1,134,200
CN	Mobility Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,134,200	\$ -	\$ -	\$ -	\$ 1,134,200
CN	Mobility Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,134,200	\$ -	\$ -	\$ -	\$ 1,134,200
CN	Mobility Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,134,200	\$ -	\$ -	\$ -	\$ 1,134,200
CN	Mobility Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,134,200	\$ -	\$ -	\$ -	\$ 1,134,200
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,671,000	\$ 5,671,000	\$ -	\$ -	\$ 5,671,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

IDIQ, Various locations throughout the Seymour District [2200476]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Road Construction	\$ 800,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
<b>Totals</b>		\$ 800,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Over Unnamed Ditch, 5.1 miles N of SR 58 [2200572]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
RW	Bridge ROW	\$ -	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000
PE	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ 10,000
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 582,671	\$ -	\$ -	\$ -	\$ 582,671
<b>Totals</b>		\$ -	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ 592,671	\$ -	\$ -	\$ -	\$ 612,671

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))



West Arlington Road, 0.07 mile N of SR 46 [2200619]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,396,700	\$ 266,300	\$ -	\$ -	\$ 2,663,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,396,700	\$ 266,300	\$ -	\$ -	\$ 2,663,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

NBL over Griffy Creek, 2.97 miles N of SR 46 [2200632]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 362,048	\$ -	\$ -	\$ -	\$ 362,048
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 362,048	\$ -	\$ -	\$ -	\$ 362,048

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

SBL over Griffy Creek, 2.97 miles N of SR 46 [2200633]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 362,048	\$ -	\$ -	\$ -	\$ 362,048
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 362,048	\$ -	\$ -	\$ -	\$ 362,048

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Walnut Street SB Ramp over I-69 NB/SB, 2.92 miles N of SR 46 [2200634]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 226,280	\$ -	\$ -	\$ -	\$ 226,280
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 226,280	\$ -	\$ -	\$ -	\$ 226,280

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Over Bean Blossom Overflow, 3.28 miles N of SR 46 [2200635]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 339,420	\$ -	\$ -	\$ -	\$ 339,420
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 339,420	\$ -	\$ -	\$ -	\$ 339,420

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Kinser Pike, 2.47 miles N of SR 46 [2200734]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 214,966	\$ -	\$ -	\$ -	\$ 214,966
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 214,966	\$ -	\$ -	\$ -	\$ 214,966

Seymour District Systemic Safety - New or Slotted Left Turn (No ROW) [2200940]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Safety Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,592,000	\$ 648,000	\$ -	\$ -	\$ 3,240,000
PE	Safety Consulting	\$ 400,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000
<b>Totals</b>		\$ 400,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 2,592,000	\$ 648,000	\$ -	\$ -	\$ 3,740,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

District Wide Pedestrian Crossings [2200995]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Safety Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 883,125	\$ -	\$ -	\$ -	\$ 883,125
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 883,125	\$ -	\$ -	\$ -	\$ 883,125

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Seymour District ITS & Signal Maintenance Contract - FY 25 [2201139]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Statewide Construction	\$ -	\$ -	\$ 167,200	\$ 41,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 209,000
<b>Totals</b>		\$ -	\$ -	\$ 167,200	\$ 41,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 209,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Traffic Signal Modernizations at various locations in Seymour District [2201149]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Safety Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 760,000	\$ 190,000	\$ -	\$ -	\$ 950,000
<b>Totals</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 760,000	\$ 190,000	\$ -	\$ -	\$ 950,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

Various locations in Seymour District [2201216]												
Project Phase	Funding Source	Fiscal Year										Totals*
		2024		2025		2026		2027		2028		
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	
CN	Safety Construction	\$ -	\$ -	\$ 360,000	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 450,000
<b>Totals</b>		\$ -	\$ -	\$ 360,000	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 450,000

\*Estimated Total Project Cost (23 CFR 45.326(g)(2))

# Appendices



# Appendix A:

## Financial Analysis Assumptions

### Introduction

Financial resources define the feasibility, timing, and scope of Fiscal Year (FY) 2024-2028 Transportation Improvement Program (TIP) project selection and implementation. This appendix defines reasonable financial forecasts that support the recommended multimodal transportation needs plan for the Bloomington and Monroe County urbanized area. The resulting fiscally constrained plan of projects is a requirement first set forth in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Successive federal transportation legislation (TEA-21, SAFETEA-LU, MAP-21 and FAST) continued this requirement and permitted the inclusion of “illustrative” transportation projects for potential implementation if additional funding were to become available during the established final program Fiscal Year 2028 planning period.

Financial resources for federal, state, and local highway transportation projects are typically set aside for three categorical areas:

- *eSafety and Security* – represent the highest multimodal transportation system priority by protecting people, system users, and infrastructure investments
- *Facility maintenance and Preservation* – protects existing capital investments which include operation and maintenance and reconstruction (including pavement resurfacing, bridge rehabilitation transit operations, and bicycle/pedestrian facilities) of existing transportation facilities and services
- *Capacity Expansion* – adds to the functional capacity of the multimodal transportation system through the addition of travel lanes, new transit facilities, sidewalks, and new bicycle/pedestrian multi-use pathways.
- *New Facilities* – represent major new capital investments including new roadways, bridges, and interchanges where such facilities do not currently exist.

### Federal Resource Programs

The Bipartisan Infrastructure Law (BIL) (Pub. L. No. 117-58) governs current federal funding for highway, transit, and railroad facilities. The BIL provides \$550 billion over fiscal years 2022 through 2026 in new Federal infrastructure investments for roads, bridges, mass transit, water infrastructure, resilience, and broadband access services

The Bipartisan Infrastructure Law (BIL) apportions federal program funds using a formula or a set of formulas, takedowns, and set-aside’s. Legally established formulas determine sum amounts for each state’s federal-aid apportionment. These sums may further subdivide among

different programs (outlined below) based upon legally defined percentages. Federal legislation further requires the distribution of various programs within the state to promote the fair and equitable use of funds and to meet certain priorities. Apportioned funds account for the overwhelming majority of Federal Highway Administration (FHWA) funds.

Major funding programs administered by the FHWA and the FTA under current BIL legislation include the:

- **National Highway Performance Program (NHPP):** This program provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction directly support progress toward the achievement of performance targets established in a State of Indiana’s asset management plan for the NHS.
- **Surface Transportation Block Grant Program (STBG):** This program provides flexible funding for use by states and localities to preserve and improve the conditions and performance on any federal-aid highway or bridge on any public road, pedestrian and bicycle infrastructure, and transit capital projects.
- **Highway Safety Improvement Program (HSIP):** Within the STBG, the HSIP serves as a core federal-aid program with the purpose of achieving significant reductions in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. The main elements of HSIP include the Strategic Highway Safety Plan (SHSP), the state HSIP or program of highway safety improvement projects, and the Railway-Highway Crossings Program (RHCP).
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ):** This program directs flexible funding resources to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act (CAA). Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The Bloomington-Monroe County metropolitan planning area (MPA) does not exceed established air quality levels. CMAQ funds are therefore not available to the BMCMPPO.
- **Metropolitan Planning Program (PL):** Under the FAST Act, the Metropolitan Planning Program directs a cooperative, continuous, and comprehensive multimodal planning framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration and Federal Transit Administration responsibility. The FAST Act continues to require metropolitan

transportation plans (MTPs) and TIPs to provide for facilities that enable an intermodal transportation system, including pedestrian and bicycle facilities.

- **National Highway Freight Program (NHFP):** This program provides states with highway-focused formula funding for use on freight-related projects, and a new program (FASTLANE) which provides discretionary grants for nationally-significant freight and highway projects.

## **Federal Funding Projections**

### **Surface Transportation Block Grant (STBG)**

The STBG program funds represent the primary source of federal support for improvements to Bloomington-Monroe County urbanized area roadways. The STBG funding category promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.

Urbanized areas with a population of 200,000 or more persons (referred to as Group I areas) have a dedicated funding allocation stipulated by federal statute. Indiana urbanized areas, such as Bloomington, with a population of 50,000 to less than 200,000 persons (referred to as Group II areas) receive funding allocations based on a proportion of statewide population. Under a sharing agreement for surface transportation programs, the Indiana Department of Transportation (INDOT) retains 75% of the federal funds received by the State of Indiana. INDOT distributes the remaining 25% federal fund balances to local jurisdictions, including Metropolitan Planning Organizations.

The projected FY 2024 STBG fund allocation for the BMCMPPO as of January 2023 was \$3.12 million. The forecast of STBG funds available between FY 2024 and 2028 assumed a constant (non-inflationary) dollar growth rate of approximately 4.0%.

### **Highway Safety Improvement Program (HSIP)**

HSIP project funding delivers to road user's cost-effective countermeasures to hazards identified through data analysis as the greatest contributors to serious injury or fatality crashes. The BMCMPPO will receive an allocation of \$559,000 in FY 2024. The forecast of HSIP funds available between FY 2024 and 2028 assumed a constant (non-inflationary) dollar growth rate of approximately 4.0%.

### **Transportation Alternatives (TA) Program**

The Transportation Alternatives (TA) program provides federal funding for programs and projects defined as transportation alternatives, including on and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation, and enhanced mobility. The BMCMPPO will receive an allocation of \$389,000 in FY 2024. The forecast of TA funds available between FY 2024 and 2028 assumed a constant (non-inflationary) dollar growth rate of approximately 4.0%.

### **Section 164 Penalty Program Funds**

The BMCMPPO will receive a FY 2024 Section 164 program fund allocation of approximately \$133,300 in FY 2024 as a supplement to eligible HSIP projects. The forecast of Section 164 funds available between FY 2024 and 2028 assumed a constant (non-inflationary) dollar growth rate of approximately 4.0%.

### **Carbon Reduction Program (CRP) Funds**

CRP funds represent a new federal-aid program under the Bipartisan Infrastructure Law (BIL), and may be obligated for projects that support the reduction of transportation emissions. The BMCMPPO will receive a CRP allocation of \$339,600 in FY 2024. The forecast of CRP funds available between FY 2024 and 2028 assumed a constant (non-inflationary) dollar growth rate of approximately 4.0%.

### **PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation) Funds**

PROTECT funds represent another new federal-aid program under the Bipartisan Infrastructure Law (BIL) directed at project activities that promote resilience to climate change and natural disasters. The BMCMPPO will receive a PROTECT fund allocation of \$125,700 in FY 2024. The forecast of PROTECT funds available between FY 2024 and 2028 assumed a constant (non-inflationary) dollar growth rate of approximately 4.0%.

### **State of Indiana Investments**

With the exception of geometric safety improvements along the SR 45 corridor on Bloomington's east side, INDOT does not have any committed major capital projects identified for construction in Bloomington and Monroe County between FY 2024 and FY 2048 given the recent completion of the I-69 corridor through the MPA.

A majority of INDOT's investment priorities shall focus on safety enhancements and system preservation and maintenance of existing state corridors.

### **Federal Transit Program Formula Grants, Capital Investment Grants, and State Assistance**

- *Federal Transit Administration (FTA)* funding programs vary according to Bloomington-Monroe County urban area use. Bloomington Transit, for example, relies on FTA Section 5307 operating assistance through formula allocations, Section 5310 funds for enhanced mobility of seniors and individuals with disabilities, and Section 5339 funds for capital bus/vehicle and bus facility needs. Rural Transit relies on Section 5311 funds for the provision of rural transportation services.
- *Indiana Public Mass Transit Fund (PMTF)* funds projects that promote and develop public transportation within Indiana and targeted to increase local financial involvement and encourage the delivery of efficient, effective transportation.

## **Local Resources**

Primary resources for locally initiated transportation projects include Motor Vehicle Highway Account (MVHA) fund receipts, Local Road and Street Funds (LRS), the Wheel Tax, the Cumulative Bridge Fund, the Major Bridge Fund, Cumulative Capital Development Funds, alternative transportation funds and, in certain instances, Tax Increment Financing (TIF) District funds and general obligation bonds.

## **Fiscal Constraint**

The BMCMPO FY 2024-2028 must demonstrate fiscal-constraint with the inclusion of project expected phases that shall achieve full funding within the five (5) year program timeframe. Illustrative projects have been included as additional resources become available. The BMCMPO shall update the TIP every two years or as directed by state and federal funding sources. The TIP and all amendments must achieve FHWA and FTA approvals.

The financial forecast of the revenue sources for Monroe County, the City of Bloomington, Rural Transit, and Bloomington Transit remain strong and have returned to pre-pandemic levels.



# Appendix B:

## Transportation Planning Requirements

### Introduction

The Bloomington-Monroe County Metropolitan Transportation Organization (BMCMPPO) 2045 *Metropolitan Transportation Plan (MTP)* and the Fiscal Year (FY) 2024-2028 Transportation Improvement Program (TIP) were prepared in compliance with the Federal Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) and predecessor federal legislation applicable to metropolitan transportation planning. Metropolitan Planning Organizations (MPO) are required to have a continuous, cooperative and comprehensive ("3C") planning processes that implement projects, strategies, and services that will address the ten (10) core planning factors. This Appendix addresses the core federal planning factors (23 CFR 450.306(d)(4)(vi)) and further notes how the FY 2024-2028 TIP incorporates each core planning factor from the 2045 *MTP*.

### Federal Transportation Planning Factors

#### **Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.**

The FY 2024-2028 TIP based on the BMCMPPO 2045 MTP supports and builds upon the locally adopted 2012 Monroe County Comprehensive Plan, the 2018 City of Bloomington Comprehensive Plan, the 2018 Monroe County Transportation Alternatives Plan, and the 2019 City of Bloomington Transportation Plan in supporting the local economic development goals of partner communities. The 2045 *MTP* and the FY 2024-2028 TIP promote a safe and efficient multimodal compact urban form transportation network with high levels of travel time reliability and on-time delivery/service maintenance by strengthened network circulation. The 2045 MTP and the FY 2024-2028 TIP address and incorporate connectivity and the ease of movement by persons and freight goods in and through the metropolitan area by making multimodal investments thereby ensuring the availability of multiple sustainable travel options and bringing a comprehensive balance to the transportation system.

#### **Increase the safety of the transportation system for motorized and non-motorized users. Safety investments are a high priority for the 2045 Metropolitan Transportation Plan.**

The FY 2024-2028 TIP mirrors the 2045 *MTP* by focusing on increased safety of the transportation system for motorized and non-motorized users in the following ways:

- The FY 2024-2028 TIP and the 2045 MTP fully support the national transportation safety measures and safety targets of the Indiana Department of Transportation (INDOT).
- The FY 2024-2028 TIP and the 2045 MTP advocate system preservation over capacity expansion, thereby limiting the addition of lane-miles where potential multimodal user conflicts could occur.
- The FY 2024-2028 TIP and the 2045 MTP support increased investment in bicycle, pedestrian, and transit modes, providing opportunities for safer and more efficient travel by users of those modes.
- The projects contained in the FY 2024-2028 TIP reduce congestion by providing alternative routes for user needs thereby decreasing system conflicts and enhancing safety.
- The BMCMPPO *Complete Streets Policy* requires local planning agencies (LPAs) to consider the needs of all users within a corridor when designing a project investment. New projects programmed within the FY 2024-2028 TIP undergo Complete Streets Policy evaluations.
- As a new safety policy, the 2045 MTP recommends the adoption of a BMCMPPO-specific “Vision Zero” guiding principle goal under the premise that traffic deaths and severe injuries are largely preventable. This commitment shall define a timeline and bring stakeholders together to ensure a basic right of safety for all transportation system users through clear, measurable strategies.

