



## TECHNICAL ADVISORY COMMITTEE

February 28, 2024

10:00 – 11:30 a.m.

Bloomington City Hall - Council Chambers and Virtual Location via Zoom

Join Zoom Meeting

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

Meeting ID: 865 723 1124

Passcode: BMCMPPO

Dial by your location

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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.**

The City is committed to providing equal access to information. However, despite our efforts, at times, portions of our board and commission packets are not accessible for some individuals. If you encounter difficulties accessing material in this packet, please contact the Melissa Hirtzel at [hirtzelm@bloomington.in.gov](mailto:hirtzelm@bloomington.in.gov) and provide your name, contact information, and a link to or description of the document or web page you are having problems with.

- I. Call to Order and Introductions
- II. Approval of Meeting Agenda\*
- III. Approval of Minutes\*
  - a. January 24, 2024
- IV. Communications from the Chair and Vice Chair
- V. Reports from Officers and/or Committees
- VI. Reports from the MPO Staff
  - a. BMCMPPO 2050 Metropolitan Transportation Plan - Status Report
  - b. Urban Area Boundary Based on 2020 Census - Status Report
  - c. INDOT Transportation System Safety Summit - 01-26-24
- VII. Old Business
  - a. None
- VIII. New Business
  - a. BMCMPPO FY 2024-2028 TIP Amendments\*
    - (1) DES#2101774 [DES#2400027] - I-69 Wrong Way Signage with LED Lights at the Intersections of I-69 & Fullerton Pike and I-69 & SR 45/W Bloomfield Rd
  - b. INDOT Annual Performance Measures - CY 2024 Safety Target Declaration\*  
(<https://www.nhtsa.gov/highway-safety-grants-program/state-performance-targets>)

- c. BMCMPPO Draft FY 2025-2026 Unified Planning Work Program  
(<https://bloomington.in.gov/mpo/unified-planning-work-program>)

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. Policy Committee - March 8, 2024 at 1:30 p.m. (Hybrid)
- b. Technical Advisory Committee - March 27, 2024 at 10:00 a.m. (Hybrid)
- c. Citizens Advisory Committee - March 27, 2024 at 5:30 p.m. (Hybrid)

XII. Adjournment

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

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



## TECHNICAL ADVISORY COMMITTEE

January 24, 2024

10:00 – 11:30 a.m.

Bloomington City Hall - Council Chambers and Virtual Location via Zoom

### Meeting Minutes

**Members Present:** John Baeten, Meghan Blair, Neil Kopper (P), John Connell, Jane Fleig, Jackie Jelen, John Kennedy (V), Linnea Wellings (P), Paul Satterly, Jackie Scanlan, Hunter Jackson (P), Beth Crossairt (P)

**Staff Present:** Rachael Sargent, Patrick Martin

**Guests:** Joy Brown, LeAnna Faubian, Katie Gandhi, Melissa Hirtzel, Kendall Knoke

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#### I. Call to Order and Introductions

#### II. Approval of Meeting Agenda\*

**\*\* John Baeten moved for approval of the meeting agenda. Neil Kopper seconded. Motion passed by a roll call vote (11-0).\***

#### III. Election of Calendar Year (CY) 2024 Technical Advisory Committee Officers\*

- a. Chair
- b. Vice-Chair

**\*\* Jane Fleig moved for Nate Nickel to remain Technical Advisory Committee Chair and Paul Satterly Technical Advisory Committee Vice-Chair. Neil Kopper seconded. Motion passed by a roll call vote (11-0).\***

#### IV. Approval of Minutes\*

- a. December 6, 2023

**\*\* John Baeten moved for approval of the December 6, 2023 meeting minutes. Neil Kopper seconded. Motion passed by a roll call vote (11-0).\***

#### V. Communications from the Chair and Vice Chair

VI. Reports from Officers and/or Committees

VII. Reports from the MPO Staff

- a. BMCMPPO CY 2024 Meeting Calendar  
Rachael Sargent presented 2024 Committee Meeting Schedule.
- b. BMCMPPO Metropolitan Planning Organization 101 - Introductory Overview  
Rachael Sargent presented the BMCMPPO MPO 101 material.
- c. BMCMPPO 2050 Metropolitan Transportation Plan - Status Report  
Pat Martin provided the update on the 2050 Metropolitan Transportation Plan.
- d. BMCMPPO FY 2025-2026 Unified Planning Work Program - Status Report  
Pat Martin provided the update on the FY 2025-2026 Unified Planning Work Program.
- e. Bloomington Transit - Regional Transit Summit - 01-24-24  
Pat Martin alerted the Committee about the Bloomington Transit Regional Summit, held on January 24, 2024.
- f. INDOT Transportation System Safety Summit - 01-26-24  
Pat Martin alerted the Committee about the Indiana Department of Transportation Transportation System Safety Summit, held on January 26, 2024.

VIII. Old Business

- a. Urban Area Boundary Based on 2020 Census  
Rachael Sargent provided update indicating the BMCMPPO is awaiting Federal Highway Administration's response regarding the urban area boundary.

IX. New Business

- a. BMCMPPO FY 2024-2028 TIP Amendments\*
  - (a) DES#2200146 - Eagleson Avenue Bridge over IN RR
  - (b) DES#2100590 - I 69 NBL over UNT Clear Creek, 2.12 S SR 37
  - (c) DES#2100591 - I 69 SBL over UNT Clear Creek, 2.12 S SR 37
  - (d) DES#2100592 - I 69 NBL over UNT Clear Creek, 1.20 S SR 37
  - (e) DES#2100593 - I 69 SBL over UNT Clear Creek, 1.20 S SR 37
  - (f) DES#2100594 - I 69 NBL over Indian Creek, 1.70 N SR 445
  - (g) DES#2100595 - I 69 SBL over Indian Creek, 1.70 N SR 445
  - (h) DES#2100596 - I 69 NBL over Indian Creek, 2.68 N SR 445
  - (i) DES#2100597 - I 69 SBL over Indian Creek, 02.68 N SR 445
  - (j) DES#2100598 - I 69 NBL over Breeden Rd, 02.79 N SR 445
  - (k) DES#2100599 - I 69 SBL over S Breeden Rd, 02.79 N SR 445
  - (l) DES#2100600 - I 69 SR 37 NB ramp to I-69 SB bridge over I-69 NB/SB, 2.91 miles S of SR-45

- (m) DES#2100628 - I 69 NBL over Bolin Lane, 00.59 S SR 37
- (n) DES#2100629 - I 69 SBL over Bolin Lane, 00.59 S SR 37
- (o) DES#2100658 - I-69 SB ramp to SR 37 SB Bridge over I-69 NB/SB, 3.00 miles S of SR-45
- (p) DES#2100659 - I 69 SBL over S Lodge Rd, 3.03 S SR 37
- (q) DES#2100660 - I 69 NBL over W Tramway Rd, 01.79 S SR 37
- (r) DES#2100661 - I 69 SBL over W Tramway Rd, 01.79 S SR 37
- (s) DES#2100662 - I 69 NBL over S Lodge Rd, 3.03 S SR 37
- (t) DES#2100663 - I 69 NBL over S Rockport Rd, 5.21 N SR 445
- (u) DES#2100664 - I 69 SBL over S Rockport Rd, 05.21 N SR 445
- (v) DES#2100682 - I 69 W Vernal Pike Bridge over I-69, 0.59 miles S of SR 46
- (w) DES#2100684 - I 69 S Burch Rd bridge over I-69 NB/SB, 7.02 miles N of SR 54
- (x) DES#2100726 - I 69 S Harmony Rd Bridge over I-69 NB/SB, 8.95 miles N of SR 54
- (y) DES#2200619 - I 69 West Arlington Road, 0.07 mile N of SR 46
- (z) DES#2200632 - I 69 NBL over Griffy Creek, 2.97 miles N of SR 46
- (aa) DES#2200633 - I 69 SBL over Griffy Creek, 2.97 miles N of SR 46
- (bb) DES#2200634 - I 69 Walnut Street SB Ramp over I-69 NB/SB, 2.92 miles N of SR 46
- (cc) DES#2200635 - I 69 over Bean Blossom Overflow, 3.28 miles N of SR 46
- (dd) DES#2200734 - I 69 Kinser Pike, 2.47 miles N of SR46
- (ee) DES#2200744 - I 69 Sample Road, 6.30 miles N of SR 46
- (ff) DES#2001983 - SR 46 05.65 mi E of SR 446
- (gg) DES#2002034 - SR 46 Over BR N Fork Salt Creek, 04.86 mi E of SR 446
- (hh) DES#2100688 - SR 46 over Stephens Creek, 03.00 E SR 446
- (ii) DES#1800086 - SR 45 From the Bloomington bypass to the intersection of Pete Ellis
- (jj) DES#1800199 - SR 45 At the intersection of Pete Ellis Dr
- (kk) DES#2000231 - SR 45 from the SR 46 bypass to N Russell Rd
- (ll) DES#2100766 - SR 37 over UNT Clear Creek, 1.45 miles S of I-69
- (mm) DES#2100808 - SR 48 over Unnamed Ditch, 2.34 miles E of SR 43
- (nn) DES#2200572 - SR 446 Over Unnamed Ditch, 5.1 miles N of SR 58
- (oo) DES#1901791 - VA VARI Seymour District Placeholder for Raised Pavement Markings (RPM) in FY 2024
- (pp) DES#1901701 - VA VARI Various locations on US 31 and US 421 in the Seymour District
- (qq) DES#2100189 - VA VARI Seymour District Placeholder for Raised Pavement Markings (RPM) Refurbishments for 2026
- (rr) DES#2100157 - VA VARI Seymour District Placeholder for Traffic Signal Modernizations 2026
- (ss) DES#2100195 - VA VARI Seymour District Placeholder for 2026 Traffic Other Type Systemic Safety
- (tt) DES#2200935 - VA VARI Seymour District Placeholder for RPM Refurbishments for 2027
- (uu) DES#2200937 - VA VARI Seymour District Placeholder for Traffic Signal Modernizations for 2027

(vv) DES#2201149 - VA VARI Traffic Signal Modernizations at various locations in Seymour District

(ww) DES#2201216 - VA VARI Various locations in Seymour District for New Raised Pavement Markings

(xx) DES#1800371 - SR 37 At intersection of Dillman Road in Bloomington

**\*\* John Baeten moved for approval of the FY 2024-2028 TIP Amendments. John Connell seconded. Motion passed by a roll call vote (11-0).\***

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XIII. Adjournment

**\*\*John Baeten motioned for adjournment.\***

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# INDIANA DEPARTMENT OF TRANSPORTATION

## State of Indiana, Transportation System Safety Summit

January 26<sup>th</sup>, 2024

### AGENDA

- 8:00 AM – 9:00 AM **Breakfast and Networking**
- 9:00 AM – 9:10 AM **Opening Remarks** – Mike Smith, INDOT Commissioner
- 9:10 AM – 9:25 AM **Remarks** – Superintendent Doug Carter, Indiana State Police Superintendent
- 9:25 AM – 9:40 AM **Remarks** – Andy Cook, Former City of Westfield Mayor
- 9:40 AM – 9:45 AM **Remarks** – Jermaine Hannon, Federal Highway Administration, Indiana Division Director
- 9:45 AM – 10:00 AM **Break**
- 10:00 AM – 11:00 AM **Reviewing the Data** – Dan McCoy, INDOT Traffic Engineering Director & Taylor Ruble, INDOT Senior Traffic Mobility Engineer
- 11:00 AM – 11:30 AM **Public Safety Panel** – Moderator – Rusty Fowler INDOT Vincennes District Deputy Commissioner
- Sheriff Doug Vantlin (Knox Co.)
  - Indiana State Police Representative
  - Indiana Criminal Justice Institute Representative
- 11:30 AM – NOON **Local Government Panel** – Moderator - Clark Packer, INDOT Deputy Commissioner of Operations
- Commissioner Kellie Streeter - Knox County Commissioner, Indiana County Commissioner’s President
  - Commissioner Suzanne Weirick – Elkhart County Commissioner
  - Anna Gremling – Exec. Director, Indianapolis Metropolitan Planning Org.
- NOON – 1:00 PM **Lunch Break** – City Barbecue
- 1:00 PM – 1:30 PM **Federal Partner Panel**
- Rick Drumm – Transportation Specialist, Federal Highway Administration (FHWA)
  - Kari Kennard - Deputy Regional Administrator, U.S. Department of Transportation, National Highway Traffic Safety Administration (NHTSA)
  - Christina De Los Santos-Baker - Indiana Division Director, Federal Motor Carrier Safety Administration (FMCSA)
- 1:30 PM – 2:00 PM **Presentation** - Purdue Local Technical Assistance Program (LTAP) – Laura Slusher, LTAP Traffic Safety Engineer
- 2:00 PM – 2:15 PM **Break**
- 2:15 PM – 2:45 PM **Presentation** - Purdue Joint Technical Research Program (JTRP) – Darcy Bullock, Professor of Civil Engineering at Purdue University and Director of the Joint Transportation Research Program (JTRP)
- 2:45 PM – 3:30 PM **INDOT Funding/Resource Presentations**
- INDOT Safety Funding – Karen Hicks – INDOT Project Finance Director
  - Local Program Resources – Kathy Eaton McKalip – INDOT Local Programs Director
  - INDOT Traffic Safety Resources – Mike Holowaty – INDOT Traffic Safety Manager
  - Q&A
- 3:30 PM – 3:35 PM **Closing Remarks** – Mike Smith, INDOT Commissioner