### **Increase the security of the transportation system for motorized, non-motorized, and transit users.**

The *2045 MTP* enhances the security of all transportation users in several ways. Increasing roadway connectivity provides redundancy in the system, allowing for multiple motorist, freight, transit, and non-motorist routes of ingress and egress in addition to flexibility in planning evacuation routes in emergency situations. The Monroe County Emergency Management Agency (EMA) is the lead county agency for security issues and BMCMPPO shall serve in a supporting role providing assistance as needed.

Bloomington Transit, IU Campus Bus, and Rural Transit have multiple security strategies in operation including access control, surveillance and monitoring on system vehicles, the downtown transfer center, and office/maintenance facilities. Operations include Computer-Aided Dispatching and Automatic Vehicle Locater technology on all vehicles.

## **Increase the accessibility and mobility options available to people and freight.**

The *2045 MTP* and the *FY 2024-2028 TIP* create and strengthen accessibility on two distinct levels. One focuses on improving the continuity of the road network. The other provides additional connections and improvements between modes of travel. All residents, travelers, and businesses benefit from this dual approach. The *FY 2024-2028 TIP* reduces travel and delivery time by increasing accessibility through the completion of key new connections and the enhancement of existing corridors. Access to the I-69 highway corridor through Monroe County increases statewide and national connectivity for local and regional interstate system users, including the movement of freight origin-destination operations within the urban metropolitan planning area.

The *FY 2024-2028 TIP* is consistent with the *2045 MTP* through increased bicycle and pedestrian mobility, as well as the safety of transit riders since all proposed road improvements are required to include provisions for these modes through an adopted *Complete Streets Policy*. Transit users, bicyclists, and pedestrians achieve greater safety with the availability of well-maintained sidewalks, curb ramps meeting current ADA standards, side-paths, multi-use pathways, and trails.

## **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.**

The *FY 2024-2028 TIP* and the *2045 MTP* clearly support these goals by recommending the implementation of transportation projects that are consistent with adopted local land use plans. Local land use decisions within the BMCMPPO urban area have the greatest impact on transportation system performance. It is therefore paramount that transportation investments made by the MPO are supportive of best practices in land use planning, including focusing development density in existing urban centers rather than encouraging sprawl development.

The *FY 2024-2028 TIP* focuses on system preservation over expansion as well as an emphasis on investment in non-motorized transportation facilities that shall support environmental protection and enhancement.

Finally, the *FY 2024-2028 TIP* strongly supports additional public transit systems services aimed at reducing single-occupant vehicle usage on the roadway network, and vehicle carbon emissions which contribute to climate change.

## **Enhance the integration and connectivity of the transportation system, across and between modes.**

The FY 2024-2028 TIP sets forth a program projects that support the integration and connectivity goals of the transportation system. Roadway network improvements focus on enhancing the existing system while simultaneously providing key new connections. Investments across all surface transportation modes will expand travel options for community residents.

The FY 2024-2028 TIP additionally builds upon the multimodal plans and programs of the *2045 MTP* and previous adopted metropolitan transportation plans where freight movements, transit system use, bicycling, and walking play an increased regional role. Programmed projects for public transit, bicycling, and walking promote multimodal travel while reducing congestion, energy conservation, vehicle emissions, and generating quality of life improvements.

### **Promote efficient system management and operation.**

The BMCMPO's local partners have refined pavement, bridge, traffic, and transit asset management systems. These systems allow responsible jurisdictions to monitor system performance, identify deficiencies, specify needs, and then define target projects to address needs.

Pavement, bridge, traffic, transit, and other asset management systems provide state and local jurisdictional authorities the ability to use existing transportation facilities more efficiently and effectively in response to every changing system needs. All jurisdictions within the BMCMPO are continuously updating individual asset management systems to address Americans with Disabilities Act (ADA) needs and to establish multimodal investment priorities.

Bloomington Transit, IU Campus Bus and Rural Transit have mature asset and system management practices that promote safety, mobility and more efficient use of their existing transportation infrastructure as evidenced by the employment of information management, fleet maintenance and acquisition, marketing, schedule adherence and strategic planning, all contributing to public transit systems that successfully provides an alternative to automobiles.

### **Emphasize the preservation of the existing transportation system.**

System preservation is a key tenet of the *2045 MTP* guiding principles vision and goals. The *2045 MTP* advocates a "fix it first" methodology to ensure that maintenance and system preservation represent a higher priority over investments that would expand the capacity of existing roads or the creation of new corridors. The FY 2024-2028 TIP reflects this policy approach.

All newly proposed FY 2024-2028 TIP roadway and roadway reconstruction improvements are on existing transportation corridors. Projects identified within the FY 2024-2028 TIP follow changes in land use thereby necessitating modernization

investments for roadway safety, updated design standards, and the accommodation of multimodal transit, bicycle, and pedestrian users.

### **Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.**

The Monroe County EMA is the local community's lead for crisis and disaster response. The MPOs local partners have representation on the Local Emergency Planning Committee. The EMA additionally works in close cooperation with Community Organizations Active in Disaster (COAD) for Monroe County as well as District 8 Indiana EMA, a multi-county regional EMA. Established local asset management systems allow for the timely assessment, speedy repair, and recovery from unexpected infrastructure damage. Bloomington and Monroe County have long operated storm water utilities that manage such infrastructure and provide for its maintenance and enhancement over time. All programmed roadway corridors include storm water runoff control as a mandatory design component.

### **Enhance travel and tourism.**

Monroe County and the City of Bloomington are historically recognized throughout the Midwest United States and Indiana as major travel and tourism destinations for:

- *Arts and Cultural Opportunities* within and outside of the Indiana Arts Commission's recognized Bloomington Entertainment and Arts District (BEAD). BEAD includes the "what to do" element of art galleries, museums, cultural centers, historic landmarks, and regional trails. The "what to eat" element of BEAD incorporates American and International cuisine restaurants, food trucks and carts, coffee & sweet shops, bars & pubs, breweries, and wineries and distilleries. BEAD's "where to stay" element includes hotels and motels, inns and Bed & Breakfasts, cabins and guesthouses, apartments and suites;
- *Outdoor Recreation Opportunities* given the presence of the Hoosier National Forest, the Charles C. Deam Wilderness Area, the Morgan-Monroe State Forest, the Paynetown State Recreational Area, Lake Monroe, Lake Lemon, Griffy Lake Reservoir, nature preserves, hiking/biking trails, extensive county and community parks, recreational facilities, and alternative transportation multimodal pathway systems offering a full range of alternative active or passive recreational choices for all residents and visitors;
- *Major "Big Ten Conference" Sporting Events and Cycling Events* throughout the Indiana University (IU) academic calendar, including the women's and men's Little 500 Bike Races on the IU Bloomington Campus and the Bloomington Bicycle Club's Hilly Hundred Bike Ride;

- Regional and local retail shopping locations; and
- Access to high quality research through the Indiana University School of Medicine, major regional health care providers, diverse health care services, and regional health care facilities.

Given this context of travel and tourism, Monroe County and the City of Bloomington will maintain and continually modernize existing multimodal transportation system corridors for diverse travel and tourism needs while continually expanding pedestrian and bicycle infrastructure investments with new investments directed toward safety, convenience, and seamless connectivity.

# Appendix C:

## Performance-Based Transportation Planning Targets

### Introduction

The Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) and the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act (P.L. 112-141) established new requirements for transportation planning performance management. The following national performance goals meet established in seven (7) key areas in accordance with 23 USC 150: *National Performance Measure Goals*. Individual states and metropolitan planning organizations (MPOs) must establish performance targets in support of the national goals. The national performance goals for Federal Highway Administration (FHWA) programs are:

- **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.
- **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 the elimination of delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The following discussion notes each of these key areas.

### Performance Measures

The FHWA and Federal Transit Administration (FTA) issued new transportation planning rules on the statewide and metropolitan transportation planning processes to reflect the use of a performance based approach to decision-making in support of the national goals. These

processes must document in writing how the Metropolitan Planning Organizations (MPOs), the 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 (23 CFR 450.306(d)), and the collection of data for the INDOT asset management plan for the National Highway System (NHS) as specified in 23 CFR 450.314(h).

The FTA's performance measures for Transit Asset Management are published and currently in effect. FHWA currently 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 collaborating to identify performance targets for each performance measure. Once performance targets are established, the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) shall require modification reflecting this information.

For FHWA and FTA to approve any TIP amendments after May 27, 2018, INDOT, MPOs and Public Transit Operators must reflect this information and describe how projects in the TIP/STIP, shall (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.

### ***Safety Target Performance Measures***

INDOT, the MPOs, FHWA, and the Indiana Criminal Justice Institute (ICJI) actively discuss and collaborate on the Indiana's Safety Performance Measures and Safety Performance Targets. INDOT initially submitted Safety Performance Target Measures in 2018 followed by annual target updates.

Most Indiana MPOs support INDOT's Safety Targets. The Highway Safety Improvement Program (HSIP) is a primary source of federal funds for qualifying safety improvement projects. INDOT and the Indiana's MPOs use HSIP along with other funding sources for the implementation of safety improvements with the purpose to reduce roadway crashes, and a corresponding reduction in fatalities and serious injuries on all public roads. The five specific safety performance measures are:

- Number of fatalities;
- Rate of fatalities;
- Number of serious injuries;
- Rate of serious injuries; and
- Number of non-motorized fatalities and non-motorized serious injuries.



The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) agreed in January 2020 to support the 2020 safety targets established by the Indiana Department of Transportation as reported to the National Highway Traffic Safety Administration and Federal Highway Administration.

INDOT completed the annual process in 2022 to establish jointly with the Indiana Criminal Justice Institute (CJI) and the MPO Council, the PM1 Safety Performance Targets for the Year 2023.

The Indiana Statewide Targets that were established are 5 year averages as follows:

- Number of Fatalities = 894.2
- Rate of Fatalities = 1.088
- Number of Suspected Serious Injuries = 3348.1
- Rate of Suspected = 4.068
- Number of Non-Motorized Fatalities and Serious Injuries = 399.6

The BMCMPPO will support INDOT's maximum safety targets by incorporating planning activities, programs, and projects in the 2045 Metropolitan Transportation Plan and the FY 2024-2028 TIP. The BMCMPPO Policy Committee approved this action at a regularly scheduled meeting on February 10, 2023.

### ***Pavement Condition Target Performance Measures***

The BMCMPPO will support the Pavement Condition targets established by the Indiana Department of Transportation for reporting to the FHWA by incorporating planning activities, programs, and projects in the adopted Metropolitan Transportation Plan (MTP) and the TIP. The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on September 10, 2021. The pavement targets based on a certified Transportation Asset Management Plan include:

- Percent of Interstate pavements in Good condition
- Percent of Interstate pavements in Poor condition
- Percent of non-Interstate NHS pavements in Good condition
- Percent of non-Interstate NHS pavements in Poor condition

### ***Bridge Performance Measures***

The BMCMPPO will support the NHS Bridge Condition targets established by the Indiana Department of Transportation for reporting to the FHWA by incorporating planning activities, programs, and projects in the adopted MTP and the TIP. The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on September 10, 2021. The pavement targets based on a certified Transportation Asset Management Plan include:

- Percent of NHS bridges by deck area classified as in Good condition
- Percent of NHS bridges by deck area classified as in Poor condition

### ***System Performance***

The system performance measures are also applicable to the Interstate and non-Interstate NHS. These performance measures assess NHS truck travel time reliability and interstate freight reliability targets, and performance measures for on-road mobile source emissions consistent with the national Congestion Mitigation and Air Quality (CMAQ) Program.

### ***NHS Truck Travel Time Reliability Targets***

The BMCMPPO will support the NHS Truck Travel Time Reliability targets established by the Indiana Department of Transportation for reporting to the FHWA by incorporating planning activities, programs, and projects in the Adopted MTP and TIP. The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on September 10, 2021.

These targets include:

- Level of Travel Time Reliability on Interstate
- Level of Travel Time Reliability on non-Interstate NHS

### ***Interstate Freight Reliability Targets***

The BMCMPPO will support the Interstate Freight Reliability targets established by the Indiana Department of Transportation for reporting to the FHWA by incorporating planning activities, programs, and projects in the Adopted MTP and the TIP. The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on September 10, 2021.

## INDOT - BMCMPO Performance Measure Targets

Performance Measure		2023 Target		
<b>Safety</b>	Total Fatalities	894.2		
	VMT/(Hundred Million VMT)	823.07		
	Rate of Fatalities (Per HMVMT)	1.088		
	Number of Serious Injuries	3348.1		
	Rate of Serious Injuries (Per HMVMT)	4.068		
	Number of Non-Motorized Fatalities & Serious Inj.	399.6		
Performance Measure		2024 2-Year Target	2026 4-Year Target	Measured Units
<b>Bridge</b>	Percentage of NHS Bridges Classified as in Good Condition	49.0%	47.5%	
	Percentage of NHS Bridges Classified as in Poor Condition	3.0%	3.0%	
<b>Pavement</b>	Percentage of Pavements of the Interstate System in Good Condition	60.0%	62.0%	
	Percentage of Pavements of the Interstate System in Poor Condition	1.0%	1.0%	
	Percentage of Pavements of the Non-Interstate NHS in Good Condition	50.0%	48.0%	
	Percentage of Pavements of the Non-Interstate NHS in Poor Condition	1.5%	1.5%	
<b>System Performance/Freight</b>	Interstate System - % of person-miles traveled that are reliable Level of travel time reliability (LOTTR)	93.0%	93.5%	% of Person Miles Reliable
	Non-Interstate NHS System - % of person-miles traveled that are reliable Level of travel time reliability (LOTTR)	93.0%	93.5%	% of Person Miles Reliable
	Truck Travel Time Reliability Index (TTTR)	1.32	1.30	TTTR Index

Source: INDOT Technical Planning Section and BMCMPO, 03-20-23.

## ***Transit Performance Measures***

The Transit Asset Management Final Rule requires transit providers to set performance targets for state of good repair by January 1, 2017. The Federal Transit Administration (FTA) initially extended that deadline to January 1, 2018. The Planning Rule requires each MPO to establish targets not later than 180 days after the date on which the relevant provider of public transportation establishes its performance targets. The adopted BMCMPPO 2045 Metropolitan Transportation Plan includes the following FY 2021 targets established by Bloomington Transit (BT) in the following categories:

- ***Bloomington Transit Rolling Stock (Revenue Vehicles):*** Percent of revenue vehicles that have met or exceeded their useful life benchmark.
  - *FY 2021 Rolling Stock Target = 25%*
  - *FY 2021 Cutaway Bus Target = 0%*
  - *FY 2021 Minivan Target = 0%*
  
- ***Bloomington Transit Equipment:*** Percent of service vehicles that have met or exceeded their useful life benchmark.
  - *FY 2021 Non-revenue automobiles = 35%*
  - *FY 2021 Trucks = 0%*
  - *FY 2021 Vans = 70%*
  - *FY 2021 Bus Wash = 100%*
  - *FY 2021 Forklift = 100%*
  
- ***Bloomington Transit Facility:*** Percent of facilities rated below 3 on the condition scale.
  - *FY 2021 Administration/Maintenance facility = 0%*
  - *FY 2021 Passenger facility (downtown transit center) = 0%*

## **Conclusion**

The Bloomington and Monroe County Metropolitan Planning Area (MPA) anticipates INDOT's issuance of newly updated performance-based planning targets on a continuous basis throughout the balance of FY 2024 and into future fiscal years. The BMCMPPO Policy Committee shall adopt all relevant INDOT performance targets consistent with FHWA and FTA requirements after initial reviews and adoption recommendations by the BMCMPPO Technical Advisory Committee and the Citizens Advisory Committee.

# Appendix D:

## Environmental Justice

### Introduction

The U.S. Environmental Protection Agency (USEPA) defines Environmental Justice (EJ) as “fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.”

### Federal Statutes

Title VI of the Civil Rights Act of 1964 requires that no person in the United States shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, or be denied the benefits of, or be subjected to discrimination under any provision or activity of federal aid recipients, sub-recipients or contractors. Title VI established a standard of conduct for all federal activities that prohibits discrimination.

Executive Order 12898, issued on February 11, 1994 titled *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, and the President’s Memorandum on Environmental Justice, directed every federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies and activities on “minority populations and low-income populations”.

The institution of environmental justice (EJ) ensures equal protection under federal laws, including the following:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252);
- The National Environmental Policy Act (NEPA) of 1969, 42 U.S.C. § 4321;
- The Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970, as amended, 42 U.S.C. § 4601;
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*) as amended, (prohibits discrimination on the basis of disability);
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age); and
- The Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 *et seq.*), (prohibits discrimination on the basis of disability).

All policies, programs, and other activities undertaken, funded, or approved by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), or other United States departments of transportation components must comply with EJ requirements from initial concept development through post-construction operations and maintenance (policy decisions, systems planning, project development and National Environmental Protection Act (NEPA) review, preliminary design, final design, right of way, construction, operations, and maintenance).

The underlying principle of Title VI for the *2045 Metropolitan Transportation Plan* is that minority and low-income residents should:

- Participate in the planning process;
- Benefit from planned transportation improvements; and
- Not bear an unfair burden of the environmental impacts.

The *2045 MTP* estimates growth patterns using 2010 Census data and future transportation needs which aid in assessing the benefits and burdens that future transportation projects might have on traditionally disadvantaged populations. Plan development provides growth projections to evaluate opportunities for all populations to provide input (Public Participation Plan), assess the effects of future decisions on neighborhoods, the environment, and the economy, and help ensure that the benefits and impacts of future transportation systems are equally distributed.

## **Methodology & Results**

The *2045 MTP* EJ methodology relied upon demographic and socioeconomic data from the U.S. Bureau of the Census, *American Community Survey (ACS) 2013-2017 Five-Year Estimate*, and *Poverty Status* for each of Monroe County's sixteen (16) Census Tracts. Examinations of each census tract incorporated estimates of total population in relation to minority populations and percentage of population below poverty status. **Table 1** summarizes the percentage of non-white and below poverty populations per Census Tract for Monroe County given currently available data. Individual Census Tract identifications relied on two environmental justice characteristics:

- *High minority population tracts where 50 percent or more of the residents in the tract consists of "minority" populations; and*
- *Low income tracts where 50 percent or more of the individuals within the tract are classified as living below poverty level.*

Monroe County census tracts with 50 percent or more of either of the two (2) EJ characteristics identify locations of importance for transportation planning and project development needs.

The identified areas with high proportions of minority population and poverty levels within Monroe County encompass:

- **Census Tract 1** covering the Bloomington Central Business District and immediate surrounding areas;
- **Census Tract 2.01** covering the northern portion of the Indiana University campus;
- **Census Tract 2.02** covering the southern portion of the Indiana University campus;
- **Census Tract 6.01** covering the west portion of the City of Bloomington;
- **Census Tract 6.02** covering the northwestern portion of the City of Bloomington; and
- **Census Tract 16** covering the area north of downtown Bloomington and immediately northwest of the Indiana University campus.

**Figure 1** illustrates the Monroe County census tracts with 50 percent or more of the two environmental justice characteristics subject to compliance for current or future transportation system projects. The *2045 MTP* does not foresee any residential project displacements, commercial project displacements, or adverse environmental impact for any project within Monroe County's identified EJ census tracts.

The EJ census tracts identified for this plan encompass most of the Indiana University campus and/or have high concentrations of off-campus housing desired by the university's student populations. The high percentage below poverty classification for these tracts is very likely a reflection of the large number of students residing within geographically established boundaries. Furthermore, Tract 2.02 has a high minority proportion possibly reflecting international student residents. By comparison, the Bloomington Housing Authority manages a large low-income housing complex within Tract 6.01 as do several other agencies within this tract. Tract 6.01 is close to meeting the EJ characteristics, but offers some context when comparing it to the balance of EJ census tracts that have high student populations. Projects that are within environmental justice census tracts shall require higher levels of analysis during Red Flag Investigations prior to Transportation Improvement Program (TIP) programming. This in turn may require the need to address specific EJ concerns as a project moves forward with implementation.

Public transit service is an additional EJ consideration. **Figure 1** provides a useful reference for assessing the spatial relationship between Transit services and environmental justice compliance. Bloomington Transit (BT), Indiana University (IU) Campus Bus, and Rural Transit provide transit services within and in close proximity to Indiana University and the downtown area (Tracts 1, 2.01, 2.02, 6.01, 6.02, and 16). Taken together, Bloomington Transit, IU Campus Bus, and Rural Transit provide a thorough range of transit services to all Environmental Justice Tracts within Monroe County. Future transit investments supported by the *2045 MTP* shall continue to enhance mobility and service for all Environmental Justice tract populations.

The multimodal transportation improvements contained in the *2045 MTP* will benefit areas with a concentration of low-income households through improved mobility and accessibility without having a "disproportionately high" or "adverse" impacts. No households will undergo

displacement in implementing transportation improvements within these low-income or high minority areas. Finally, the 2045 MTP makes multimodal transportation investments within, and to, low-income areas ensuring that low-income groups receive a proportionate share of benefits, without enduring adverse social, economic, or environmental impacts. Given these consideration factors, the 2045 MTP is in compliance with Title VI relative to EJ.

### **Environmental Justice Conclusions**

**Table 1** and **Figure 1** define current Monroe County EJ census tracts with respective minority populations and poverty thresholds meeting Title VI requirements as they relate to transportation planning. Census tracts 1, 2.01, 2.02, and 16 illustrate a high minority population and poverty level concentrations within and surrounding the Indiana University campus. Conversely, environmental justice census tracts 6.01 and 6.02 reflect the City of Bloomington’s poverty levels along the west and northwest corporate boundaries. No other environmental justice areas reside within balance of the metropolitan planning area or more rural areas of Monroe County.

### **Environmental Justice – Future Reassessments**

Future reassessments of identifiable Monroe County environmental justice census tracts will coincide with the release of the 2020 Census data in calendar year 2032.



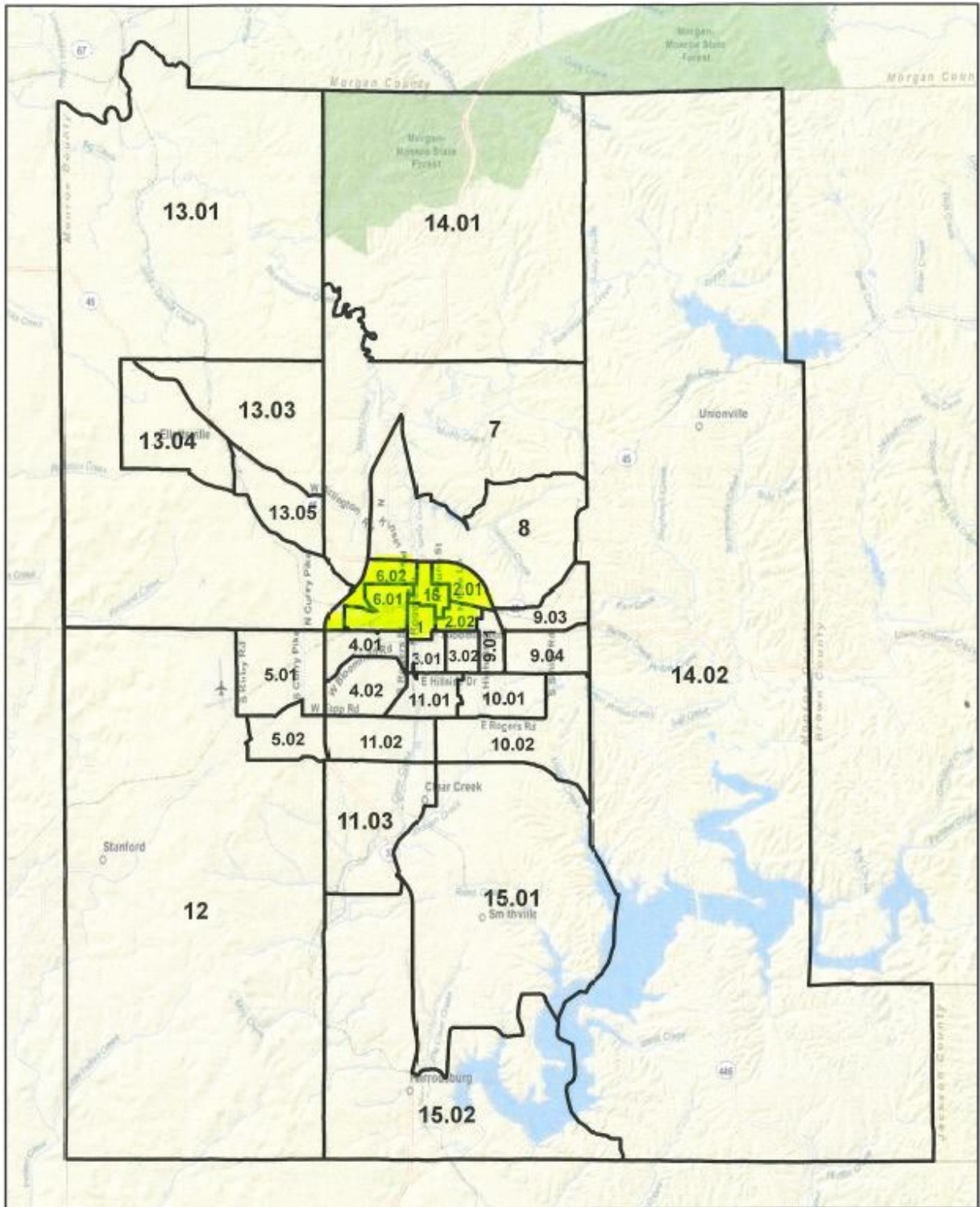
**Table 1 - Monroe County Census Tracts - Environmental Justice Population Estimates\***

2013-2017 Census Tract	Estimated Population	Estimated White Only**	Estimated Non-White	Estimated % Minority	Est. Population Below Poverty Level	Est. % Population Below Poverty Level
1	5,248	4,651	597	11.4%	3,942	75.1%
2.01	323	53	270	83.6%	243	75.2%
2.02	60	45	15	25.0%	36	60.0%
3.01	3,930	3,332	598	15.2%	1,292	32.9%
3.02	2,871	2,733	138	4.8%	946	33.0%
4.01	4,171	3,329	842	20.2%	1,111	26.6%
4.02	4,697	3,744	953	20.3%	877	18.7%
5.01	4,370	3,903	467	10.7%	699	16.0%
5.02	3,450	2,781	669	19.4%	456	13.2%
6.01	3,956	2,822	1,134	28.7%	2,024	51.2%
6.02	3,428	2,748	680	19.8%	1,842	53.7%
7.00	3,021	2,792	229	7.6%	316	10.5%
8.00	5,713	4,818	895	15.7%	1,223	21.4%
9.01	3,262	2,393	869	26.6%	1,357	41.6%
9.03	5,198	4,145	1,053	20.3%	1,622	31.2%
9.04	5,434	3,214	2,220	40.9%	2,256	41.5%
10.01	5,604	4,601	1,003	17.9%	564	10.1%
10.02	6,032	4,814	1,218	20.2%	721	12.0%
11.01	5,775	4,276	1,499	26.0%	2,147	37.2%
11.02	4,422	3,322	1,100	24.9%	610	13.8%
11.03	2,955	2,762	193	6.5%	328	11.1%
12.00	5,994	5,702	292	4.9%	314	5.2%
13.01	5,780	5,376	404	7.0%	407	7.0%
13.03	5,931	5,677	254	4.3%	303	5.1%
13.04	4,278	4,036	242	5.7%	653	19.9%
13.05	2,122	2,029	93	4.4%	198	9.3%
14.01	2,082	2,018	64	3.1%	115	5.5%
14.02	5,749	5,566	183	3.2%	564	9.8%
15.01	5,593	5,237	356	6.4%	492	8.8%
15.02	2,910	2,818	92	3.2%	326	11.2%
16	4,953	4,336	617	12.5%	3,790	76.5%
<b>TOTAL</b>	<b>129,312</b>	<b>110,073</b>	<b>19239</b>	<b>14.9%</b>	<b>31,974</b>	<b>24.7%</b>

\*Source: U.S. Census Bureau, ACS 2013-2017 Five-Year Estimate, Poverty Status in the past 12 months, December 2019.

\*\*White alone, not Hispanic or Latino

Figure 1 - Monroe County, Indiana - Environmental Justice Census Tracts \*



\*Source: U.S. Census Bureau, ACS 2013-2017 Five-Year Estimate, Poverty Status in the past 12 months. Prepared December 2019.

# Appendix E:

## Air Quality and Climate Change Assessments

### Overview

The Clean Air Act of 1970 (CAA 1970) requires the development of a State Implementation Program (SIP) for achieving National Ambient Air Quality Standards (NAAQS) in non-attainment areas. The relationship between transportation planning and air quality planning formalized with the Clean Air Act Amendments of 1990. Locally, this led to the establishment of a direct relationship between projects in the Bloomington-Monroe County Metropolitan Planning Organization's (BMCMPPO) Transportation Improvement Program (TIP) and air quality compliance.

Air quality conformity determinations are required under current federal requirements for major transportation investments in designated air quality "non-attainment" and "maintenance" areas. The composite of major transportation investments contained in a Metropolitan Planning Area's (MPA) Long Range Transportation Plan (LRTP) must therefore demonstrate air quality improvement or, at minimum, no degradation in air quality relative to the "Existing Plus Committed" transportation network. The BMCMPPO study area that includes the urbanized area within Monroe County is an air quality attainment area.