# Traffic Safety in Indiana

## *Finding the Way Forward*

Dan McCoy, P.E., Director of Traffic Engineering

Taylor Ruble, P.E., Traffic Safety Engineer

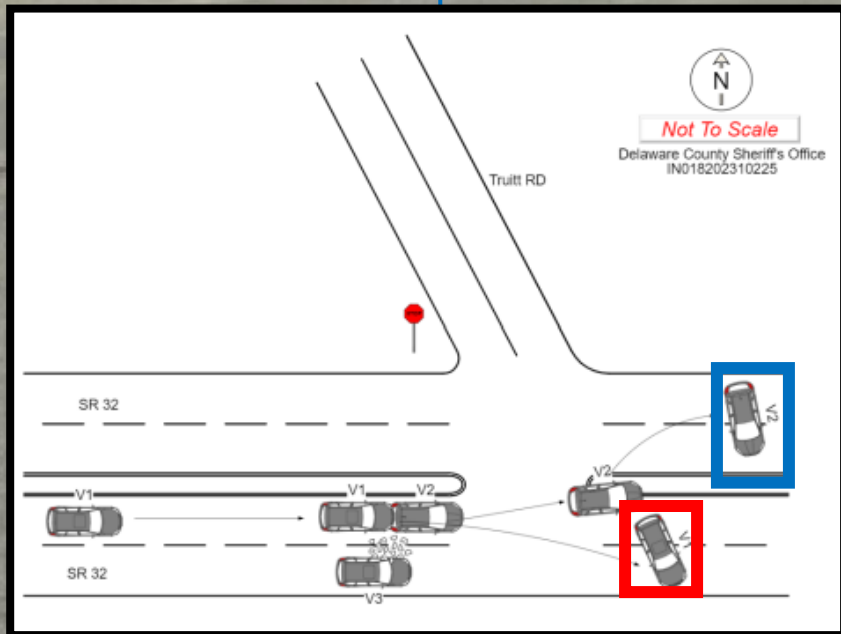
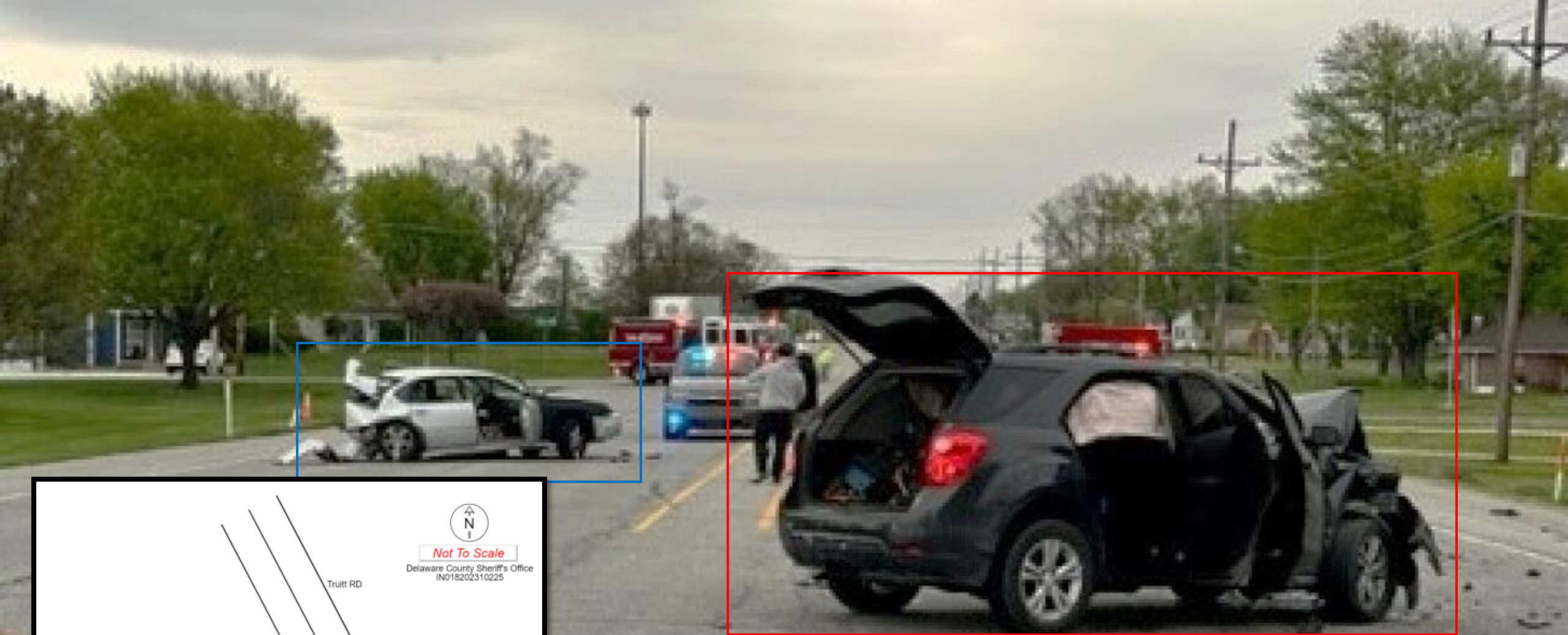
January 2024



# Outline

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- Indiana Safety
- How are Safety Issues Identified
- Statewide Trends
- Rural Safety Trends & Solutions
- Urban Safety Trends & Solutions
- Intersection Safety
- Behavioral Safety
- Proven Safety Countermeasures for Local Governments
- What is INDOT Doing?