The State of Indiana's Ambient Air Quality Monitoring Network includes the operation of one (1) air quality monitoring site within the Bloomington-Monroe County Metropolitan Planning Area. This monitoring site, located at Binford Elementary School (Figures E1 and E2) and active since April 1, 2009 (<https://www.in.gov/idem/airmonitoring/air-quality-data/>), continuously samples fine particulate matter with a diameter of 2.5 microns or less (PM<sub>2.5</sub>) in hourly increments. The creation of this fine particulate matter primarily originates from industrial processes and fuel combustion.

As noted by the Indiana Department of Environmental Management (IDEM), "the annual standard for PM<sub>2.5</sub> is 12.0 micrograms per cubic meter (µg/m<sup>3</sup>). Attainment is determined by evaluating the average of the annual arithmetic means over a three-year period. The three-year average of the weighted annual mean of PM<sub>2.5</sub> concentrations from a single monitor must be less than or equal to 12.0 µg/m<sup>3</sup>. A monitor that measures 12.05 µg/m<sup>3</sup> or higher identifies as nonattainment. The annual site design value is the average of the annual mean over three-years. An annual mean is the average of that year's four quarterly averages, unrounded. A quarterly mean is the average of all available data from the respective quarter. The annual site design value rounds to one decimal place. The United States Environmental Protection Agency (USEPA) revised the annual standard for fine particulate matter on December 14, 2012. This standard was effective March 18, 2013. Therefore, design values are not comparable to the new annual standard until the year ending 2013."

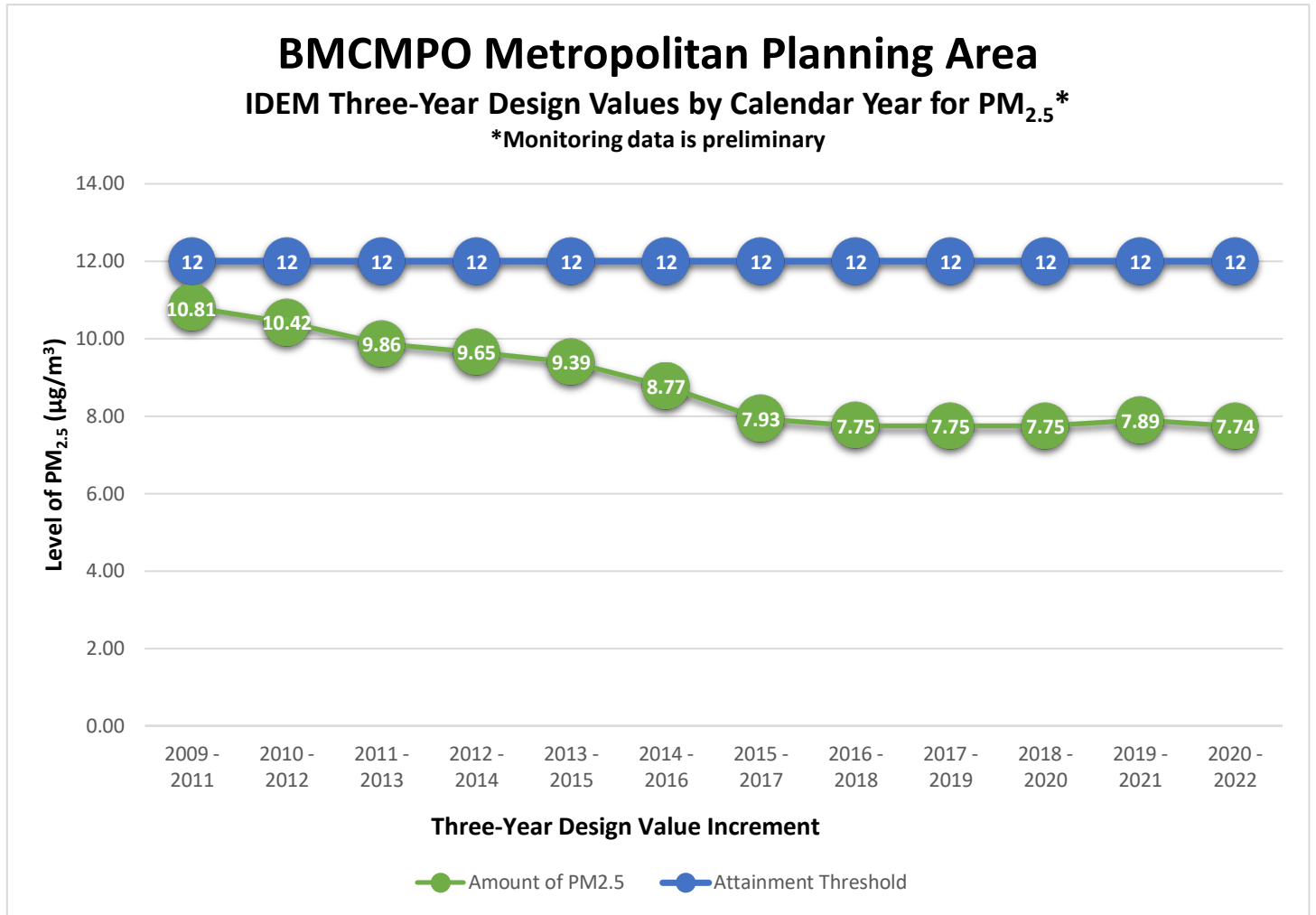
IDEM's PM<sub>2.5</sub> Annual Monitoring Data from April 2009 through December 31, 2022 for the Bloomington-Monroe County Binford Elementary School site shows a consistent PM<sub>2.5</sub> decline within the urban area from 10.62 µg/m<sup>3</sup> to 7.1 µg/m<sup>3</sup>. As previously noted, a monitor that measures 12.05 µg/m<sup>3</sup> or higher achieves nonattainment status.

The 2020 - 2022 three-year design value for the Bloomington-Monroe County PM<sub>2.5</sub> monitor is 7.74 µg/m<sup>3</sup>. Reference data are publically available at [https://www.in.gov/idem/airmonitoring/files/monitoring\\_quick\\_view\\_pm25.xlsx](https://www.in.gov/idem/airmonitoring/files/monitoring_quick_view_pm25.xlsx).

### **Air Quality Compliance**

Monroe County and the City of Bloomington currently meet federal air quality standards, and the region is therefore in “*attainment*” for criteria pollutants. The NAAQS set limits on atmospheric concentrations of six criteria pollutants (i.e., lead, carbon monoxide, nitrogen dioxide, sulfur dioxide, ozone, and particulate matter) that cause smog, acid rain, and other health hazards.

**Figure E1:** Annual Air Quality Monitoring Data within the BCMPO Metropolitan Planning Area.



An air quality conformity determination is not required for the Bloomington and Monroe County Metropolitan Planning Area (MPA). The projects programmed in the 2045 MTP should therefore result in an improvement to air quality given a system-wide investment focus on multimodal safety, maintenance and preservation, public transit, and bicycle/pedestrian facilities. The travel demand model analysis completed for the 2040 MTP indicates that vehicle miles of travel (VMT) will increase for the “No-Build, Do-Nothing” (Existing Plus Committed) and alternative transportation network over the next two decades years given forecast assumptions about:

- System-wide roadway network volume-to-capacity ratios;
- Roadway network miles operating below Level-of-Service “C”;
- Vehicle-miles of travel on facilities operating on below Level-of-Service “C”;
- Congested vehicle-hours of travel; and
- Total vehicle-miles of travel.

The BMCMPPO travel demand forecast model suggests that air quality could degrade over the Year 2045 forecast period if agencies within the Bloomington and Monroe County MPA make no further major transportation investments for system preservation. This finding assumes (1) continued growth of vehicles miles of travel, (2) a correlation of congestion and air quality to vehicle speeds, (3) total vehicles, and (4) vehicle miles of travel. Simply stated, an increase in mobile source generated carbon monoxide and ozone (hydrocarbons and nitrous oxides) could occur under a “no-build” Transportation Plan alternative scenario.

Conversely, the most favorable of the Travel Demand Model scenario alternatives for air quality (e.g., “Peak Oil”, a quantitative decrease of overall urban area vehicle miles traveled or a dedicated policy of a compact urban form, e.g., “Urban Infill”) documented in the *2040 MTP* and the *2045 MTP* focus on (1) public transportation and alternative transportation without adding capacity and (2) emphasizing system-wide capacity preservation and maintenance that could result in air quality improvements over the no-build condition through the achievement of reductions in:

- System-wide volume-to-capacity ratios;
- Congested roadways;
- Vehicle miles of travel on congested roadways;
- Congested vehicle hours of travel; and
- Continued implementation of federal automobile fuel efficiency standards (i.e., corporate average fuel economy known as “CAFE”).

Forecast growth in population, employment, households, and real disposable income will bring about increased transportation demands within the Bloomington and Monroe County MPA during the forecast period extending to Year 2045 under current economic assumptions. The recommendations of the *2045 MTP* will, however, contribute to overall air quality improvement through a systematic application of transportation capacity preservation, minimal capacity expansion projects, and continued multimodal system growth of the public transportation, bicycle, and pedestrian systems.

Updated Corporate Average Fuel Economy (CAFE) standards became effective July 1, 2022 (<https://www.federalregister.gov/documents/2022/05/02/2022-07200/corporate-average-fuel-economy-standards-for-model-years-2024-2026-passenger-cars-and-light-trucks>). This federal rule directs manufacturers to achieve an 8% annual increase in vehicle fuel efficiency in model years 2024 – 2025 as well as a 10% annual increase in vehicle fuel efficiency in model year 2026. The transportation sector of the national economy is the largest source of climate change greenhouse gases in the United States according to USEPA scientifically documented data.

In April 2022, the Council on Environmental Quality (CEQ) published in the [Federal Register](#) a Final Rule to “amend certain provisions of its regulations for implementing the National Environmental Policy Act (NEPA), addressing the purpose and need of a proposed action, agency NEPA procedures for implementing CEQ’s NEPA regulations, and the definition of

‘effects.’ The amendments generally restore provisions that were in effect for decades before being modified in 2020.”

## Climate Change Scientific Assessments

Climate change is a critical concern of the BMCMPPO. Climate change represents an immediate, near-term, and long-term threat to human health, welfare, economic activity, existing public infrastructure investments, public water resources, agriculture, forestry, energy generation and use, foreseen urban environments, and aggregate regional ecosystems. Climate change within the context of the 2045 MTP means the long-term rise in the average temperature of the Earth’s climate system, a major aspect of climate change scientifically demonstrated by direct temperature measurements and by measurements of various effects of the warming.

The *Indiana Climate Change Impacts Assessment* (<https://docs.lib.purdue.edu/climate/2/>) identifies rising average annual temperatures and rising average annual precipitation for more than a century as the most significant climate change threats to the State of Indiana’s residents, Indiana’s food system, and the state’s economic viability. The conclusion of this March 2018 scientific study notes:

- *“This assessment documents that significant changes in Indiana’s climate have been underway for over a century, with the largest changes occurring in the past few decades. The findings in this assessment highlight the projected future changes using two scenarios representing the rise of heat-trapping gases over the next century. These projections generally suggest that the trends that are already occurring will continue and the rates of these changes will accelerate. They indicate that Indiana’s climate will warm dramatically in the coming decades, particularly in summer. Both the number of hot days and the hottest temperatures of the year are projected to increase markedly. Indiana’s winters and springs are projected to become considerably wetter, and the frequency and intensity of extreme precipitation events are expected to increase, although more research is needed in this area to better determine the details.”*

Climate change vulnerabilities for Monroe County documented through additional independent scientific research by the Indiana University Environmental Resilience Institute (<https://hri.eri.iu.edu/index.html> and <https://hri.eri.iu.edu/climate-vulnerability/index.html?placeid=MONROE%20County#climateExpoHead>) further identifies primary community metrics in a geographic information system (GIS) format identifying forecast events of extreme temperatures, the alteration of precipitation levels, climate impacts on land use, and sociological/demographic individualities.

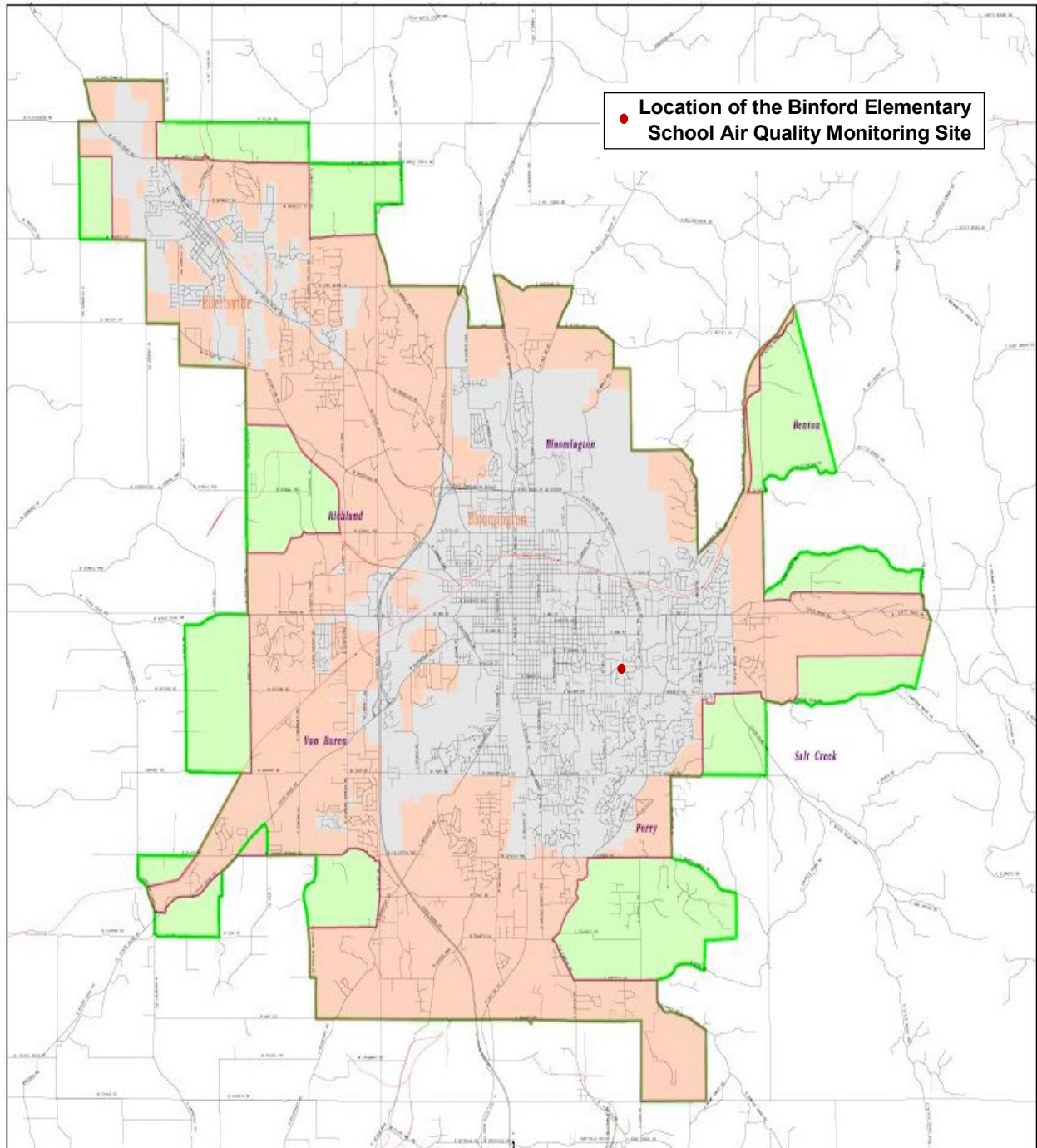
## Climate Change Scientific Assessment Conclusions

Irrefutable scientific data from the U.S. Environmental Protection Agency (USEPA), the Indiana Department of Environmental Management (IDEM), Purdue University, Indiana University, and countless national and international sources document climate change currently underway within the State of Indiana and the metropolitan planning area.

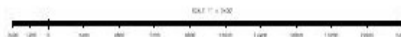
This ongoing scientific fact of climate change has profound implications for resident health, economic livelihood, and all infrastructure. Planning for climate change adaptation is a critical next step (<https://www.epa.gov/arc-x/planning-climate-change-adaptation>).



**Figure E2:** Location of the Binford Elementary School Air Quality Monitoring Site



**City of Bloomington, Indiana**  
Planning Department



As part of this map may be updated for use paper when within possible from the City of Bloomington.

## Appendix F: BMCMPPO Complete Streets Policy

The list of *FY 2024-2028 Transportation Improvement Program (TIP)* projects identified within this section were subject to a Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) *Complete Streets Policy* review. Complete Streets are roadway projects designed to accommodate all users, including, but not limited to, pedestrians, bicyclists, users of public transit, and individual mobility devices, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users. Through complete streets, the safety and mobility for vulnerable road users is as much of a priority as all other modes.

The BMCMPPO’s adopted Complete Streets Policy creates an equitable, balanced, and effective transportation system for all types of users integrated with adjacent land uses where every roadway user can safely and comfortably travel throughout the local community. The adopted Complete Streets Policy website posting is <https://bloomington.in.gov/sites/default/files/2019-02/BMCMPO%20Complete%20Streets%20Policy%20-%20FINAL%20-%20ADOPTED%2011-09-18.pdf>.

The following **Table F-1**, Recommended Place Measures and Metrics, is inspired, adapted by, and adopted from *Evaluating Complete Streets Projects: A Guide for Practitioners*, a resource created by American Association of Retired Persons (AARP) and Smart Growth America (SGA) for measuring the results of alternative transportation projects. Place Measures adopted by the BMCMPPO fall under the macro-level headings of “Place”, “Crash Risk”, and “Equity.” Application scales consider project and network levels. Detailed applicable project and network “metrics” represent the foundation of each Place Measure and relevant application scale. **Table F-2** details the Transportation Improvement Program Project Prioritization Criteria using Complete Streets guidance reaffirmed by the Policy Committee in 2020.

**Table F-1: Recommended Place Measures and Metrics\***

PLACE MEASURE	APPLICATION SCALE	METRIC
<p><b>PLACE</b> Being aware of community context, including existing and plane land use and buildings can result in streets that are vital public spaces. Place-based focused measurements ensure a product that is compatible and enhances the community.</p>		
<b>Quality of bicycling environment</b>	Project	<ul style="list-style-type: none"> <li>• Width of bicycle facilities</li> <li>• Pavement condition of bicycling facility</li> <li>• Bicyclist level of comfort. Comfort is in accord with separation of traffic, volume and speed of cars</li> <li>• Right turn on red restrictions</li> </ul>
<b>Quality of pedestrian environment</b>	Project	<ul style="list-style-type: none"> <li>• Crossing distance and time</li> <li>• Presence of enhanced crosswalks</li> <li>• Wait time at intersection</li> <li>• Width of walking facility</li> <li>• Right turn on red restrictions</li> <li>• Planting of new or maintaining existing trees</li> </ul>
<b>Quality of transit environment</b>	Project	<ul style="list-style-type: none"> <li>• Transit Level of Service/Multimodal Level of Service (MMLOS) at segment and/or intersection</li> <li>• Quality of accommodations for passengers at stops</li> <li>• Presence of wayfinding and system information</li> <li>• Real-time arrival information</li> <li>• Off-board payment option</li> </ul>
<b>Resident participation</b>	Project	<ul style="list-style-type: none"> <li>• Number of responses gathered</li> <li>• Number of people at meetings</li> </ul>
<b>Quality of automobile trips</b>	Project	<ul style="list-style-type: none"> <li>• Travel lane pavement condition</li> </ul>
<p><b>CRASH RISK</b> Safe travel is a fundamental transportation goal. Safety measures should watch for elements associated with injurious crashes and those associated with perceptions of safety.</p>		
<b>Compliance with posted speed limit</b>	Project	<ul style="list-style-type: none"> <li>• Percentage of drivers exceeding the posted speed limit</li> <li>• Match between target speed, design speed, and 85<sup>th</sup> percentile</li> </ul>
<b>Crashes</b>	Project	<ul style="list-style-type: none"> <li>• Number of crashes by mode on project (before and after)</li> <li>• Crash severity by mode and location</li> </ul>
<b>Crashes</b>	Network	<ul style="list-style-type: none"> <li>• Total Number</li> <li>• Rate and location by mode</li> </ul>
<b>Fatalities</b>	Project	<ul style="list-style-type: none"> <li>• Number of fatalities by mode on project (before and after)</li> </ul>
<b>Fatalities</b>	Network	<ul style="list-style-type: none"> <li>• Number of fatalities suffered by all modes</li> </ul>

**Table F-1: Recommended Place Measures and Metrics (continued)**

PLACE MEASURE	APPLICATION SCALE	METRIC
<p><b>EQUITY</b>                      Transportation services impact some populations and neighborhoods more than others. In project selection and evaluation, the distribution of impacts and benefits should examine the needs for traditional disadvantaged populations.</p>		
<b>Auto trips</b>	Project	<ul style="list-style-type: none"> <li>Driving trips as portion of total trips along project</li> </ul>
<b>Auto trips</b>	Network	<ul style="list-style-type: none"> <li>Driving trips to primary and secondary schools</li> <li>Vehicle Miles Traveled (VMT) per capita</li> <li>Driving commutes to work as portion of total commutes to work</li> </ul>
<b>Bicycle trips</b>	Project	<ul style="list-style-type: none"> <li>Bicycling trips as portion of total trips along project</li> </ul>
<b>Bicycle trips</b>	Network	<ul style="list-style-type: none"> <li>Bicycling trips as portion of total trips</li> <li>Bicycling commutes to work as portion of total commutes to work</li> </ul>
<b>Transit trips</b>	Network	<ul style="list-style-type: none"> <li>Transit trips as portion of total trips</li> <li>Transit commutes to work as portion of total commutes to work</li> </ul>
<b>Walk trips</b>	Project	<ul style="list-style-type: none"> <li>Walk trips as portion of total trips along project</li> </ul>
<b>Walk trips</b>	Network	<ul style="list-style-type: none"> <li>Walk trips as portion of total trips in community</li> <li>Walk commutes to work as portion of total commutes to work</li> </ul>

Source: BMCMPPO, Complete Streets Policy, November 2019.

The following Complete Streets Policy Project Prioritization Criteria serves the BMCMPPO Citizens Advisory Committee, the Technical Advisory Committee, and the Policy Committee as a guiding prioritization framework for the placement of projects into the Transportation Improvement Program (TIP).

**Table F-2 BMCMPO Transportation Improvement Program – Project Prioritization Criteria**

BMCMPO TIP - Project Prioritization Criteria		
	Weighting	Yes = 1, No = 0
<b>System Preservation and Maintenance</b>		
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	
Project addresses a maintenance need (e.g. repaving, bridge repair)		
Project is located within existing right of way		
	<b>Total</b>	<b>0</b>
<b>Safety</b>		
<b>Project addresses a known high crash risk location</b>		
Project location is identified in the most recent MPO Crash Report's top 50 crash locations	20%	
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		
<b>Project incorporates strategies that reduce crash risk</b>		
Geometrical improvement for motorized safety		
Geometrical Improvement for non-motorized safety		
Signalization Improvement		
Signage/Wayfinding		
Project improves safe travel to nearby schools (within 1 mile)		
Other improvements with rationale as to how the project reduces crash risk		
	<b>Total</b>	<b>0</b>
<b>Multi-Modal Options</b>		
<b>Project incorporates Multi-Modal solutions</b>		
Project located along existing transit service	20%	
Project located along existing pedestrian/bicycle facility		
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		
Project includes sidewalk improvements		
Project includes bicycle facility improvements		
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		
Project makes a connection to an existing active mode facility		
	<b>Total</b>	<b>0</b>
<b>Congestion Management</b>		
<b>Project incorporates congestion management strategies</b>		
Grade separation or dedicated travel space for individual modes	10%	
Improvements to access management		
Signalization improvement		
Improves parallel facility or contributes to alternative routing		
Provides capacity for non-motorized modes		
Adds transit capacity		
Other strategies		
	<b>Total</b>	<b>0</b>
<b>Health and Equity</b>		
Project provides increased accessibility for people with a low income & minorities	10%	
Project corrects ADA non-compliance		
Project promotes physical activity		
Project reduces vehicle emissions		
Project will not have a negative impact for a natural resource		
Project will not have a negative impact for a socio-cultural resources		
	<b>Total</b>	<b>0</b>
<b>Consistency with Adopted Plans</b>		
Project located along planned transit service	10%	
Project located along planned pedestrian/bicycle facility		
Local Master Thoroughfare Plan Priority		
Transit Plan Priority		
Bicycle/Pedestrian Plan Priority		
Project supports goals and principles of MPO Metropolitan Transportation Plan		
Project supports goals and principles of local land use plans		
Other applicable planning documents		
	<b>Total</b>	<b>0</b>
<b>Context Sensitivity and Land Use</b>		
<b>Project contributes to the sense of place and matches the surrounding land use</b>		
Project balances the need to move people with other desirable outcomes	15%	
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		
Project is seen as adding lasting value to the community		
<b>Project supports high quality growth and land use principles</b>		
Project improves accessibility and/or connectivity to existing land use development		
Project location supports infill/redevelopment		
Project contributes to transportation network grid development/roadway network connectivity		
	<b>Total</b>	<b>0</b>
		<b>Overall Total</b>
		<b>0</b>

Source: BMCMPO, Complete Streets Policy, November 2019.

**Table F-3  
FY 2024-2028 TIP: New Projects Evaluated for Complete Streets Policy Compliance**

Project	Brief Description	Compliant	Exempt	N/A
<b>Crosswalk Safety Improvements – Phase III</b>	<b>Safety - Safe Streets &amp; Roads for All</b> - Install or enhance existing pedestrian crosswalks, pedestrian curb ramps, and pedestrian refuge islands throughout the City of Bloomington prioritized focused on areas of low accessibility compliance and high crash risk.	●		
<b>Downtown Curb Ramps - Phase V</b>	<b>Safety - Safe Streets &amp; Roads for All</b> - Install or improve pedestrian curb ramps including new pedestrian curb ramps and refuge areas of high conflict between pedestrians and vehicular traffic in and near downtown Bloomington.	●		
<b>Covenanter Protected Bike Lanes</b>	<b>Safety &amp; Mobility - Safe Streets &amp; Roads for All</b> - Project priorities include improving safety and expanding capacity by adding facilities for non-motorized modes that connect to existing pedestrian and bicycle facilities. By improving pedestrian and bicycle connections this project will improve the City's ability to transport people while also working toward goals of equity and sustainability. This project is part of the Transportation Plan's High Priority Bicycle Network which is intended to form a basic east-west and north-south bicycle network to achieve the biggest impact within a short timeframe to advance multimodal transportation in the City. This network connects parks, trails, schools, employers, retail, and housing. Within the limits of this project there is a hardware store, a grocery store, restaurants, high-density housing where this census block has the city's south east side highest population density.	●		
<b>North Dunn Street Multiuse Path</b>	<b>Safety &amp; Mobility - Safe Streets &amp; Roads for All</b> - Project priorities include improving safety by reducing conflicts between modes with the construction of a physically separated facility for people walking and bicycling plus expanding capacity by adding facilities for non-motorized modes that connect to other existing pedestrian and bicycle facilities. By improving pedestrian and bicycle connections, this project will improve the City's ability to transport people while also working toward goals of equity and sustainability. This project will improve connectivity between north-side residences and Parks with the rest of Bloomington. The new multiuse path will connect residential neighborhoods to the existing multiuse paths on the Bypass and on Dunn Street south of 17th Street. It will provide those neighborhoods with improved connectivity to IU Campus as well as the rest of Bloomington. It will also build towards a more accessible route for the majority of Bloomington to access the Griffy Lake Nature Preserve. All intersections within the project limits will be evaluated for options to provide improved pedestrian and bicycle access from the multiuse path to adjacent neighborhoods. These access improvements may involve curb bumpouts, flashing beacons, or other features. The project will also include signage and marking updates to improve predictability along the corridor.	●		
<b>Old SR 37 at Dillman Rd. Intersection Improvement</b>	<b>Safety</b> – Intersection improvement with dedicated turn lanes, crosswalks, sidewalks, and multi-use path for a conventional traffic signal or, alternatively, a roundabout construction if topography, roadway grades, as available land will allow for construction to reduce crash frequency and crash severity.	●		

The BMCMPPO Complete Streets Policy established in 2009 with a subsequent 2018 update and annual reviews in calendar years 2019 through 2022 supports local public agency initiatives aimed at the following objectives:

- Implementing improvements along an expanded multimodal network of reconfigured roads with separated bicycle lanes and improved safety features for pedestrian crossings.
- Applying low-cost safety treatments (e.g., rumble strips, wider edge lines, flashing beacons, and better signage) along multiuse urban area corridors.
- Implementing traffic calming road design changes and establishing appropriate speed limits for all road users.
- Installing safety enhancements such as safer pedestrian crossings, sidewalks, and additional lighting for people walking, rolling, or using mobility assistive devices.
- Making street design changes informed by community outreach and cultural education
- Creating safer routes for schools and public transit services from design leading to multiple projects that lead to people safely walking, biking, and rolling in underserved communities.

The following pages show the BMCMPPO FY 2024-2028 TIP Complete Streets Project Prioritization/Safe Streets and Roads for All (SS4A) Scores for

- City of Bloomington - Crosswalks Safety Improvements - Phase III
- City of Bloomington - Downtown Curb Ramps - Phase IV project
- City of Bloomington - Covenanter Protected Bike Lanes project
- City of Bloomington - North Dunn Street Multiuse Path project, and
- Monroe County - Old S.R. 37 at Dillman Road Intersection project.

The derivation of all resultant Complete Streets Project Prioritization Scores were achieved after consultations with Local Planning Agencies (LPA) technical staffs in May 2023.