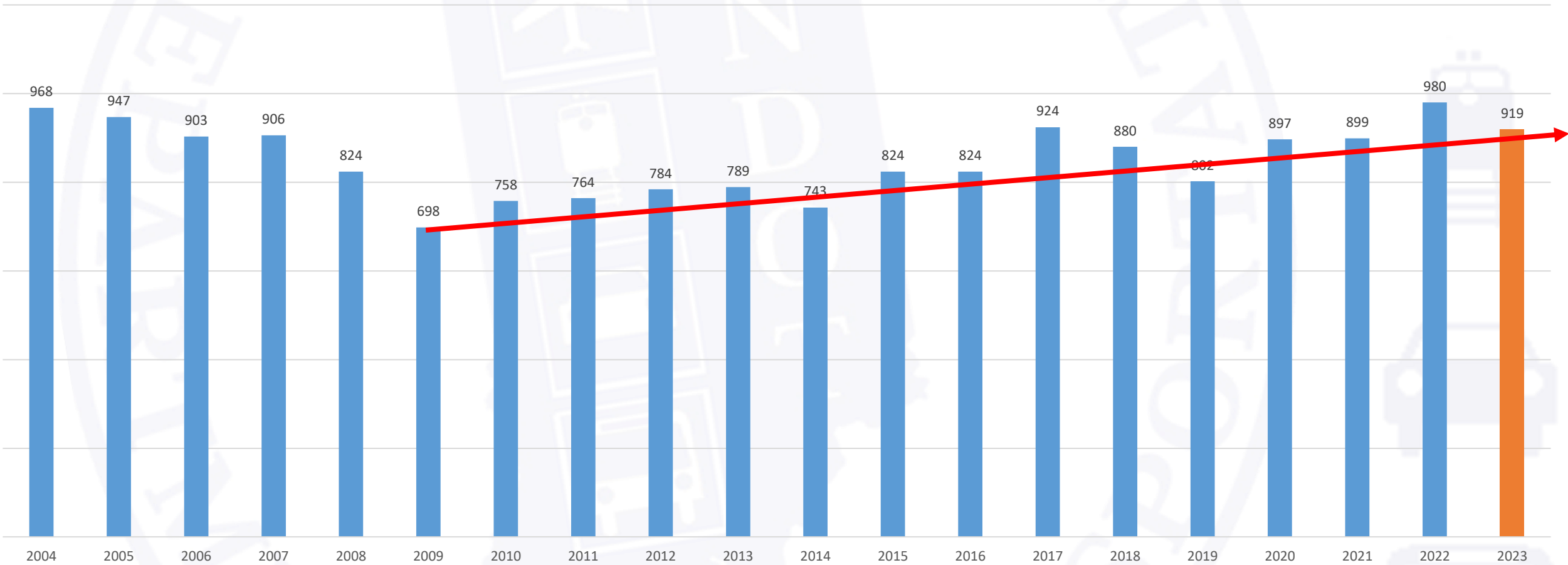
More than just a number

# 2023 Roadway Deaths Indiana

DAMION, DILLON, CHARLES, WILLIAM, DAVID, GOLMAND, TERRANCE, ROBERT, MICHAEL, KEISHON, BETH, MILES, MANUEL, SARAH, BENNIE, GUNNER, OLIVIA, WANITA, AMY, WELDON, ALBERT, MELINDA, LAYCIE, EARL, LUCIOUS, KATRENA, ADAM, ISABELLA, MICHAEL, JEREMIAH, LAINE, JEREMY, JOSHUA, CAROLYN, RONNA, CARY, ALISHA, DANIELLE, BRITTANY, MATTHEW, OLIVER, JORDAN, HANNAH, EDWIN, BRENDA, GREGORY, KARL, KAP, GREGORY, NOAH, ANTHONY, CLARA, JEREMY, DYLAN, JEREMIAH, FIDEL, ALMAMY, PAMELA, SUTTON, RICARDO, BENJAMIN, EMMA, JOHN, LINDA, EMMA, MICHAEL, TIFFANY, NOAH, SCOTT, GEORGE, JOHN, LINDA, RODNEY, WILLIAM, LINDA, THEODORE, GARY, JOSHUA, TIFFANY, JOSHUA, OSCAR, ROBERT, MILO, JIMMY, ERNEST, DONNA, JONAH, LEE, TODD, DANA, RASHAUN, MICHAEL, KAMERON, JEFFREY, ASHTYNN, PHILIP, TIMOTHY, KARLIE, KAPONO, DANNY, NINA, ASHTYNN, LAILA, JURELL, FERNANDA, BERNARD, KAPONO, ERNEST, KAPONO, ANDREW, PHILIP, ALEXIS, ASHTON, AVERY, ETHAN, CHRISTOPHER, KENNETH, RUTHELYN, ZACHERY, KENNETH, CODY, OSCAR, DOUGLAS, EDGAR, JOSHUA, DOUGLAS, ROBERT, AMBER, DOUGLAS, STEPHEN, WILLIAM, AIDAN, TAYSHA, CHANTEL, DENNIS, MICHELLE, KIMMUEL, TERRI, KANE, ETHAN, TAYSHA, JEROME, TERRI, BARBARA, MICHAEL, JAMES, BROOKE, RICHARD, BARBARA, TIMOTHY, MICHAEL, AIDAN, TODD, JEROME, LAVELL, KYARI, TAYSHA, JUSTIN, ALEX, CONNOR, FREDRICK, JOE, NICOLE, JOHN, OCTAVIA, FREDRICK, RONALD, NORBERTO, OCTAVIA, RONALD, STEPHAN, NEIL, BRITTANY, NORBERTO, OCTAVIA, ZACKARY, NORBERTO, JUSTIN, CHRISTOPHER, ZACHARY, CALEB, QUINTIN, RICHARD, HOWARD, ZACHARY, LOWELL, TIFFANY, ANTHONY, ETHAN, CARRIE, ZACHARY, FRANKLIN, CALEB, TIFFANY, CHARLES, CHRISTOPHER, TERRY, RONALD, VANCE, BEVERLY, JONATHON, JAMES, NATHAN, NITIKA, BRANDI, MICHAEL, JOE, ARIEL, GARY, JOHN, NITIKA, KEVIN, CORINA, ADAN, DONNA, JOSIE, RAY, JENEKA, ROBERT, SARA, DON, AMJAD, WILLIAM, JOSIE, KEITH, FREDDIE, ADAM, ROBERT, ANGELINA, TAMMY, DON, JASON, DEONNA, ZACHARY, CORINA, BARBARA, DON, JOEL, DOROTHY, NOAH, TIMOTHY, LUIS, BARBARA, DAMEION, JAWAN, COLT, NOAH, ROBERT, TERRY, MARY, MICHAEL, DORA, EVA, KARL, STEPHEN, EZEQUIEL, MARY, DORA, PHILLIP, JOSE, JADEN, LARRY, ROBERT, BENJAMIN, LEJERI, DORA, JOSE, KEVIN, CARL, RANDY, BRIAN, MELISSA, ROBERT, ALFRED, DIONNA, KAYSIE, DARRA, DIEGO, JORDAN, ALFRED, GOLDIE, FERNANDO, CULLEN, BRIAN, MELISSA, ALFRED, BRITTANY, JORDAN, BRENT, TUCKER, BABY, JORDAN, BRENT, KELLY, KEVIN, BRITTANY, AMBER, BABY, JORDAN, BRENT, KELLY, KEVIN, MIGUEL, BRANDEN, BRITTANY, JARICE, DAVID, BABY, KELLY, ERIK, ROBERT, DENNIS, BRADLEY, JESSE, JOHN, CARLOS, SPENCER, TUCKER, ROBERT, DAVID, JOHN, ERIK, LOGAN, LOGAN, ROBERT, CONNOR, GARY, TIFFANIE, ROBERT, ROBERT, ROBERT, MICHELLE, TYRONE, ROBERT, LOGAN, BENJAMIN, ERIK, JESSE, EFFICE, EFFICE, AMITY, MAURO, WILLIAM, DALTON, NAYELI, EDUARDO, CHARLES, DONALD, CHERYL, HARLEY, AARON, JUAN, CHARLES, ZACHARY, WAYNE, CHERYL, LOGAN, EDUARDO, BLAKE, WILLIAM, ENEDELIA, CHARLES, FANNIE, ISIAH, MARGO, JOHN, KATHLEEN, ROBERT, TORRANCE, ANDRE CASEY, SHELLIE, ROBERTO, JUAN, JOHN, ARNALDO, MARGO, MICHAEL, DAMON, BENJAMIN, GJJ, CARL, MARGO, ISIAH, SHELLIE, KEVIN, SHELLIE, ALFREDO, ZACHARY, TORRANCE, KIARA, CHARLES, DENNIS, DANIEL, ROBERT, TORRANCE, ROBERTO, JORDAN, BRAYDON, ANITA, GARY, KEVIN, BOBBIE, ANITA, PATRICK, ANN, MILES, TYLER, MEGAN, KYLE, MEGAN, ZACHARY, ANITA, DIANE, PATRICK, CAMERON, SANDRA, PATRICK, KATELYN, BIANCA, KATELYN, IKER, BIANCA, BRAYDON, ANNETTE, GORDON, ANTHONY, LARRY, RONNIE, JOHN, ALAN, DEVON, SHAMSIDDIN, WESLEY, MATTHEW, EDWARD, STANLEY, KEVIN, SARAH, ANGEL, MATTHEW, BELNARD, JAMES, SHANE, DEVON, SHAMSIDDIN, NATHANIEL, RANDAL, HERSHEL, GORDON, SHAMSIDDIN, MARIA, ALAN, THOMAS, OLIVER, CHARLES, ALAN, NICHOLAS, TAULANT, NICHOLAS, IDEKO, NEIL, MICHAEL, MARJORIE, DEVIN, DONNIVAN, SANDRA, MICHAEL, KALEB, NEIL, LARRY, NADIA, HALEY, JOHN, BENNIE, KELLI, KENYA, CHARLES, RONALD, NADIA, MATTHEW, ALAN, IDEKO, DARRELL, DAVID, JON, CHARLES, ALAN, NADIA, IDEKO, ROBERT, MAH, CHARLES, ADITI, ALKESH, CHARLES, KAYLA, HINA, ANDREW, CHEYENNE, MARK, EUGENE, STUART, BRETT, CHEYENNE, ANTOINE, ERIK, GARY, CHRISTOPHER, CHARLES, MAH, DAVID, LUKA, PHILLIP, NATHANIEL, EUGENE, MONTY, LOYD, ETHAN, GALANT, KEVIN, JOSHUA, FRANK, JOSEPH, GAIL, LANE, ERIC, GEORGE, MATHEW, BRUCE, TROY, KENNETH, SHELBY, ROBERT, BRENDON, JENNIFER, RYAN, TRISTAN, SCOTT, STEVEN, KENDALL, JASNOOR, MELVIN, RYAN, KEVIN, GARY, ALICIA, TERRY, CODY, BRANDEN, JYI, CURTIS, MARK, JANE, JEREMIAH, ROBERT, DOMINICK, JIM, DWIGHT, ELGIN, JERIMIAH, ALLAN, REESE, STEVEN, EDWARD, ROBERT, BENJAMIN, JACKLYN, FRANK, NICHOLAS, JODI, COREY, CHRISTOPHER, WESTEN, MAVERICK, THERESA, CHARITY, CHERYL, ZEPHANIAH, RICHARD, STEPHEN, GRACE, ANDREW, VICTOR, ELIZABETH, TERRY, MICHAEL, JIMMIE, MICHAEL, TERRY, LUIS, IVAN, BLAIR, CHRISTIE, SHERRY, DOUGLAS, TIAA, WARREN, TERRY, MICHAEL, ERIC, THOMAS, MICHAEL, THOMAS, LAWRENCE, STEPHEN, NICOLE, CORBIN, LAURIE, JEREMIAH, NATHAN, MICHAEL, SABINO, DESTINY, SARA, CHARLOTTE, CAITLIN, ANтарICKA, TRAVIS, ANTONIO, HEAVEN, ROBERT, MICHAEL, TRACY, TYANA, GHEBREHIWET, NICHOLAS, BRENNEN, JOHN, JAXSON, JAMIE, VINCENT, DANNY, MIGUEL, BEVERLY, JOSHUA, JARROD, CARYLE, BETTY, CHRISTINE, HARLEY, BILLY, ASHLEA, ERIC, GARRETT, SHANE, ZACHARY, CINDY, STEVEN, REBECCA, MATEO, TONY, ANNE, JOHNNY, JOSEPH, TERENCE, TAYLOR, JOSEPH, WILLIAM, TONYA, DAVID, GARRETT, HOLLIE, MARIA, JAMES, DANIELLE, LINDEN, STEVEN, JENNIFER, WILLIAM, BLAYNE, SUSAN, JAMES, JESSICA, WILLIAM, PEGGY, ANTHONY, ZACHARIA, MICHAEL, STEPHEN, MARLAN, ANDREW, ANTHONY, DAVID, BRYN, TERRIE, CAROLYN, WILLIAM, RAFAEL, JOHN, ROLAND, MARSHALL, CHRISTINA, DONALD, WAYDE, JOHN, DONNA, WILMAN, ROBBIE, TRISTAN, SANDY, STEVEN, JACOB, MARK, CHRISTINA, TIMOTHY, BRENDA, CLIFFORD, DONALD, RICHARD, ELAINE, RILEY, DIANA, WILLIAM, BRANDON, JERRY, LOGAN, SUSANNAH, ESTEPHANIA, WILLIAM, SATWINDER, AIDEN, GERALD, TRAVIS, HAYLEE, ALEJANDRO, LARRY, KIMBERLY, JADEN, SELENA, MITCHELL, MARTY, MATTHEW, DAVID, SHARLENE, JACLYN, LARRY, VIRGIL, CHRISTOPHER, LORA, ERIC, CHERYL, GROVER, TIM, CHRISTY, JAMES, JOSE, RAQUEL, CAROLYN, ALEXIS, NICHOLAS, BRENT, CYNTHIA, MARK, CAROLINE, COLTON, TRAVIS, BRANDON, DARRELL, RICKY, ERMA, WARREN, ALLISON, BRAYDYN, MELVIN, JOHN, JESSICA, DEREK, WILLIAM, DEBRA, PATRICIA, CHRISTIAN, JOSE, MAKAYLA, CHRISTOPHER, NATHANIEL, WAYNE, KYLE, DAVID, AMITY, MARISSA, MATTHEW, MICHAEL, TIMOTHY, KIM, BRANDON, WILBUR, AQURIA, ROBERT, JOHNNY, GUIHUA, KERRY, SARA, ILGIN, LOUIS, DEBRA, BRYAN, JAMES, TIM, SUKHWINDER, SUZANNE, CHARLES, RUTH, CAROLE, RONY, ELIZABETH, THOMAS, JULIEN, BRENT, ELIZABETH, TRAVIS, MAKAYLA, SANAD, KATHERINE, KNYOKA, JOHN, KAROL, KEVIN, RICKY, DARIN, BRAYDEN, DAVID, CLIFFORD, TINA, ASHLEY, JODI, RYAN, DOMINGO, NICOLE, JOHNATHAN, PAUL, LEXIA, MELVIN, AUDREY, CONNIE, MATTHEW, RIDA, KYLE, ERICA, BARBARA, MARK, KRZYSZTOF, KYLE, ADRIANA, HEIDI, YEFRI, RANJEET, KEVIN, DAVID, REGINA, DONNA, DELANEY, SUSAN, SERAFIN, COBLENTZ, RANJEET, KEVIN, WILLIAM, NICHOLAS, JAMES, THOMAS, DARREL, FLORENCE, OSEI, ANTHONY, EMILIANO, CHARLES, LINDA, MICHAELA, JAMES, SELENA, CARMEL, JACOB, JORDAN, KATHY, ROCHELLE, TERRY, RUTH, JASON, MATTHEW, RICARDO, CEDRIC, RICARDO, LINSDAY, MYKEL, RICHARD, DANIEL, JOE, RICHARD, LLOYD, THOMAS, ALEXANDRA, CALVIN, PHILIP, AMIR, PHYLLIS, GEORGE, BETTY, AMELIA, TYLER, MARC, DEAN, ROBERT, JANET, JACKSON, KEEMO, CAROLYN, JUDITH, ANDREW, THOMAS, KOLE, DARIAN, RIKKI, RODNEY, JESUS, CARLOS, VICTORIA, EVAN, ROBERT, DUANE, KRISTINA, HAILEY, WILLIE, PAUL, MICHELLE, SEAN, JOSEPH, LINDA, DOUGLAS, JASON, JAMES, JASMINE, NICHOLAS, REGINALD, LADESTER, QUINTIN, RADHA, DERRICK, TAMIKA, PATRICK, JAYDEN, GUILLERMO, NASHAWNDA, ROSEMARY, JEFFERY, PAUL, CLEMENTE, ALISA, JOSHUA, CORY, FANTAHUN, OBERDING, GARY, ROBERT, KATHLEEN, ABDOULAYE, WALTER, BRYANT, MACARIO, MATILDE, CARLOS, AMY, KATHY, ISAAC, BREYDEN, FAYELA, JESSIE, MATTHEW, CODY, GREGORY, COY, KEVIN, KENNETH, LINDA, EDWIN, RYAN, BRETT, WILLIAM, AVREY, THOMAS, RICHARD, FREDY, RICHARD, JACLYN, LINDA, MAURO, EDWARD, ELIJAH, WILLIAM, NATHAN, TRAWAUN, STANLEY, SIERRA