DES#TBD - Crosswalk Safety Improvements Project - Phase III

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) Transportation Improvement Program (TIP) - Project Prioritization Criteria		
	Weighting	Yes = 1, No = 0
<b>System Preservation and Maintenance</b>		
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	1
Project addresses a maintenance need (e.g. repaving, bridge repair)		1
Project is located within existing right of way		1
	<b>Total</b>	<b>0.45</b>
<b>Safety</b>		
<b>Project addresses a known high crash risk location</b>		
Project location is identified in the most recent MPO Crash Report's top 50 crash locations		0
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		0
<b>Project incorporates strategies that reduce crash risk</b>		
Geometrical improvement for motorized safety	20%	0
Geometrical Improvement for non-motorized safety		1
Signalization Improvement		1
Signage/Wayfinding		1
Project improves safe travel to nearby schools (within 1 mile)		1
Other improvements with rationale as to how the project reduces crash risk		1
		<b>Total</b>
<b>Multi-Modal Options</b>		
<b>Project incorporates Multi-Modal solutions</b>		
Project located along existing transit service	20%	1
Project located along existing pedestrian/bicycle facility		1
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		0
Project includes sidewalk improvements		1
Project includes bicycle facility improvements		1
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		0
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		1
Project makes a connection to an existing active mode facility		1
	<b>Total</b>	<b>1.4</b>
<b>Congestion Management</b>		
<b>Project incorporates congestion management strategies</b>		
Grade separation or dedicated travel space for individual modes	10%	1
Improvements to access management		1
Signalization improvement		1
Improves parallel facility or contributes to alternative routing		1
Provides capacity for non-motorized modes		1
Adds transit capacity		1
Other strategies		1
	<b>Total</b>	<b>0.7</b>
<b>Health and Equity</b>		
<b>Project provides increased accessibility for people with a low income &amp; minorities</b>		
Project corrects ADA non-compliance	10%	1
Project promotes physical activity		1
Project reduces vehicle emissions		1
Project will not have a negative impact for a natural resource		1
Project will not have a negative impact for a socio-cultural resources		1
	<b>Total</b>	<b>0.6</b>
<b>Consistency with Adopted Plans</b>		
<b>Project located along planned transit service</b>		
Project located along planned transit service	10%	1
Project located along planned pedestrian/bicycle facility		1
Local Master Thoroughfare Plan Priority		1
Transit Plan Priority		0
Bicycle/Pedestrian Plan Priority		1
Project supports goals and principles of MPO Metropolitan Transportation Plan		1
Project supports goals and principles of local land use plans		1
Other applicable planning documents	1	
	<b>Total</b>	<b>0.7</b>
<b>Context Sensitivity and Land Use</b>		
<b>Project contributes to the sense of place and matches the surrounding land use</b>		
Project balances the need to move people with other desirable outcomes	15%	1
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		1
Project is seen as adding lasting value to the community		1
<b>Project supports high quality growth and land use principles</b>		
Project improves accessibility and/or connectivity to existing land use development	15%	1
Project location supports infill/redevelopment		1
Project contributes to transportation network grid development/roadway network connectivity		1
		1
	<b>Total</b>	<b>0.9</b>
<b>Overall Total</b>		<b>5.75</b>

Source: BMCMPPO Complete Streets Policy, November 2018.



DES#TBD - Downtown Curb Ramps - Phase 4

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) Transportation Improvement Program (TIP) - Project Prioritization Criteria			
	Weighting	Yes = 1, No = 0	
<b>System Preservation and Maintenance</b>			
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	1	
Project addresses a maintenance need (e.g. repaving, bridge repair)		1	
Project is located within existing right of way		1	
<b>Total</b>		<b>0.45</b>	
<b>Safety</b>			
<b>Project addresses a known high crash risk location</b>			
Project location is identified in the most recent MPO Crash Report's top 50 crash locations	20%	0	
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		0	
<b>Project incorporates strategies that reduce crash risk</b>			
Geometrical improvement for motorized safety		0	
Geometrical Improvement for non-motorized safety	1		
Signalization Improvement	0		
Signage/Wayfinding	1		
Project improves safe travel to nearby schools (within 1 mile)	1		
Other improvements with rationale as to how the project reduces crash risk	1		
<b>Total</b>	<b>0.8</b>		
<b>Multi-Modal Options</b>			
<b>Project incorporates Multi-Modal solutions</b>			
Project located along existing transit service	20%	1	
Project located along existing pedestrian/bicycle facility		1	
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1	
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		1	
Project includes sidewalk improvements		1	
Project includes bicycle facility improvements		1	
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		1	
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		1	
Project makes a connection to an existing active mode facility	1		
<b>Total</b>	<b>1.8</b>		
<b>Congestion Management</b>			
<b>Project incorporates congestion management strategies</b>			
Grade separation or dedicated travel space for individual modes	10%	0	
Improvements to access management		1	
Signalization improvement		0	
Improves parallel facility or contributes to alternative routing		1	
Provides capacity for non-motorized modes		1	
Adds transit capacity		0	
Other strategies		1	
<b>Total</b>		<b>0.4</b>	
<b>Health and Equity</b>			
Project provides increased accessibility for people with a low income & minorities	10%	1	
Project corrects ADA non-compliance		1	
Project promotes physical activity		1	
Project reduces vehicle emissions		1	
Project will not have a negative impact for a natural resource		1	
Project will not have a negative impact for a socio-cultural resources		1	
<b>Total</b>	<b>0.6</b>		
<b>Consistency with Adopted Plans</b>			
Project located along planned transit service	10%	1	
Project located along planned pedestrian/bicycle facility		1	
Local Master Thoroughfare Plan Priority		1	
Transit Plan Priority		0	
Bicycle/Pedestrian Plan Priority		1	
Project supports goals and principles of MPO Metropolitan Transportation Plan		1	
Project supports goals and principles of local land use plans		1	
Other applicable planning documents		1	
<b>Total</b>	<b>0.7</b>		
<b>Context Sensitivity and Land Use</b>			
<b>Project contributes to the sense of place and matches the surrounding land use</b>			
Project balances the need to move people with other desirable outcomes	15%	1	
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		1	
Project is seen as adding lasting value to the community		1	
<b>Project supports high quality growth and land use principles</b>			
Project improves accessibility and/or connectivity to existing land use development	1		
Project location supports infill/redevelopment	1		
Project contributes to transportation network grid development/roadway network connectivity	1		
<b>Total</b>	<b>0.9</b>		
<b>Overall Total</b>		<b>5.65</b>	

Source: BMCMPPO Complete Streets Policy, November 2018.

**DES#TBD - Covenanter Protected Bike Lanes & Intersection Improvements**

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) Transportation Improvement Program (TIP) - Project Prioritization Criteria		
	Weighting	Yes = 1, No = 0
<b>System Preservation and Maintenance</b>		
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	1
Project addresses a maintenance need (e.g. repaving, bridge repair)		1
Project is located within existing right of way		1
<b>Total</b>		<b>0.45</b>
<b>Safety</b>		
<b>Project addresses a known high crash risk location</b>		
Project location is identified in the most recent MPO Crash Report's top 50 crash locations	20%	0
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		0
<b>Project incorporates strategies that reduce crash risk</b>		
Geometrical improvement for motorized safety	20%	0
Geometrical Improvement for non-motorized safety		1
Signalization Improvement		1
Signage/Wayfinding		1
Project improves safe travel to nearby schools (within 1 mile)		1
Other improvements with rationale as to how the project reduces crash risk		1
<b>Total</b>		
<b>Multi-Modal Options</b>		
<b>Project incorporates Multi-Modal solutions</b>		
Project located along existing transit service	20%	1
Project located along existing pedestrian/bicycle facility		1
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		0
Project includes sidewalk improvements		1
Project includes bicycle facility improvements		1
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		1
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)	1	
Project makes a connection to an existing active mode facility	1	
<b>Total</b>		<b>1.6</b>
<b>Congestion Management</b>		
<b>Project incorporates congestion management strategies</b>		
Grade separation or dedicated travel space for individual modes	10%	1
Improvements to access management		1
Signalization improvement		1
Improves parallel facility or contributes to alternative routing		1
Provides capacity for non-motorized modes		1
Adds transit capacity		0
Other strategies		1
<b>Total</b>		<b>0.6</b>
<b>Health and Equity</b>		
Project provides increased accessibility for people with a low income & minorities	10%	1
Project corrects ADA non-compliance		1
Project promotes physical activity		1
Project reduces vehicle emissions		1
Project will not have a negative impact for a natural resource		1
Project will not have a negative impact for a socio-cultural resources		1
<b>Total</b>		<b>0.6</b>
<b>Consistency with Adopted Plans</b>		
Project located along planned transit service	10%	1
Project located along planned pedestrian/bicycle facility		1
Local Master Thoroughfare Plan Priority		1
Transit Plan Priority		0
Bicycle/Pedestrian Plan Priority		1
Project supports goals and principles of MPO Metropolitan Transportation Plan		1
Project supports goals and principles of local land use plans		1
Other applicable planning documents	1	
<b>Total</b>		<b>0.7</b>
<b>Context Sensitivity and Land Use</b>		
<b>Project contributes to the sense of place and matches the surrounding land use</b>		
Project balances the need to move people with other desirable outcomes	15%	1
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		1
Project is seen as adding lasting value to the community		1
<b>Project supports high quality growth and land use principles</b>		
Project improves accessibility and/or connectivity to existing land use development	15%	1
Project location supports infill/redevelopment		1
Project contributes to transportation network grid development/roadway network connectivity		1
<b>Total</b>		<b>0.9</b>
<b>Overall Total</b>		<b>5.85</b>

Source: BMCMPPO Complete Streets Policy, November 2018.

DES#TBD - North Dunn Street Multimodal Path

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) Transportation Improvement Program (TIP) - Project Prioritization Criteria		
	Weighting	Yes = 1, No = 0
<b>System Preservation and Maintenance</b>		
Project improves upon <i>existing</i> infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	1
Project addresses a maintenance need (e.g. repaving, bridge repair)		1
Project is located within existing right of way		1
<b>Total</b>		<b>0.45</b>
<b>Safety</b>		
<b>Project addresses a known high crash risk location</b>		
Project location is identified in the most recent MPO Crash Report's top 50 crash locations		0
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		0
<b>Project incorporates strategies that reduce crash risk</b>		
Geometrical improvement for motorized safety	20%	0
Geometrical Improvement for non-motorized safety		1
Signalization Improvement		1
Signage/Wayfinding		1
Project improves safe travel to nearby schools (within 1 mile)		1
Other improvements with rationale as to how the project reduces crash risk		1
<b>Total</b>		
<b>Multi-Modal Options</b>		
<b>Project incorporates Multi-Modal solutions</b>		
Project located along existing transit service	20%	1
Project located along existing pedestrian/bicycle facility		1
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		0
Project includes sidewalk improvements		1
Project includes bicycle facility improvements		1
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		1
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)	1	
Project makes a connection to an existing active mode facility	1	
<b>Total</b>		<b>1.6</b>
<b>Congestion Management</b>		
<b>Project incorporates congestion management strategies</b>		
Grade separation or dedicated travel space for individual modes	10%	1
Improvements to access management		1
Signalization improvement		1
Improves parallel facility or contributes to alternative routing		1
Provides capacity for non-motorized modes		1
Adds transit capacity		0
Other strategies		1
<b>Total</b>		<b>0.6</b>
<b>Health and Equity</b>		
Project provides increased accessibility for people with a low income & minorities	10%	1
Project corrects ADA non-compliance		1
Project promotes physical activity		1
Project reduces vehicle emissions		1
Project will not have a negative impact for a natural resource		1
Project will not have a negative impact for a socio-cultural resources		1
<b>Total</b>		<b>0.6</b>
<b>Consistency with Adopted Plans</b>		
Project located along planned transit service	10%	1
Project located along planned pedestrian/bicycle facility		1
Local Master Thoroughfare Plan Priority		1
Transit Plan Priority		0
Bicycle/Pedestrian Plan Priority		1
Project supports goals and principles of MPO Metropolitan Transportation Plan		1
Project supports goals and principles of local land use plans		1
Other applicable planning documents		1
<b>Total</b>		<b>0.7</b>
<b>Context Sensitivity and Land Use</b>		
<b>Project contributes to the sense of place and matches the surrounding land use</b>		
Project balances the need to move people with other desirable outcomes	15%	1
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		1
Project is seen as adding lasting value to the community		1
<b>Project supports high quality growth and land use principles</b>		
Project improves accessibility and/or connectivity to existing land use development	15%	1
Project location supports infill/redevelopment		1
Project contributes to transportation network grid development/roadway network connectivity		1
<b>Total</b>		<b>0.9</b>
<b>Overall Total</b>		<b>5.85</b>

Source: BMCMPPO Complete Streets Policy, November 2018.

DES#TBD - Old SR 37 & Dillman Rd Intersection

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) Transportation Improvement Program (TIP) - Project Prioritization Criteria		
	Weighting	Yes = 1, No = 0
<b>System Preservation and Maintenance</b>		
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)		1
Project addresses a maintenance need (e.g. repaving, bridge repair)	15%	0
Project is located within existing right of way		0
	<b>Total</b>	<b>0.15</b>
<b>Safety</b>		
<b>Project addresses a known high crash risk location</b>		
Project location is identified in the most recent MPO Crash Report's top 50 crash locations		0
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		0
<b>Project incorporates strategies that reduce crash risk</b>		
Geometrical improvement for motorized safety	20%	1
Geometrical Improvement for non-motorized safety		1
Signalization Improvement		1
Signage/Wayfinding		1
Project improves safe travel to nearby schools (within 1 mile)		1
Other improvements with rationale as to how the project reduces crash risk		1
	<b>Total</b>	<b>1.2</b>
<b>Multi-Modal Options</b>		
<b>Project incorporates Multi-Modal solutions</b>		
Project located along existing transit service		0
Project located along existing pedestrian/bicycle facility		0
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)	20%	1
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		0
Project includes sidewalk improvements		1
Project includes bicycle facility improvements		1
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		0
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		0
Project makes a connection to an existing active mode facility		0
	<b>Total</b>	<b>0.6</b>
<b>Congestion Management</b>		
<b>Project incorporates congestion management strategies</b>		
Grade separation or dedicated travel space for individual modes		0
Improvements to access management	10%	1
Signalization improvement		0
Improves parallel facility or contributes to alternative routing		1
Provides capacity for non-motorized modes		1
Adds transit capacity		0
Other strategies		1
	<b>Total</b>	<b>0.4</b>
<b>Health and Equity</b>		
Project provides increased accessibility for people with a low income & minorities		0
Project corrects ADA non-compliance	10%	1
Project promotes physical activity		1
Project reduces vehicle emissions		1
Project will not have a negative impact for a natural resource		1
Project will not have a negative impact for a socio-cultural resources		1
	<b>Total</b>	<b>0.5</b>
<b>Consistency with Adopted Plans</b>		
Project located along planned transit service		0
Project located along planned pedestrian/bicycle facility		0
Local Master Thoroughfare Plan Priority	10%	1
Transit Plan Priority		0
Bicycle/Pedestrian Plan Priority		0
Project supports goals and principles of MPO Metropolitan Transportation Plan		1
Project supports goals and principles of local land use plans		1
Other applicable planning documents		1
	<b>Total</b>	<b>0.4</b>
<b>Context Sensitivity and Land Use</b>		
<b>Project contributes to the sense of place and matches the surrounding land use</b>		
Project balances the need to move people with other desirable outcomes		1
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)	15%	1
Project is seen as adding lasting value to the community		1
<b>Project supports high quality growth and land use principles</b>		
Project improves accessibility and/or connectivity to existing land use development		0
Project location supports infill/redevelopment		1
Project contributes to transportation network grid development/roadway network connectivity		0
	<b>Total</b>	<b>0.6</b>
<b>Overall Total</b>		<b>3.85</b>

Source: BMCMPPO Complete Streets Policy, November 2018.