# Scope of the Issue

## Yearly Roadway Deaths (Indiana)



**17,000 Hoosiers Killed by Motor Vehicles in 20 years**

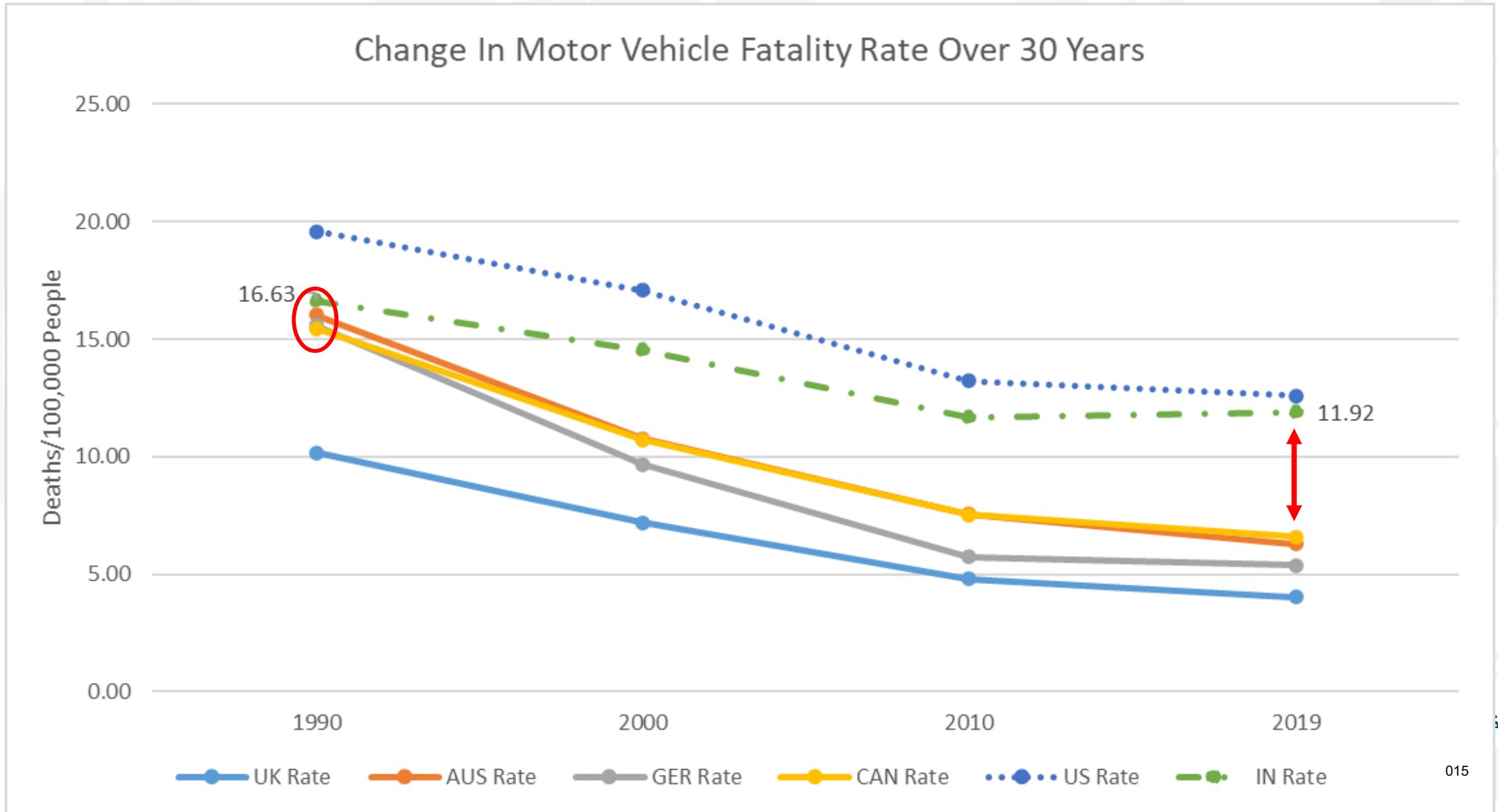
Someone is killed or seriously injured in a crash in Indiana every **49** minutes






**\$21.5 Billion**  
**Cost to Indiana Last Year**  
in Medical Bills, Property Damage & Lost Wages (FHWA Crash Costs, Preliminary)

# How Does Indiana Compare?





Humans Make Mistakes  
Humans are Vulnerable  
Safety Needs to be Proactive



# Outline

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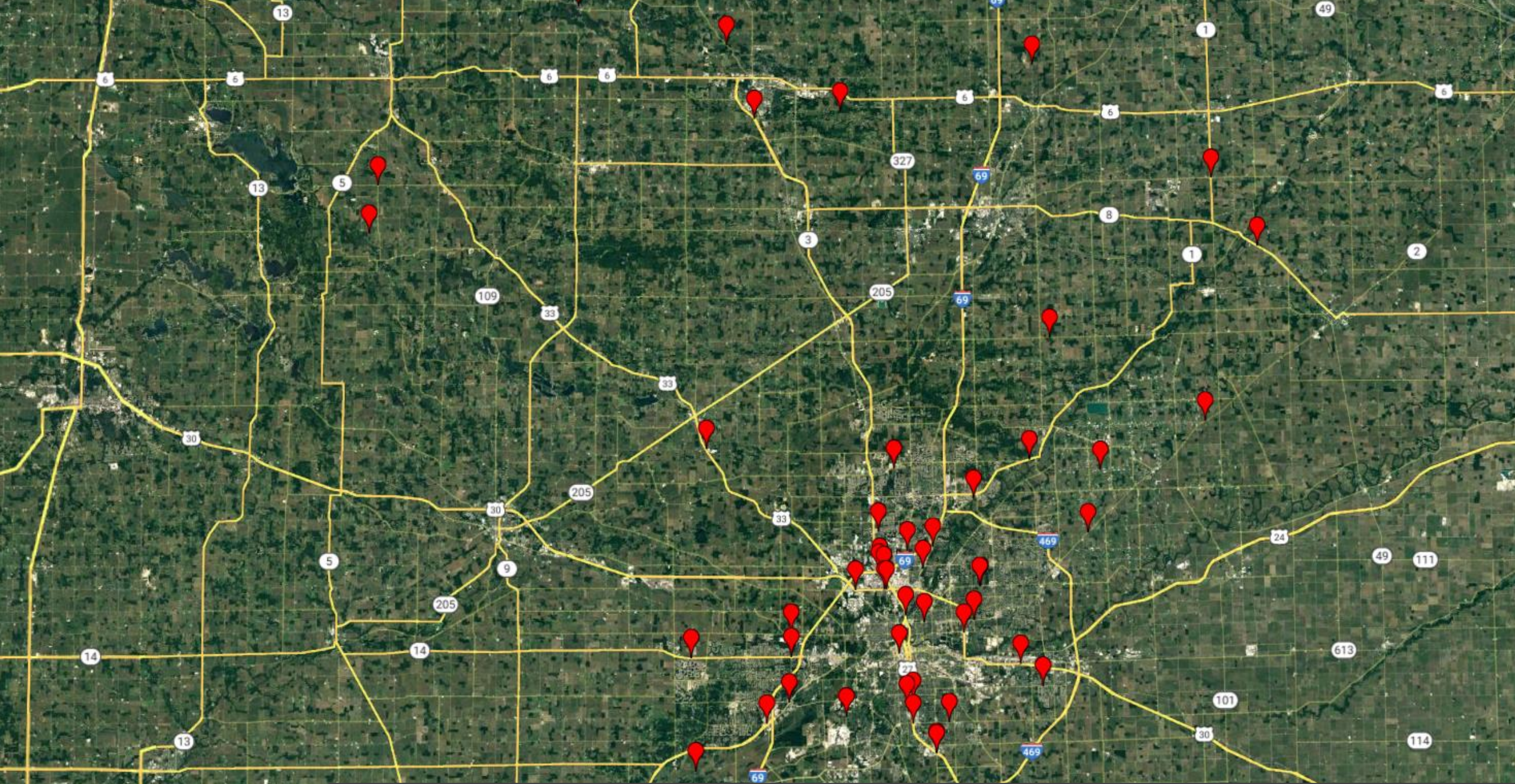
- Indiana Safety
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# Where are People Being Killed?

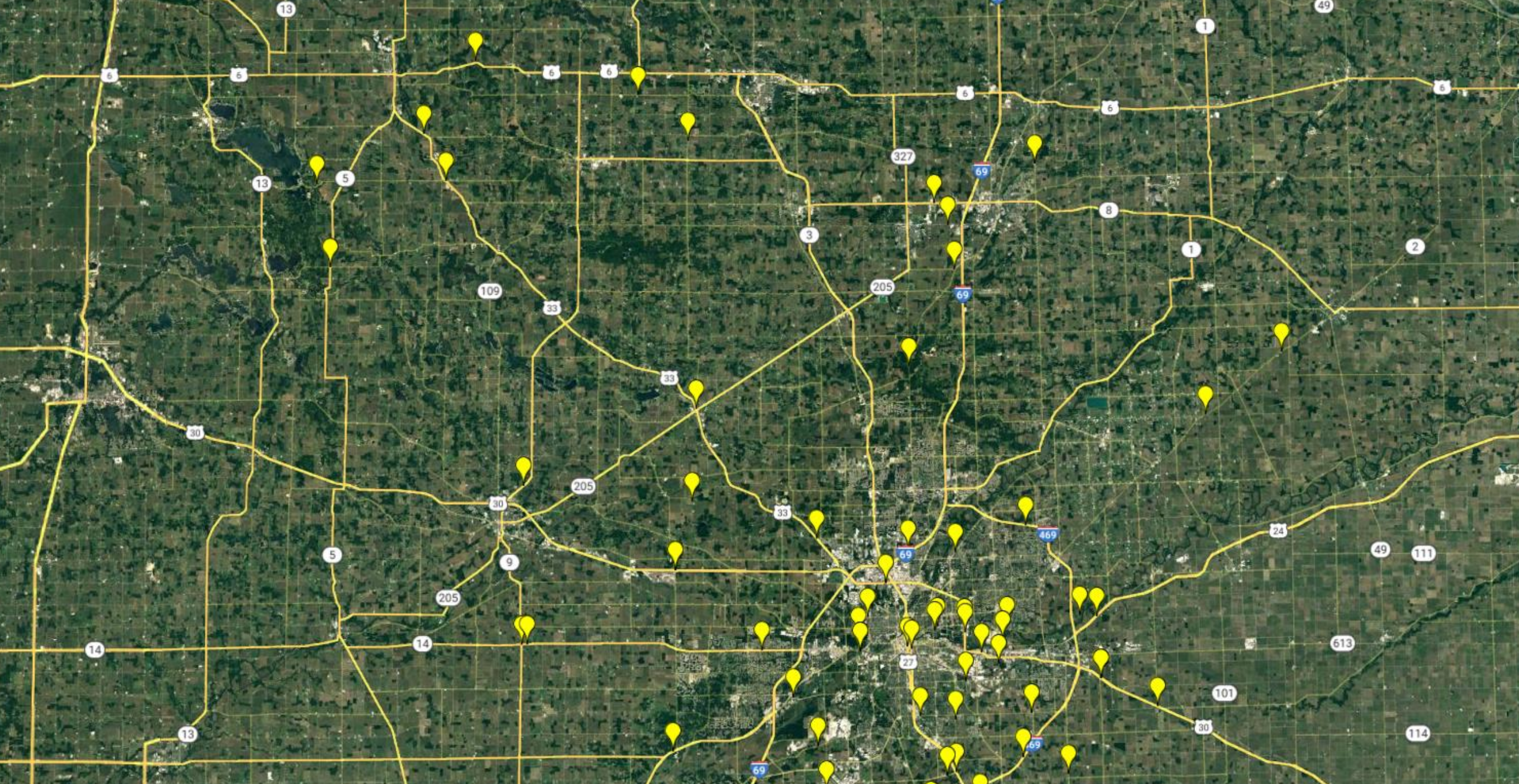
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If we want to prevent fatal crashes, we should improve locations where people are dying.