# Appendix G:

## Plan Development & Public Involvement Methodology

### Introduction

The FY 2024-2028 Transportation Improvement Program (TIP) prepared by the BMCMPO staff relied on consultation guidance from the Federal Highway Administration-Indiana Division, the Federal Transit Administration (FTA) Region 5 office, the Indiana Department of Transportation Indianapolis central office and Seymour District staff, Monroe County, the Town of Ellettsville, Rural Transit, Bloomington Transit, IU Campus Bus, and the City of Bloomington.

This appendix highlights the public outreach efforts used by the MPO throughout development of the FY 2024-2028 TIP from April 2023 to adoption with guidance from federal, state, and local partners. The BMCMPO demonstrated explicit consideration and response to public input received during the development of the TIP. The BMCMPO sought out and considered the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.

The staff focused on an extensive public involvement/public input process through open hybrid and in-person virtual public meetings of the BMCMPO Citizen Advisory Committee (CAC), the Technical Advisory Committee (TAC), and the Policy Committee. The recent COVID-19 pandemic necessitated a shift to hybrid platforms for all meetings using Zoom. All meetings of the Policy Committee are routinely recorded for community viewing by the Citizens Access Television System (CATS <https://www.catstv.net/>) and continued uninterrupted throughout FY 2023 as the staff presented selective elements and the Draft FY 2024-2028 TIP. The Draft FY 2024-2028 TIP had additional postings on the BMCMPO website (<https://bloomington.in.gov/mpo/transportation-improvement-program>) along with a discussion/adoption schedule.

Staff presentations and public meeting discussions adhered to the following schedule throughout calendar year 2023:

#### **January 6, 2023 – Local Public Agency Distribution Announcement**

- |   |                   |
|---|-------------------|
| • Call for Projects Issued  | January 6, 2023   |
| • Call for Projects (Updated)   | January 26, 2023  |
| • Project Request Application Deadline  | February 10, 2023 |
| • Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) Project Requests, Project Reviews and Fiscal Constraint Issues | February 22, 2023 |

- Policy Committee (PC) Project Requests, Project Reviews and Fiscal Constraint Issues March 10, 2023
- TAC an CAC Federal Program Category Allocations, LPA Applications Received, Fiscally Constrained Program April 26, 2023
- PC Federal Program Category Allocations, LPA Applications Received, Fiscally Constrained Program May 12, 2023
- Legal Advertisements May 12 and May 14, 2023
- Thirty (30) Day Public Comment Period Begins May 12, 2023
- Draft FY 024-2028 TIP Submission to INDOT May 15, 2023
- Draft FY 2024-208 TIP Public Input Meeting May 22, 2023
- TAC and CAC Final Draft Reviews and Recommendations May 24, 2023
- Thirty (30) Day Public comment Period Ends June 10, 2023
- Receipt of INDOT, FHWA, FTA Review Comments June 30, 2023
- PC Approval of Final FY 2024 - 2028 TIP August 11, 2023
- Adopted Submission to INDOT of FY 2024 - 2028 TIP August 11, 2023
- FHWA/FTA/INDOT FY 2024 - 2028 TIP Approval Letter September 2023

### Public Outreach Process

The public outreach process for the FY 2024-2028 TIP included:

- Posting the Draft FY 2024-2028 TIP for public review and comment on the City of Bloomington website page (<https://bloomington.in.gov/mpo/transportation-improvement-program>)
- Posting of Draft FY 2024-2028 Transportation Improvement Program - Public Comment Form on the City of Bloomington website page under the Draft document link.
- Legal Advertisements in the *Bloomington-Herald Times* on Friday, May 12<sup>th</sup> and Sunday, May 14<sup>th</sup> 2023. Proof of legal advertisement made available upon request from the BMCMPPO staff.
- *Public Meeting from 6:00 p.m. - 8:00 p.m. on Monday, May 22, 2023.* Presentation materials included an overview of the FY 2024-2028 TIP purpose and need, an urban area boundary map, project types, fiscal constraints, and the draft program of projects for Monroe County, Rural Transit, Bloomington Transit, the City of Bloomington, and the Indiana Department of Transportation. Open discussion included all relevant topics.

### **Interagency Consultation/Coordination: Calendar Year 2022 and 2023**

The BMCMPPO staff continuously consulted and coordinated with federal, state, and local transportation agencies throughout the FY 2024-2028 TIP development process beginning in December 2021 through June 2023 to ensure the attainment of federal and state requirements. The consultation/coordination process further ensured the receipt of corresponding comments. This interagency consultation and coordination ensured the completion of appropriate technical level reviews prior Final FY 2024-2028 TIP adoption by the BMCMPPO Policy Committee on August 11, 2023.

## Appendix H: Glossary

**3C Planning** means the Comprehensive, Cooperative, and Continuous transportation planning process.

**ADA** means the Americans with Disabilities Act of 1990 (42 U.S.C. § 12101), a civil rights law that prohibits discrimination based on disability and affords similar protections against discrimination to Americans with disabilities as the Civil Rights Act of 1964, which made discrimination based on race, religion, sex, national origin, and other characteristics illegal, and later sexual orientation. The ADA Act of 1990 additionally requires covered employers to provide reasonable accommodations to employees with disabilities, and mandates accessibility requirements for public accommodations.

**Air Quality Conformity** means a determination required under current federal requirements for major transportation investments in designated air quality “non-attainment” and “maintenance” areas.

**Alternative Transportation Funds** means the City of Bloomington’s established funding mechanism exclusively for pedestrian and bicycle infrastructure maintenance, preservation, and facility expansions more than a decade ago. Fund allocations come through annual municipal budget approvals.

**Analysis Area** means any geographic area such as a zone or group of zones combined for the purpose of making an analysis.

**Apportionment** means any method for dividing federal funds by an established formula. An apportionment operates like a line of credit to sub-federal governments.

**Authorization** means the level of funding designated by Congress for specific legislation.

**Average Daily Traffic (ADT)** means the average number of vehicles passing a specified point during a 24 hour period.

**Bike Lane** means a portion of the road designated and designed for the exclusive use of bicycles with distinct signage and pavement markings.

**BIL** means Bipartisan Infrastructure Law.

**Bloomington Transit (BT)** is a municipal public transportation corporation (PTC) that provides public transportation within the City of Bloomington limits.



**Bottleneck** means the point of minimum capacity along a highway segment.

**BMCMPPO** means the Bloomington-Monroe County Metropolitan Planning Organization established by the Governor of the State of Indiana for the for the Bloomington urbanized area in March 1982 as a prerequisite for obtaining approval of transportation improvement projects funded by the FHWA and/or FTA.

**Build Condition, Option, Alternative, or Alternate** means a transportation plan, program, or alternative involving a major capital investment.

**Carbon Reduction Program** means the program created under the Bipartisan Infrastructure Law (BIL) for planning and construction activities that support the reduction of carbon emissions.

**Capacity** means the maximum rate of flow at which persons or vehicles reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions, usually expressed in persons per hour or vehicles per hour.

**Capacity Expansion Project** means a major transportation investment that expands the capacity of any highway or transit system to accommodate additional vehicles. Highway expansion projects involve projects that add through travel lanes including major roadway widening, new roadways, new freeway interchanges, and substantial realignments of existing roadways.

**Capacity Preservation Project** means a transportation investment to preserve the capacity of the existing highway or transit system. Such projects include bridge rehabilitation and replacement, pavement rehabilitation and reconstruction, and low capital cost investments such as traffic signal improvements or safety improvements (e.g. guardrails and minor horizontal/vertical curve realignments). Typical transit projects involve bus and equipment replacement, transit shelters, and garage facility maintenance.

**Carpool** means any vehicle (usually a car) or arrangement in which two or more occupants, including the driver, share use or cost in traveling between fixed, multiple, or variable points (also referred to as ridesharing).

**Census Tract** means an area with generally stable boundaries, defined within counties and statistically equivalent entities, usually used to analyze smaller regions of a population. The U.S. Census Bureau establishes census tracts as relatively homogeneous with respect to population characteristics, economic status, and living conditions.

**Central Business District (CBD)** means an area of a city that contains the greatest concentration of commercial activity. The traditional downtown retail, trade, and commercial area of a city or

an area of very high land valuation, traffic flow, and concentration of retail business offices, theaters, hotels, and services compared to adjacent land uses.

**CE** means construction engineering associated with project construction.

**Citizens Advisory Committee (CAC)** is a committee, organized under the Metropolitan Planning Organization comprised of residents representing a broad spectrum of the community tasked with providing recommendations to the Policy Committee and Technical Advisory Committee on transportation-related topics within the Metropolitan Planning Area and that affect the Metropolitan Planning Organization.

**Climate Change** means the long-term rise in the average temperature of the Earth's climate system, a major aspect of climate change demonstrated by direct temperature measurements and by measurements of various effects of the warming. The *Indiana Climate Change Impacts Assessment* (<https://docs.lib.purdue.edu/climate/2/>) identifies rising average annual temperatures and rising average annual precipitation as the most significant climate change impacts in the state. The climate vulnerabilities for Monroe County include extreme heat and extreme precipitation leading to adverse impacts on the built environment and people (<https://hri.eri.iu.edu/climate-vulnerability/index.html?placeid=MONROE%20County#climateExpoHead> and <https://hri.eri.iu.edu/doc/hri-readiness-assessment-20200124.pdf>). Learn more about climate change impacts in Bloomington at [bloomington.in.gov/sustainability](https://bloomington.in.gov/sustainability) and the current Climate Action Plan at <https://bloomington.in.gov/sustainability/2020-climate-action-plan>.

**CN** means project construction or a capital acquisition such as new vehicles or transit buses.

**Committed Improvement** means funded transportation investments including under construction, but not yet open for operation. Committed projects may additionally involve projects for which design is completed and any environmental clearances approved for construction bid letting.

**Complete Streets** means a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets allow for safe travel by those walking, cycling, driving automobiles, riding public transportation, or delivering goods.

**Comprehensive Planning** means a planning process that requires inclusion of land use, transportation, water and sewage, education, health, and other elements.

**COVID-19 or SARS-CoV-2** means the global novel Coronavirus infectious disease which originated in 2019 which is a severe acute respiratory syndrome primarily spread by close personal contact. January 2020 marked the first reported United States COVID-19 case with a subsequent evolution into a once-in-a-century national public health crisis with over 9.4 million

documented cases and 655,000 deaths nationwide as of September 1, 2021. SARS-CoV-2 genetic variants have since emerged and circulated throughout world populations. Locally, Monroe County has more than 13,600 confirmed cases of COVID-19 resulting in 187 deaths attributed to the disease as of September 1, 2021. In many cases, survivors will experience long-term respiratory and health related symptoms (<https://coronavirus.jhu.edu/map.html>).

**Cross-Town Routes** means a non-radial bus or rail service which does not enter the Central Business District.

**Cumulative Bridge Funds** provide revenues for construction, occasional maintenance, and repair of bridges, approaches, and grade separations. Cumulative bridge fund receipts come from a tax levied on each one hundred dollars (\$100) assessed valuation of all taxable personal and real property within the county or municipality.

**Cumulative Capital Development Funds** are sometimes used for major roadway capital investments or other purposes prescribed by the Indiana General Assembly.

**Daily Vehicle Miles Traveled (DVMT)** means the total number of miles driven per day in a specified area by all vehicle types.

**Deadhead Miles** means the miles a transit vehicle travels without passengers or cargo on board, often to and from a garage or from one route to another.

**Discrimination** means any intentional or unintentional act, or any failure to act, which has the effect of excluding or denying a person from participation in benefits, or has otherwise subjected a person to unequal treatment under any program or activity because of, but not limited to, race, color, or national origin.

**Divided Highway** means a multi-lane facility with a positive barrier median, or a median that is four (4) feet or wider.

**Economic Recession** means a periodic decline in industrial production, employment, real income, and wholesale-retail trade as defined by the National Bureau of Economic Research (NBER). The current United States national recession began in March 2020 with a sharp downturn of economic activities brought about by the COVID-19 pandemic.

**Environmental Justice (EJ)** means the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

**Equity** means the just and fair inclusion into a society in which all can participate, prosper, and reach their full potential. In the context of the 2045 MTP, transportation equity means achieving the goal of sustainable mobility providing access to employment, education, healthcare, and an improved quality of life for all residents.

**Farebox Revenue** means all fare revenue from case fares, passes, and tickets.

**FAST Act** means the Fixing America’s Surface Transportation Act enacted on December 4, 2015, funding surface transportation programs authorizing a \$305 billion investment over fiscal years 2016 through 2020 with provisions for streamlining, performance-based measurements and multimodal transportation.

**Federal Fiscal Year (FFY)** means a twelve month period from October 1st to September 30th.

**Federal Highway Administration (FHWA)** is part of the U.S. Department of Transportation and is responsible for administering federal-aid transportation funds and programs.

**Federal Transit Administration (FTA)** is part of the U.S. Department of Transportation and is responsible for administering federal-aid public transportation funds and programs.

**Geographic Information System (GIS)** means spatial data, presented in an electronic map format, which geographically represents the geometry of the roadways, and its geographically referenced component attributes data integrated through cartography and technology to perform analysis.

**Grant** means an agreement between the federal government and a state or local government, whereby the federal government provides funds or aid-in-kind to carry out specified programs.

**Headway** means the time between consecutive services. If one catches a transit vehicle that “comes every half hour”, then the service you catch has a headway of 30 minutes.

**Highway Safety Improvement Program (HSIP)** is the FHWA’s “core federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. The HSIP consists of three main components, the Strategic Highway Safety Plan (SHSP), State HSIP or program of highway safety improvement projects, and the Railway-Highway Crossing Program (RHCP). In addition, some states also have a High Risk Rural Roads (HRRR) program if they had increasing fatality rate on rural roads.”

**Illustrative Project** means an additional transportation project that may (but not required to) have inclusion in a financial plan for a metropolitan transportation plan, TIP, or STIP if reasonable additional resources were to become available Pursuant to CFR 450. 104 Definitions. If an illustrative project is included in the TIP, no federal action may be taken on that project by the FHWA and the FTA until it is formally included in the financially constrained and conforming Metropolitan Plan and TIP. The TIP Amendment process to Pursuant to CFR 450.330 (e) TIP action by the FHWA and the FTA makes this action possible.

**Indiana Department of Transportation (INDOT)** is the agency that administers and funds multimodal transportation needs within the State of Indiana.

**Indiana Statewide Transportation Improvement Program (INSTIP or STIP)** is Indiana's multi-year program of transportation projects that is comprised of the Transportation Improvement Programs from all of the State's Metropolitan Planning Organizations.

**Land Use** means the purpose or use for land or a structure.

**Level of Service (LOS)** means a qualitative measure describing operational conditions within a traffic flow stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. Typically, a scoring system of A through F describes the level of service. For highways, the LOS definitions found in the *Highway Capacity Manual* (Transportation Research Board Special Report 209) are used.

**LPA** means local public agency as defined under Indiana state statutes.

**Local Road and Street** means the account used exclusively for engineering, land acquisition, construction, resurfacing, restoration, and rehabilitation of highway facilities. Local Road and Street account (LRS) funds, including accelerated allocations, are available for capital investment; however, a portion of the funds must be set aside for preservation projects such as resurfacing, intersection/signalization, and safety improvements.

**Local Share and Local Match** means the non-federal matching funds provided by a local entity for federal matching funds.

**Long Range Transportation Plan (LRTP, Plan or MTP)** means the official multimodal transportation plan adopted by the MPO for the metropolitan area in accordance with federal metropolitan transportation planning guidelines. As a minimum, the transportation plan must have a twenty (20) year horizon and updated every five years (every three years in air quality non-attainment areas). INDOT and FHWA/FTA primarily use LRTP. MPOs interchangeably use the term MTP (Metropolitan Transportation Plan).

**Maintenance Area** means any geographic region of the United States designated as non-attainment pursuant to the Clean Air Act Amendments of 1990 (Section 102e, United States Code 7410 et seq.), and subsequently re-designated to attainment status subject to the requirement to develop a maintenance plan under Section 175 of the Clean Air Act as amended.

**Major Bridge Fund** means (established under IC8-16-3.1) a special fund to address a major obstruction between commercial or population centers which is capable of causing an economic hardship because of excess travel time to conduct a normal level of commerce between the two (2) centers. A major bridge is defined as a structure of 200-feet or longer or

100-feet in a qualified city. The tax levy shall not exceed \$0.0333 per \$100 assessed valuation within the eligible county.

**Major (Metropolitan) Transportation Investment** means a high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or sub-area scale.

**Mass Transportation/Mass Transit** means the provision of general or special transportation service, either publicly or privately, to the public on a regular and continuing basis in an urban area. This does not include a school bus, charter, or sightseeing service.

**Management System** means a systematic process, designed to assist decision-makers in selecting cost effective strategies/actions to improve efficiency and safety of, and protect the investment in the nation's infrastructure. Typical management systems include the pavement management system, bridge management system, transit management system, congestion management system, safety management system, and intermodal management system.

**MAP-21** means Moving Ahead for Progress in the 21st Century Act signed into law in July 2012. MAP-21 consolidated federal funding programs by two thirds, streamlined environmental reviews, altered pedestrian, and bicycle funding, granted development of a national freight policy, and allowed for greater use of innovative financing.

**Metropolitan Planning Organization (MPO)** means the forum for cooperative transportation decision-making for the metropolitan planning area. An MPO, designated by the governor of each state, is composed of the chief-elected officials of the metropolitan planning area.

**Metropolitan Planning Area (MPA)** is the transportation planning area designed by the MPO. As a minimum, the MPA must cover the Urbanized Area (UZA) and the contiguous areas as likely urbanized within a minimum twenty (20) year forecast period covered by the metropolitan transportation plan.

**Metropolitan Transportation Plan (MTP)** means the official inter-modal transportation plan developed and adopted through the metropolitan transportation planning process for the metropolitan area. The MTP is a long range transportation plan with a minimum twenty (20) year horizon.

**Micro-transit** means a form of demand-response transit service offering flexible routing and/or flexible scheduling, often with minibus vehicles.

**Motor Vehicle Highway Account (MVHA)** means the account which derives receipts from motor vehicle registration fees, licenses, driver's and chauffeur's license fees, gasoline taxes, vehicle transfer fees, certificate of title fees, weight taxes or excise taxes, and all other special taxes, duties, or excises of all kinds on motor vehicles, trailers, motor vehicle fuel, or motor vehicle owners or operators.

**Multi-Use Trail or Pathway** means a hard surface, off-road path for use by bike, foot, and other non-motorized traffic typically not within the road right-of-way.

**National Highway System (NHS)** means a federal transportation program, authorized in 1995, that includes the Interstate Highway System and other roads important to national defense, commerce, and mobility. The NHS in Indiana includes 2,897 miles of roadways developed by the U.S. Department of Transportation, in cooperation with INDOT and the State's MPOs.

**No Build Condition, Option, Alternative, or Alternate** means a transportation plan, program, or alternative involving no major capital investment, additionally known as the "do-nothing" option. The No Build condition typically includes the existing transportation system plus committed or already programmed improvements to the transportation system.

**Non-Attainment Area** means a geographic region of the United States that fails to meet National Ambient Air Quality Standards (NAAQS) for transportation related pollutants as designated by the Environmental Protection Agency (EPA).

**Operating Expense** means the total of all operating costs incurred during the reporting period.

**Operating Subsidy** means the revenue received through federal, state, and local cash grants or reimbursements to fulfill operating expense obligations not covered by fares or other revenues generated by the transit system.

**Operational Improvement** means a capital investment for the installation of traffic surveillance and control equipment, computerized signal systems, motorist information systems, integrated traffic control systems, incident management programs, and transportation demand management facilities, strategies, or programs.

**Pandemic** means the COVID-19 global coronavirus pandemic first identified in the latter half of calendar year 2019 leading to socioeconomic disruptions and a global economic recession bordering on economic depression.

**Pathway** means a hard surface path physically separated from the road with a grass or tree plot within a road right of way for the use of pedestrians, bicyclists, and other non-motorized users.

**Peak Direction** means the direction of higher demand during a peak commuting period.

**Peak Hour** means that one-hour period during which the maximum amount of travel occurs.

**Policy Committee (PC)** is a committee of the MPO which reviews and approves transportation policy. It is composed of local elected and appointed officials from area municipalities, Indiana University, and state and federal transportation agencies.

**Preliminary Engineering (PE)** means the first phase of a transportation improvement project which defines scope and project design.

**Primary Arterial** means a class of street serving major movement of traffic, typically carrying over 20,000 vehicles per day.

**Primary Collectors** means roadways that typically carry 3,000 to 10,000 vehicles per day.

**PROTECT** means the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) formula funds program involving preliminary engineering and design work, and other preconstruction activities; and construction, reconstruction, rehabilitation, and acquisition of real property (including land related to the project and improvements to land), environmental mitigation, and construction contingencies.

**Public Mass Transportation Fund (PMTF)** means a special fund created by the State of Indiana under state statute (I.C. 8-23-3-8) to promote and develop transportation within Indiana. The allocation of funds to Indiana public transit systems relies on a performance-based formula.

**Racial Justice** means the systematic fair treatment of people of all races that results in equitable opportunities and outcomes for everyone by ensuring that all people are able to achieve their full potential in life, regardless of race, ethnicity, or the community in which they live. A racial justice framework can move us from a reactive posture to a more powerful, proactive, and even preventive approach. The “Black Lives Matter” movement is an example of people coming together to promote and demand racial justice, and the MTP strives to follow its lead as a guiding principle.

**Radial Routes** means transit service patterns, in which most routes converge into and diverge from a central transfer point or hub, like spokes of a wheel. Routes timed to arrive and depart at the same time represent a “pulse system”.

**Regional Transit Authority** means a special-purpose district organized as either a corporation chartered by statute, or a governmental agency, created for the purpose of providing public transportation within a specific region.

**Revenue** means all operating funds associated with the provision of transit service in the context of public transportation.

**Roadway** means any road, street, parkway, or freeway/expressway that includes right-of-way, bridges, railroad/highway crossings, tunnels, drainage structures, signs, guardrails, and protective structures in connection with highways.

**Rural Transit (RT)** means a local public agency transportation service provide by the Area 10 Agency on Aging offering service in Monroe, Lawrence, Owen, and Putnam Counties.



**SAFETEA-LU** refers to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users. This is the five-year federal transportation program authorizing the annual funding for federal transportation programs and replaced TEA-21.

**Secondary Arterial** means a street typically carrying 10,000 to 20,000 vehicles per day.

**Secondary Collector** means roadways in Bloomington that typically carry less than 3,000 vehicles per day.

**Sidewalk** means a hard-surface path within the street right-of-way designated for the exclusive use of pedestrian traffic.

**Strategic Highway Safety Plan (SHSP)** means the *Indiana Strategic Highway Safety Plan* required under title 23 U.S.C. § 148 that identifies critical highway safety problems and opportunities for saving lives, reducing suffering and economic losses resulting from traffic crashes. The SHSP additionally coordinates the traffic safety activities of state agencies, municipal entities and private highway safety organizations.

**Signed Bike Routes** means a street that is safe for use by both vehicles and bicycles without a designated bike facility. These routes have appropriate signage markings.

**Social Justice** means that all people should have equal access to wealth, health, well-being, justice, privileges, and opportunity regardless of their legal, political, economic, or other circumstances.

**State Fiscal Year (FY)** means the State of Indiana's twelve month period from July 1st to June 30th.

**Statewide Transportation Improvement Program (STIP or INSTIP)** means the official statewide, multimodal transportation plan developed through the statewide transportation planning process.

**Surface Transportation Block Grant Program (STBG)** means the FAST Act [FAST Act § 1109(a)] conversion of the Surface Transportation Program (STP) into the Surface Transportation *Block Grant* Program (STBG) that promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs.

**Sustainable Development** means development that meets the needs of the present without compromising the ability of future generations to equitably meet their own environmental, economic, and social needs.

**Sustainability** means meeting our own present environmental, economic, and social needs without compromising the ability of future generations to meet their own environmental, economic, and social needs.

**Thoroughfare Plan** means the official plan for the designation and preservation of major public road rights-of-way in accordance with the Indiana Code (IC 36-7-4-506).

**Technical Advisory Committee (TAC)** is a committee of the MPO which provides technical advice on transportation projects and programs. It consists of planners, engineers, transit system managers, and other relevant managers from local public agencies from within an MPO metropolitan planning area.

**TIF (Tax Increment Financing Funds)** refers to taxes payable on assessed value in excess of taxes attributable to the assessed value constituting the base—the “base” being the assessed value of the property in the area that existed prior to the designation of the area as a designated redevelopment allocation area.

**Transportation Alternatives (TA)** means a set-aside of Fast Act STBG funding for transportation alternatives encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity. The FAST Act sets aside an average of \$844 million per year for TA. Unless a state opts out, it must use a specified portion of its TA funds for recreational trails projects.

**Transportation Asset Management Plan (TAMP)** refers to INDOT’s 10-year tactical-level management plan which focuses on the achievement of strategic objectives through analysis, options development, programs, delivery mechanisms, and reporting mechanisms established under 23 CFR Part 490.

**Transportation Demand Management (TDM)** means strategies or actions taken to reduce or shift the peak-hour of travel demand or to shift the mode of travel demand. Typical actions to shift or reduce the peak-hour of travel demand involve programs to shift work hours, limit the trip generation of new development, and congestion tools. Typical actions to shift the mode of travel include transit fare subsidy programs, control of parking fees, and expansions of transit services, construction/designation of high occupancy vehicle lanes or preferential parking areas, and construction of pedestrian and bicycle facilities.

**Transportation Equity Act for the 21st Century (TEA-21)** means a former six-year federal ground transportation program covering highways, transit, and transportation enhancement activities. TEA-21 authorized annual funding for federal transportation programs prior to the approval of SAFETEA-LU in 2005.

**Transportation Improvement Program (TIP)** means the staged, multi-year, multimodal program of transportation projects which is consistent with the metropolitan transportation plan.

**Transportation System Management (TSM)** means a variety of low-cost capital investments or programs to preserve roadway capacity including signal system improvements, intersection improvements (adding turn lanes), access control policies, and transportation demand management strategies.

**Urbanized Area (UZA)** means a statistical geographic area defined by the U.S. Census Bureau that consists of a central core and adjacent densely settled territory containing a population of at least 50,000 people.

**Unified Planning Work Program (UPWP)** means the document describing urban transportation and transportation related activities undertaken in an area during a specified period of time. The Metropolitan Planning Organization (MPO) prepares the UPWP.

**Vision Zero** means a multi-national road traffic safety program that aims to achieve a highway system with no fatalities or serious injuries involving road traffic.

**Volume to Capacity (V/C) Ratio** means the observed number of vehicles or persons passing a point on a lane, roadway, or travel-way compared to the maximum rate of flow at that point.

**Wheel Tax** means the motor vehicle excise surtax and wheel tax that are county option taxes on motor vehicles which provide revenue to counties, cities, and towns for road construction, reconstruction, repair, or maintenance of streets, roads, and bridges.

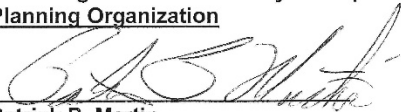
# Appendix I: Self-Certification

## FY 2022 TRANSPORTATION PLANNING PROCESS CERTIFICATION

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 (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**

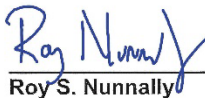


Patrick P. Martin

**Senior Transportation Planner**  
Title

8/15/21  
Date

**Indiana Department of Transportation**



Roy S. Nunnally

**Director, INDOT**  
**Technical Planning & Programming**  
Title

8/13/2021  
Date

# **Appendix J:**

## **BMCMPO FY 2024-2028 TIP Adoption Resolution**

To be Issued as a future date.

# **Appendix K: Public Participation Legal Notice**

**Publish Date: May 12, 2023 and May 14, 2023**

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**Public Participation Notice**  
**BMCMPO FY 2024-2028 Transportation Improvement Program**

In accordance with its Public Participation Plan, the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) shall hold a thirty (30) day public review of the **Draft Fiscal Year 2024-2028 Transportation Improvement Program (TIP)**. Written comments on the Draft Program shall open on **May 12, 2023** and close at 5:00 p.m., on **June 10, 2023**. The BMCMPO Policy Committee shall vote on the FY 2024-2028 TIP at their scheduled meeting held after **June 10, 2023**.

A copy of the *Draft FY 2024-2028 Transportation Improvement Program* is available for public review in a printed paper format at:

- City of Bloomington Planning and Transportation Department  
401 N. Morton St. Ste. 130  
Bloomington, IN 47404; or
- Online electronically and downloadable at:  
<https://bloomington.in.gov/mpo/transportation-improvement-program>

The BMCMPO will accept written comments during the public review period. Written comments can be submitted to:

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO)  
PO Box 100  
Bloomington, IN 47402

Please contact MPO staff at [rachael.sargent@bloomington.in.gov](mailto:rachael.sargent@bloomington.in.gov) or [martipa@bloomington.in.gov](mailto:martipa@bloomington.in.gov) for further information.

# **Appendix L: Draft FY 2024-2028 TIP - Record of Public Comments Letter**

To be completed upon completion of the public comment period.



# **Appendix M: FY 2024-2028 TIP Approval Letter**

To be Issued as a future date.

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