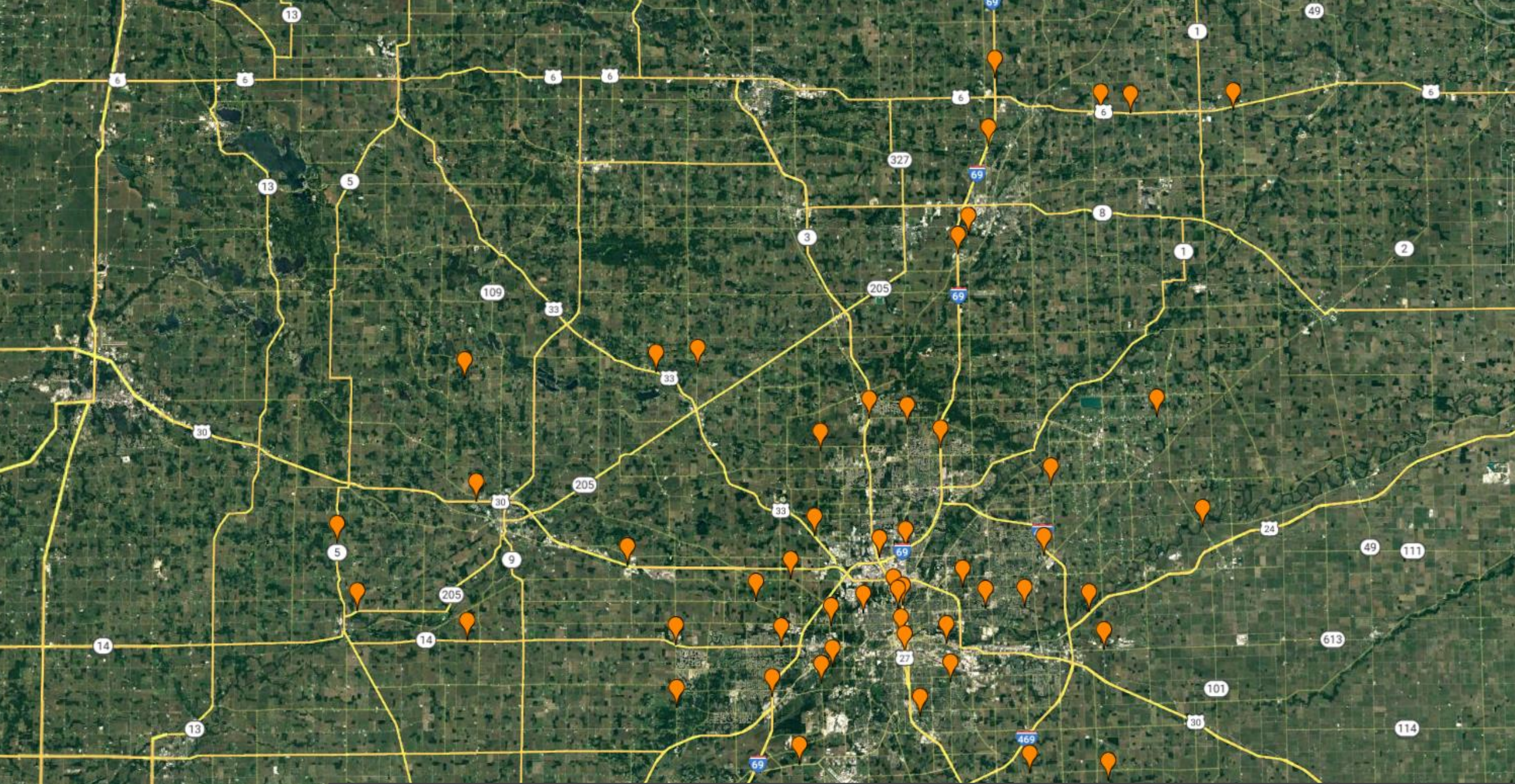
Right?



Allen, DeKalb, Noble & Whitley Fatal Crashes 2021



Allen, DeKalb, Noble & Whitley Fatal Crashes 2022

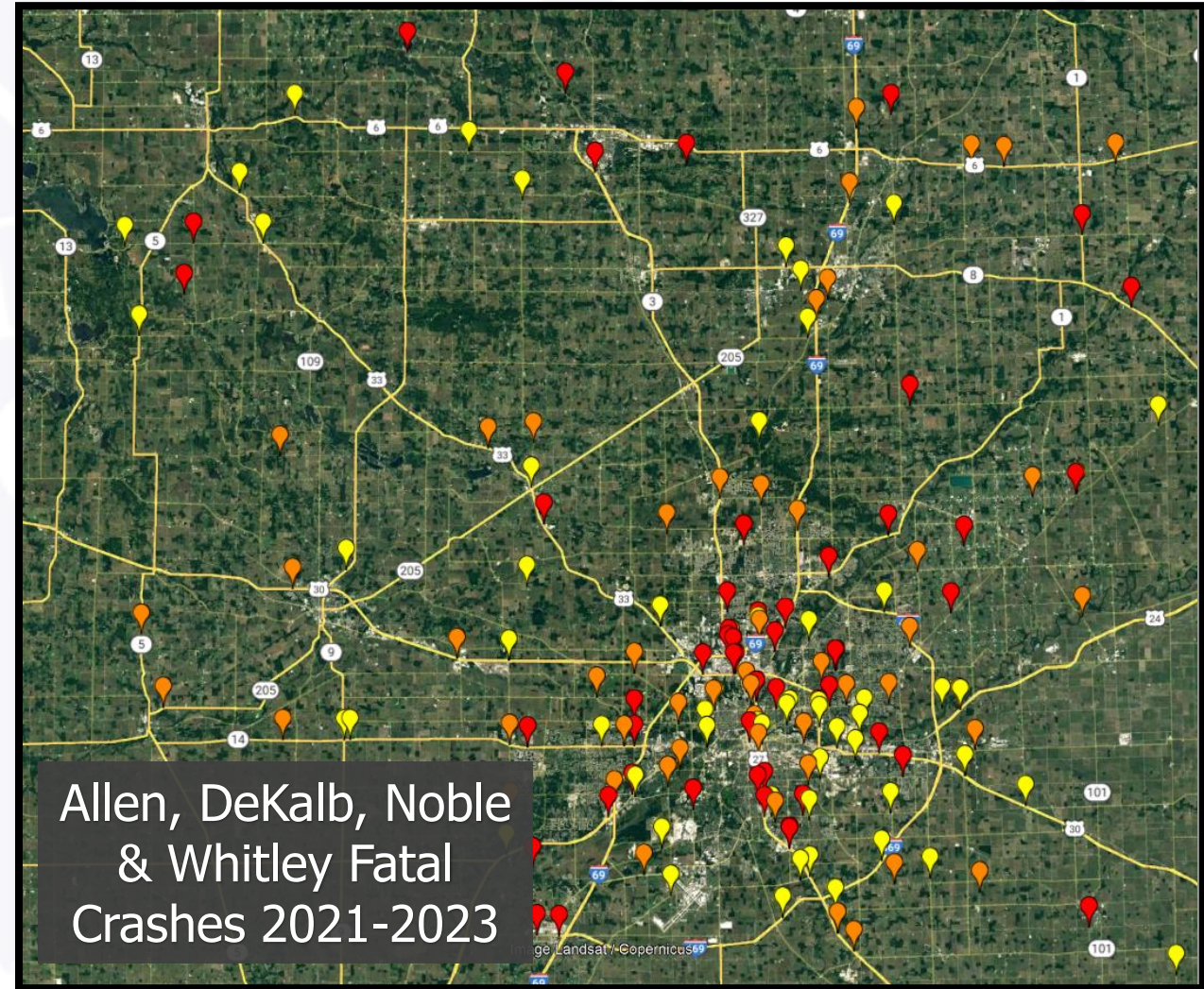


Allen, DeKalb, Noble & Whitley Fatal Crashes 2023

# Fatal Crashes are “Random”

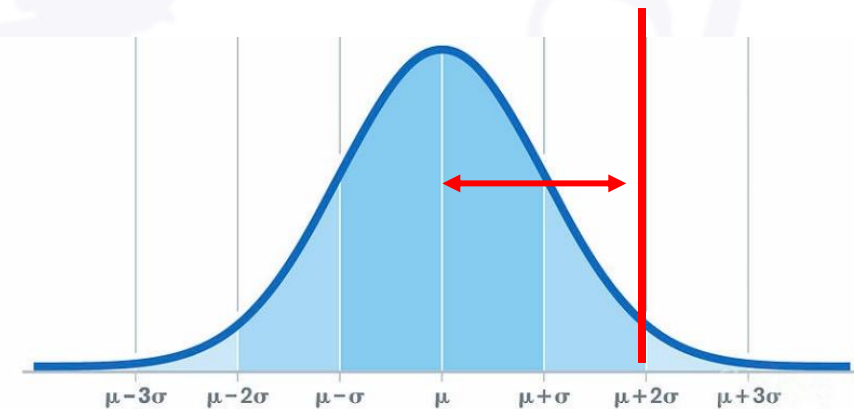
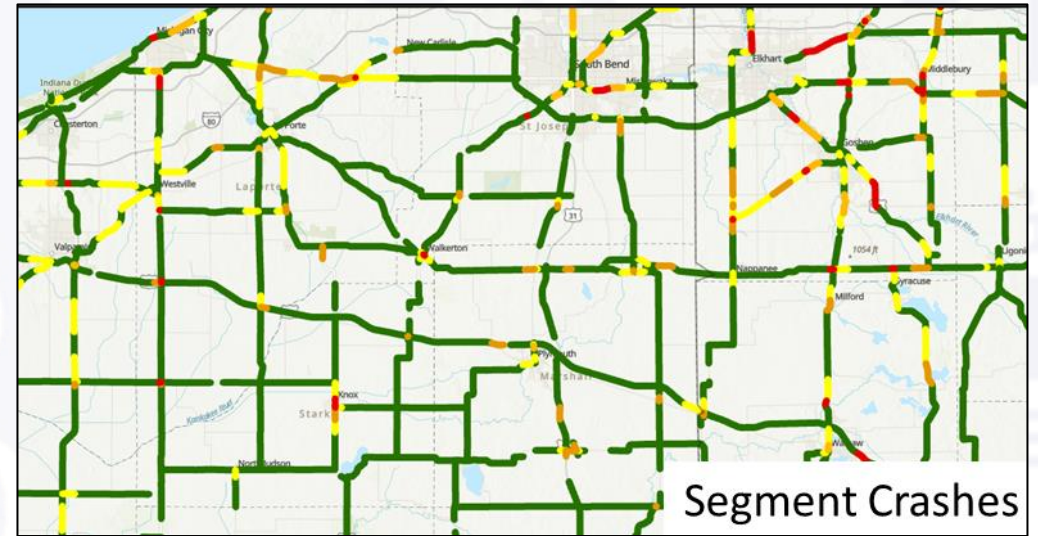
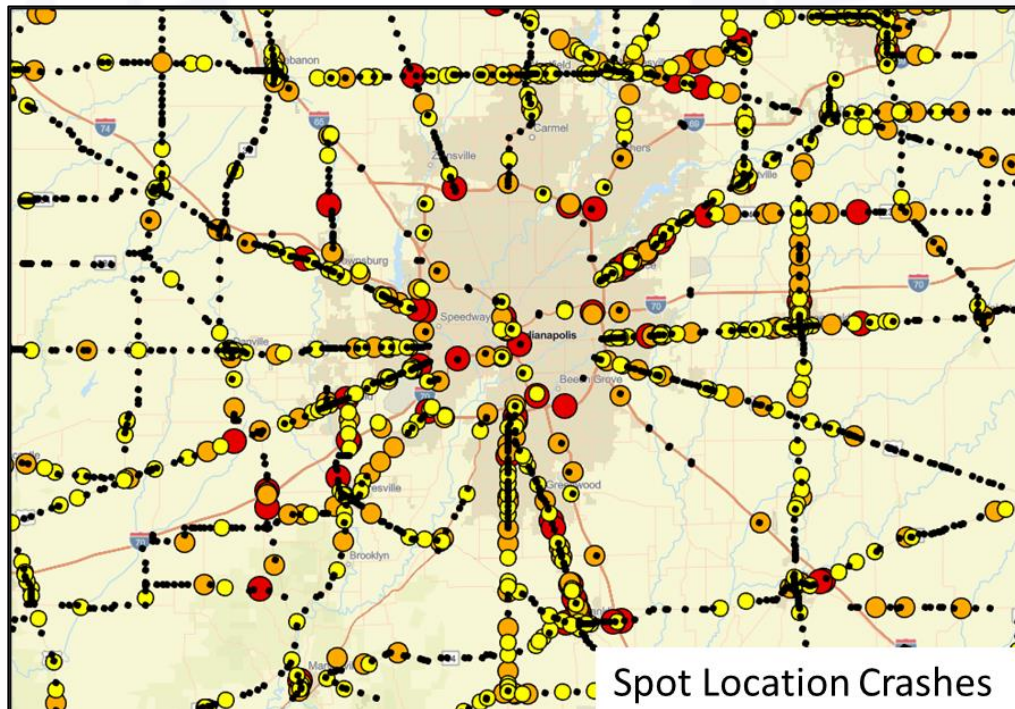
- Fatal crashes mostly scattered
- Fatal crashes rarely reoccur in the same spot
- **Fatal crashes are a poor predictor of future fatal crashes**

“The difference between a severe injury and a fatality is often just luck”



# How are Safety Issues Identified? - System

- Focus on **Severe Injuries** (Not Fatalities)
- Factor in **Volume** (Crash Rate)
- Consider Roadway **Characteristics**
- Compare Sites to “Normal”



# How are Safety Issues Identified? - Spot



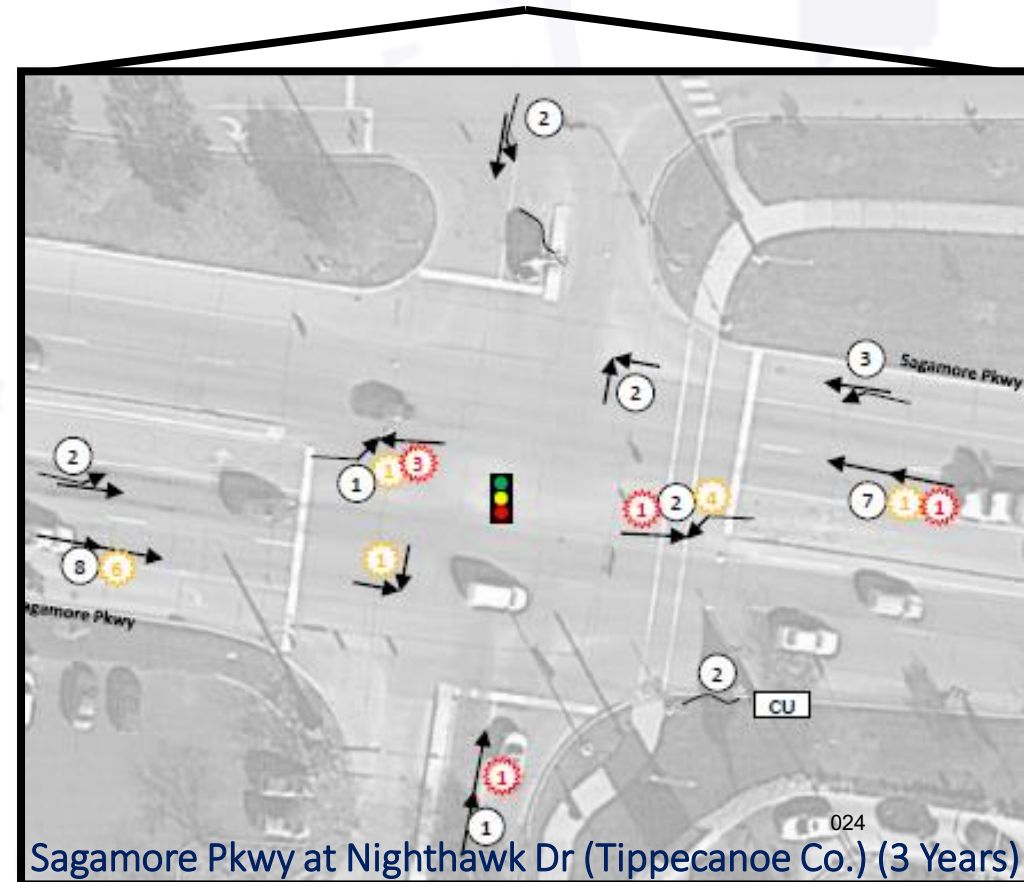
Every crash results in a police report.

 Serious Injury

 Other Injury

 Property Damage

Every police report can be diagrammed to identify patterns at a location

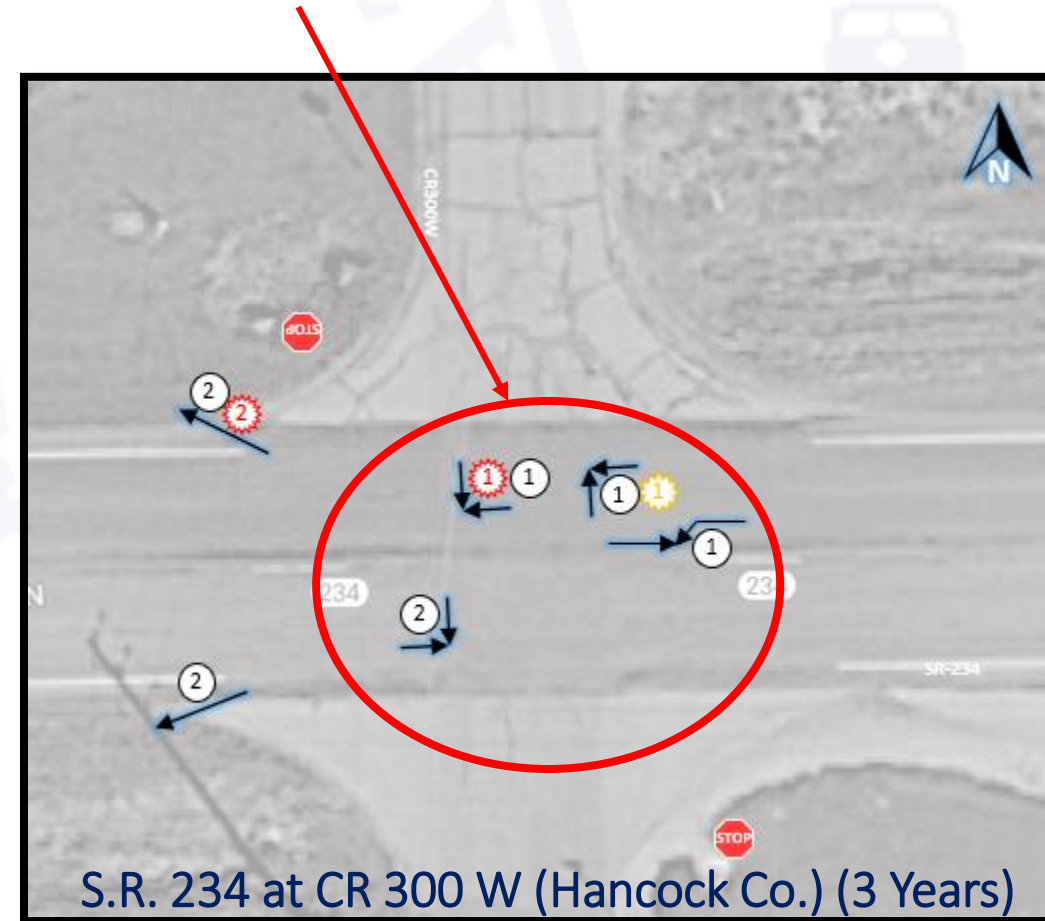




# How Are “Solutions” Selected?

1. Identify locations with problems
2. Determine the cause at a location
3. Evaluate numerous alternatives and compare
4. Score the selected alternative
  - i. Scoring process evaluates benefits, costs, & impacts
  - ii. Calculates a value of 1-100 based on merit
  - iii. All potential projects in the state are ranked
5. Highest scoring projects are funded as the budget allows (~30% of submitted)

## 7 Angle Crashes: Roundabout Candidate



# Outline

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- Indiana Safety
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# Statewide Trends 2023 – Serious Injuries and Fatalities

**64%**

**Urban**

**Non-State**

**Controlled Route**

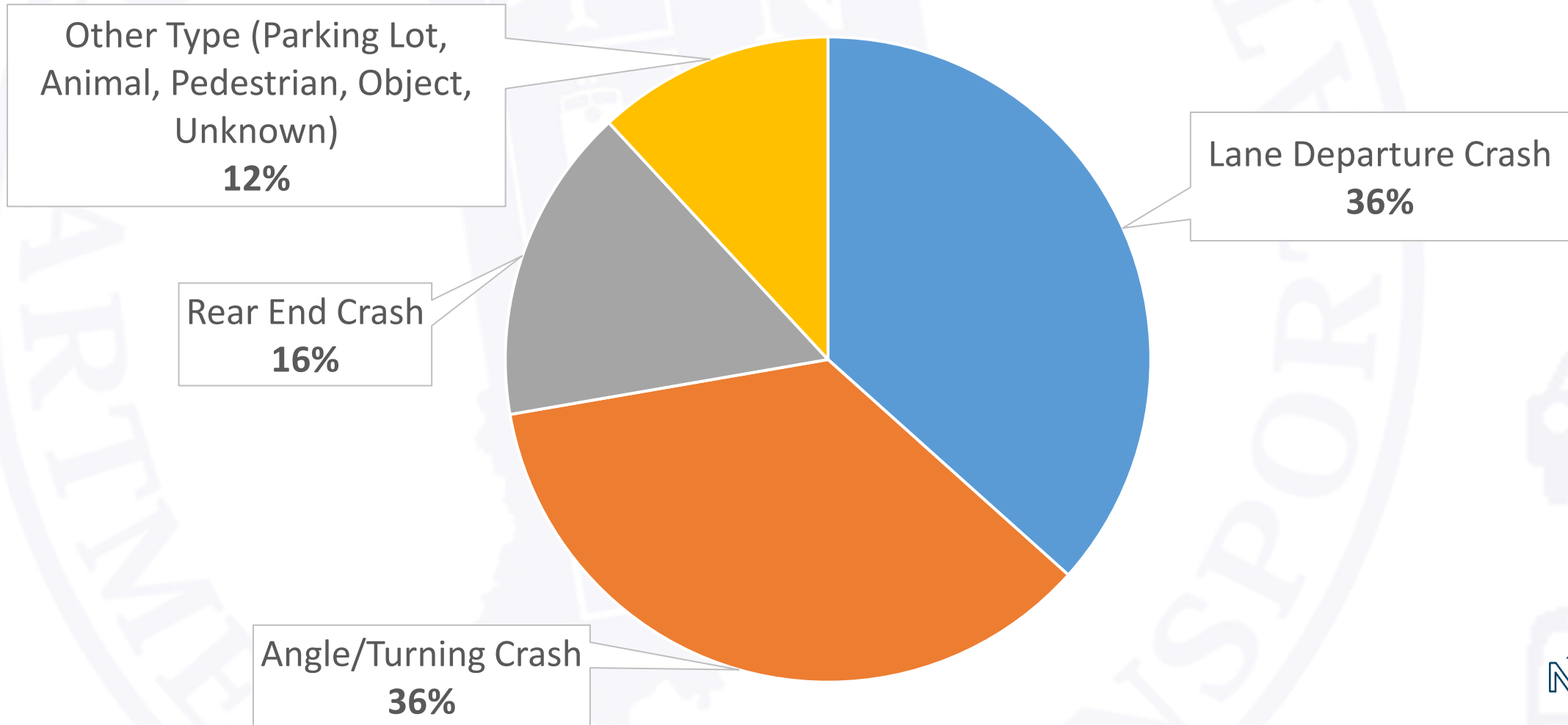
**65%**

**134**

**Pedestrians Killed**

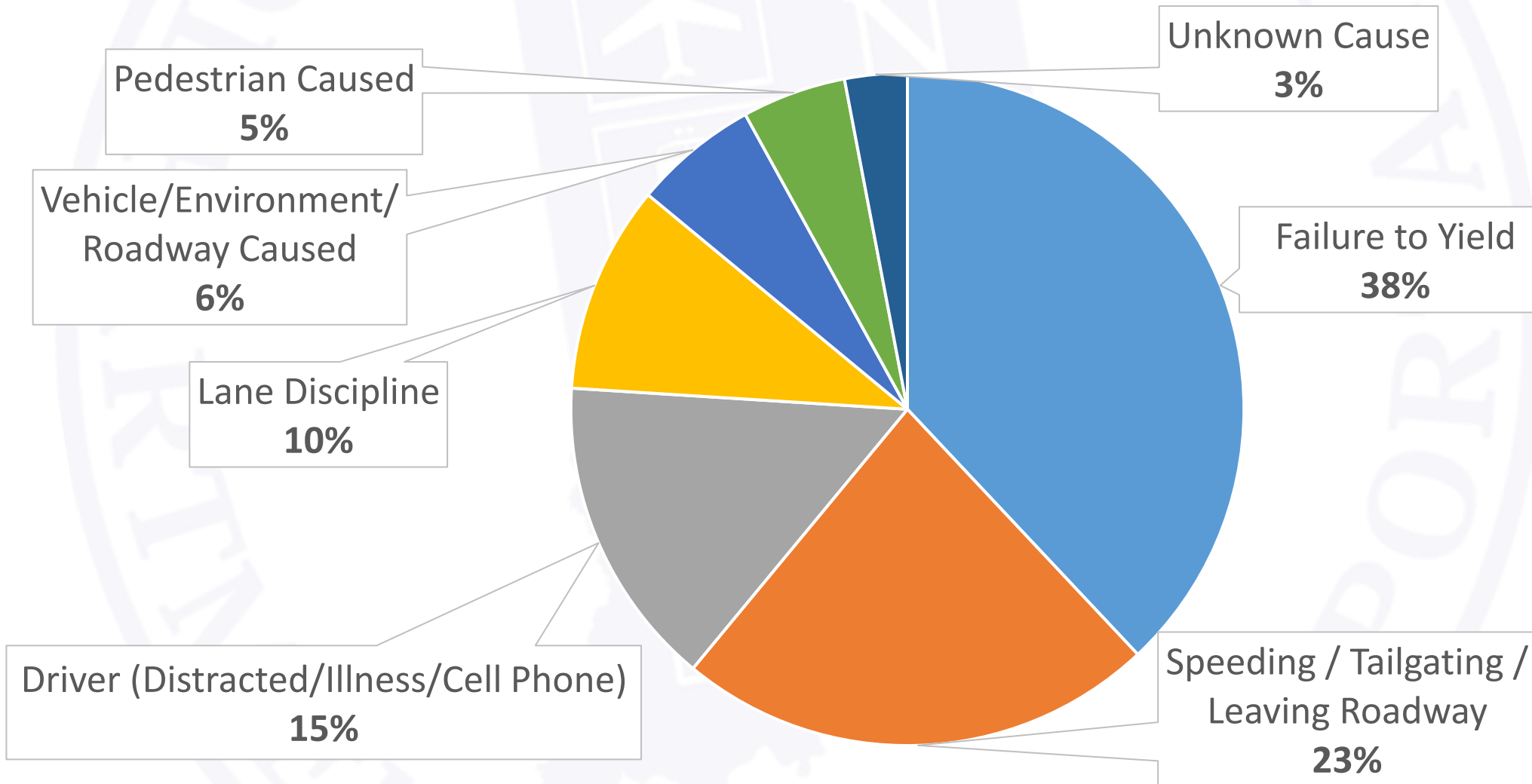
# Statewide Trends 2023 – Serious Injuries and Fatalities

Manner of Collision Summary (What Happened)



# Statewide Trends 2023 – Serious Injuries and Fatalities

Primary Factor Summary (Why Did It Happen)



# Outline

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# Rural Safety Concerns 2023 – Serious Injuries and Fatalities



Lane Departure

51%



Right Angle (Intersection)

26%



Speeding was a Factor

23%

Distraction was a Factor

19%

# Roadway Departure Crashes

Cable  
Barrier



Safety  
Edge



Photo Credit: NACO

Rumble  
Strips



Roadside  
Design



Good  
Markings



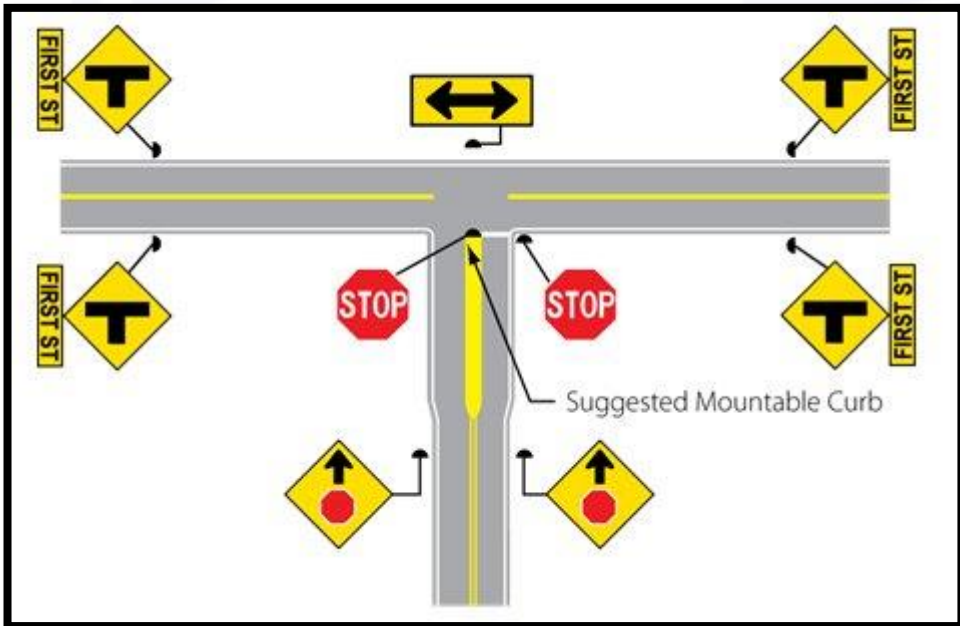
**Solution:  
Keep Vehicles  
In Their Lane!**



# High Speed Intersection Crashes

## Solution:

- Better signing
- Reduce high-speed right-angle conflicts (Median U-Turn?) (*More to come on this later*)



# Outline


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# Urban Safety Concerns 2023 – Serious Injuries and Fatalities



Right Angle (Intersection) 41%



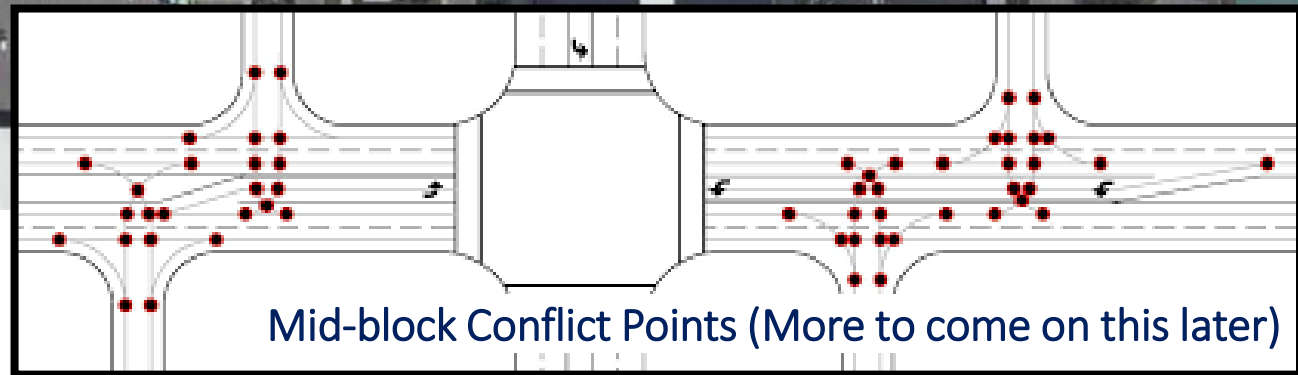
Speeding was a Factor 24%

Speed was a Factor 100%



Distraction was a Factor 14%

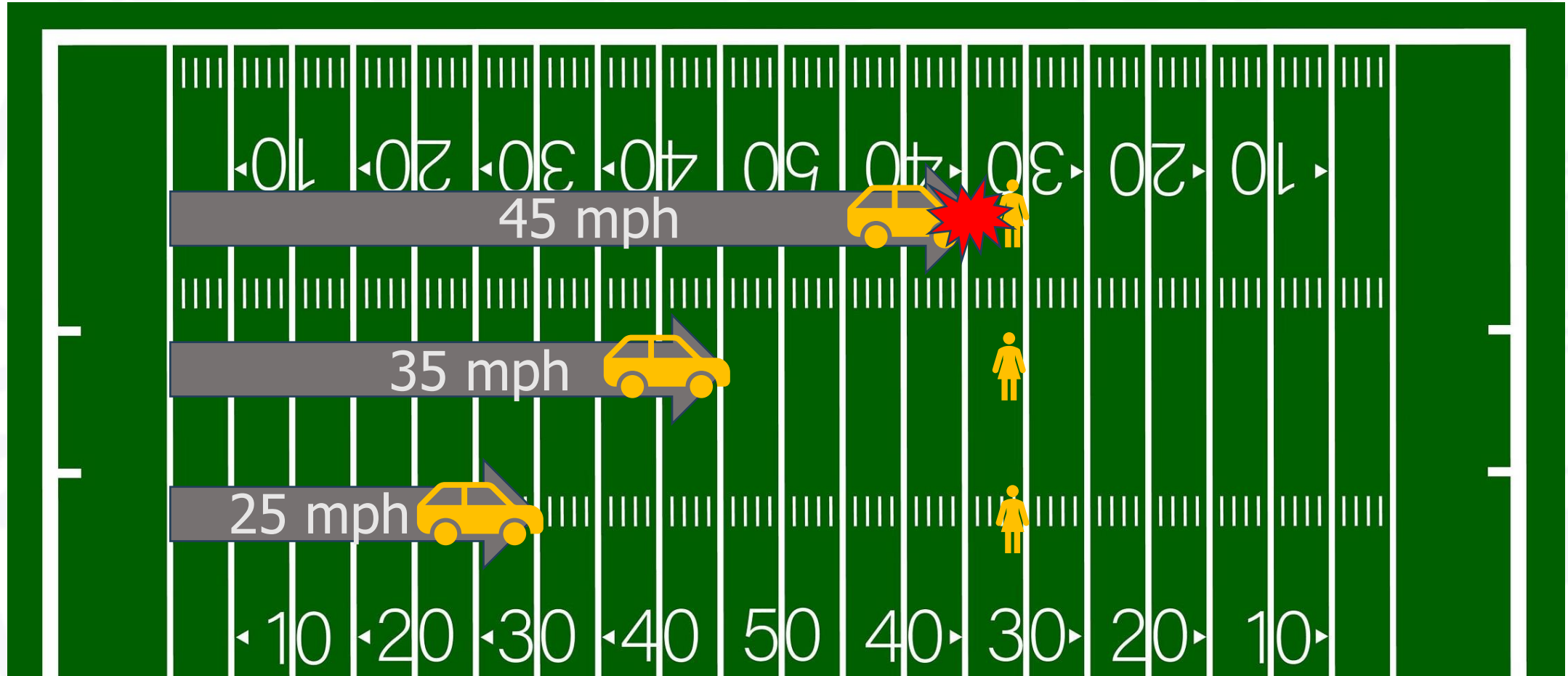
# Turning/Angle Crashes



## Solutions:

- Access Control / Management
- Reduce Angle Conflict Points (Roundabout?) *(More to come on this later)*

# What Determines Risk of a Crash?



$$\text{Stopping Distance} = 1.47 * \text{speed} * \text{reaction time} + 1.075 * \frac{\text{speed}^2}{\text{deceleration}}$$

(Chance of Crash)

# What Determines Risk of Injury?



Speed<sup>2</sup>

Mass

$$\text{Energy} = 0.5 * \text{mass} * \text{speed}^2$$

(Chance of Injury)

# Safety and Speed

Higher Speeds



More Crashes & Deaths

## To Slow Vehicles Down

- Narrow the roadway
  - Eliminate excessive shoulders
  - Reduce lane widths
  - Reduce number of lanes
  - Create curb bump outs
- Add trees, street furniture, pedestrian access, and raised medians



How can we make drivers slow down?<sup>039</sup>

# Safety and Speed

## Speed Management is the cornerstone of safety



VS



Geometrics / Width / Visual Field Directly Impact Speed  
(Speed Limit Signs Do Not)



How Fast Would You Drive Here?

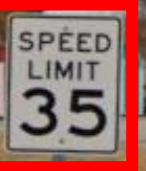


Drivers use context clues  
to determine their speed,  
not speed limits.

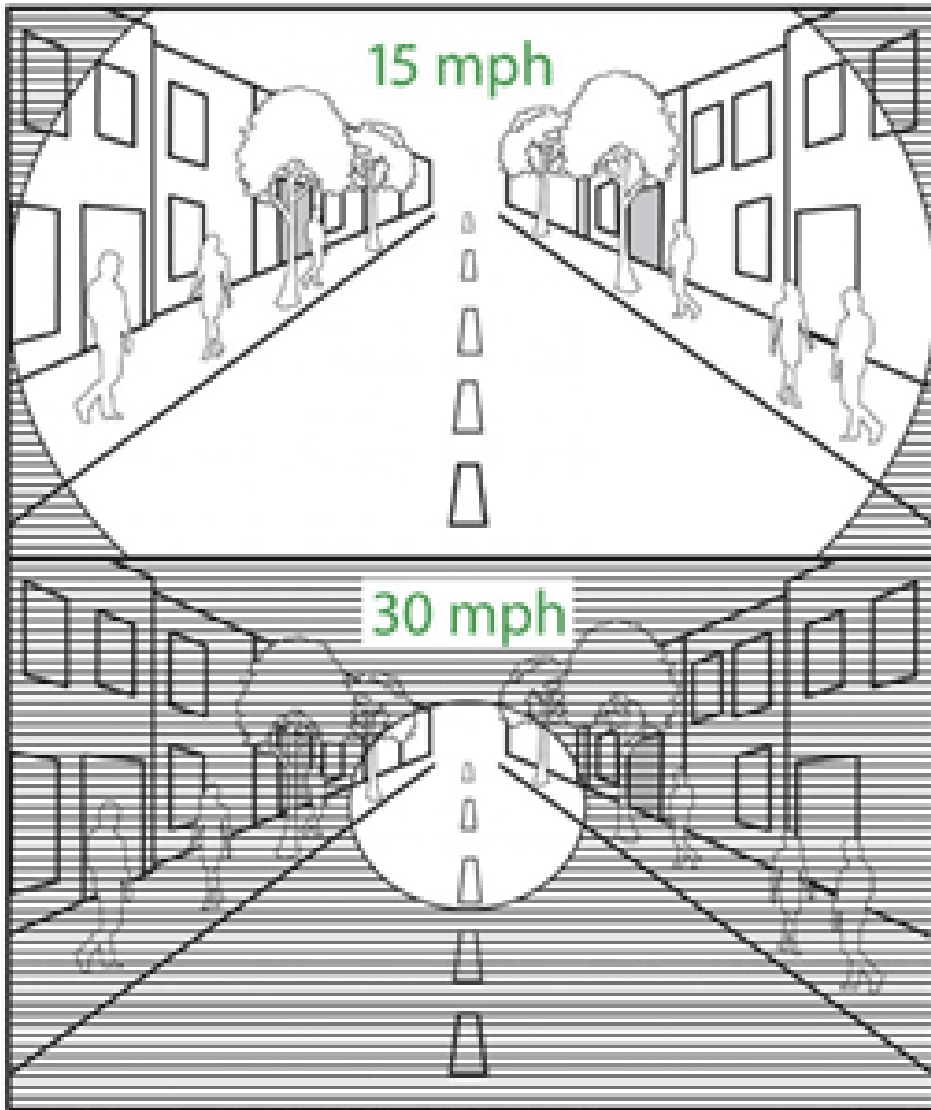
58'



Do the context clues at this location tell  
you to slow from 55 to 35 MPH?



# Pedestrian Safety and Speed

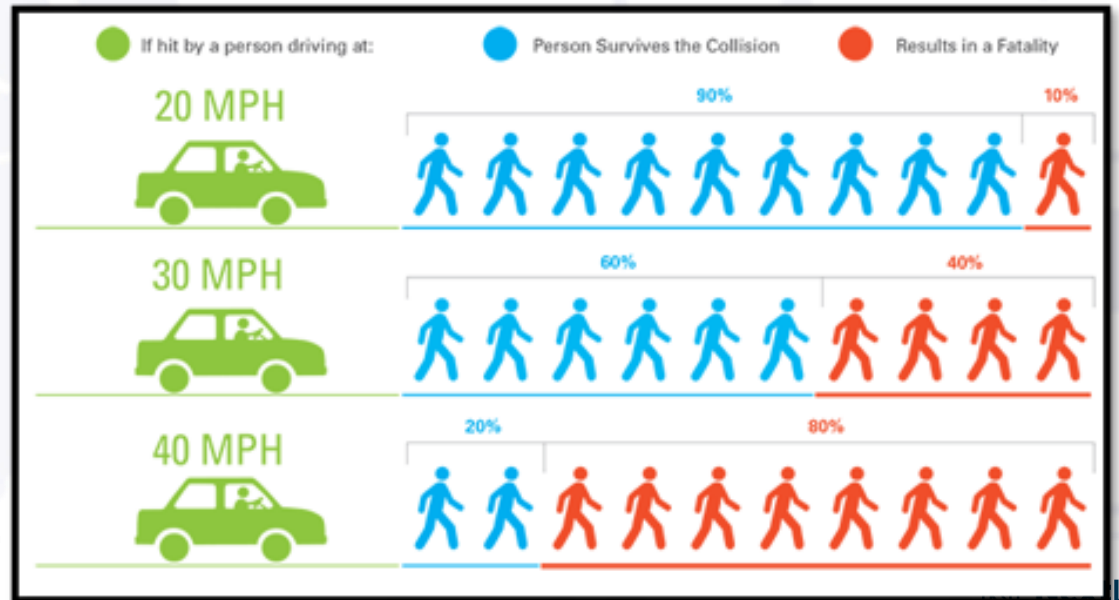


How do you protect pedestrians?

- **Lower vehicle speeds**

- Improve visibility

- Reduce Exposure to Traffic



Likelihood of Pedestrian Death When Struck

Impact of speed on useful field of vision

# Outline

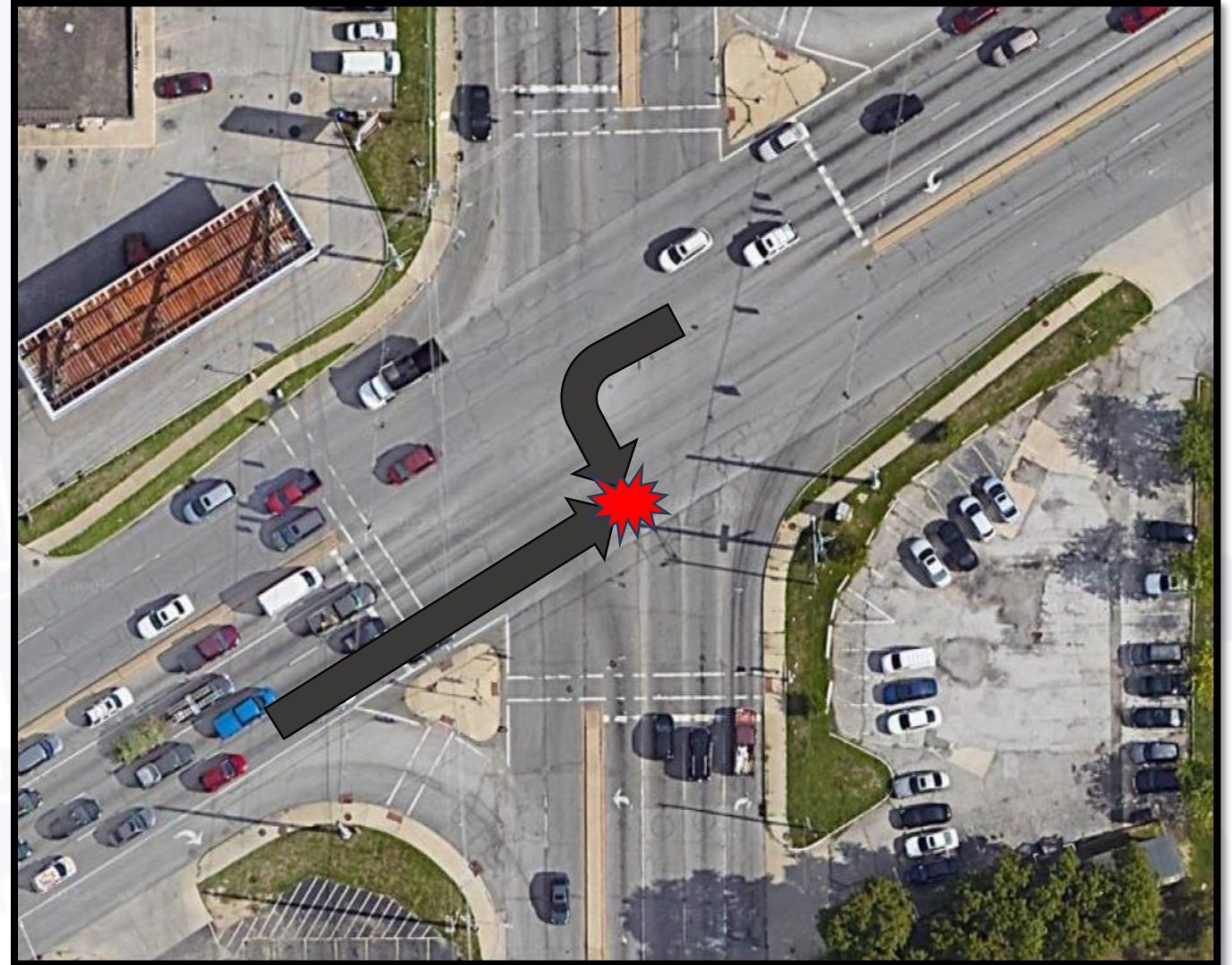
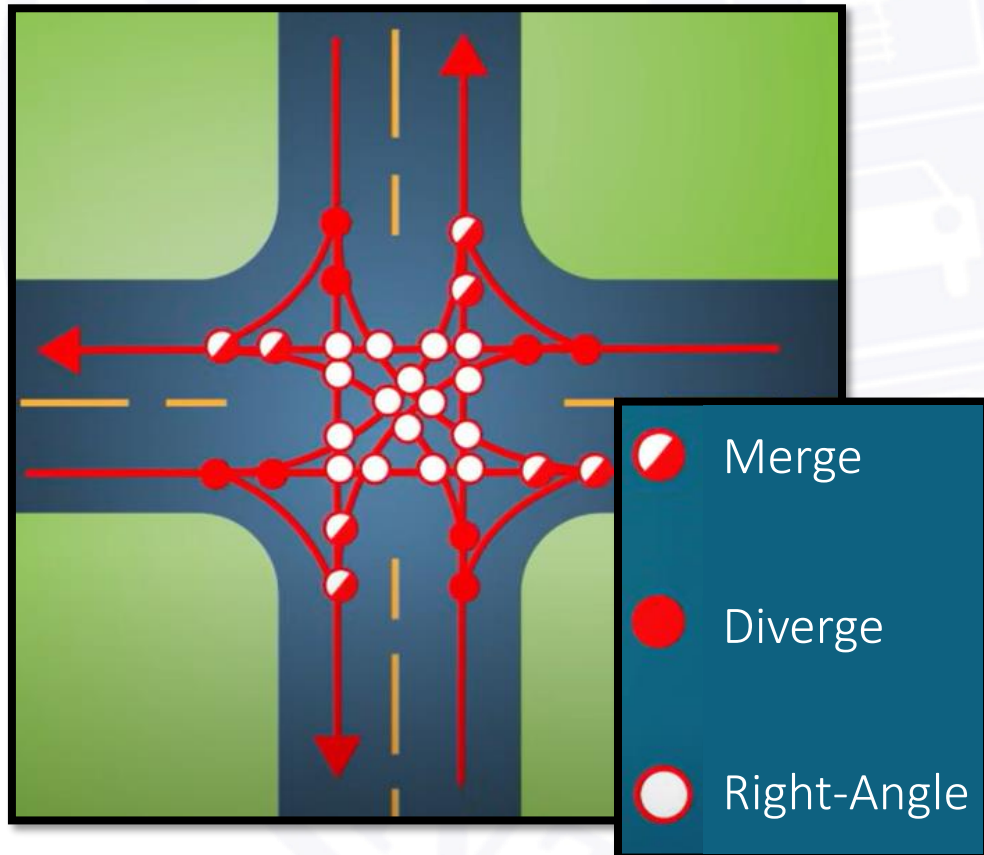
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# Intersection Safety

## Conflict Point

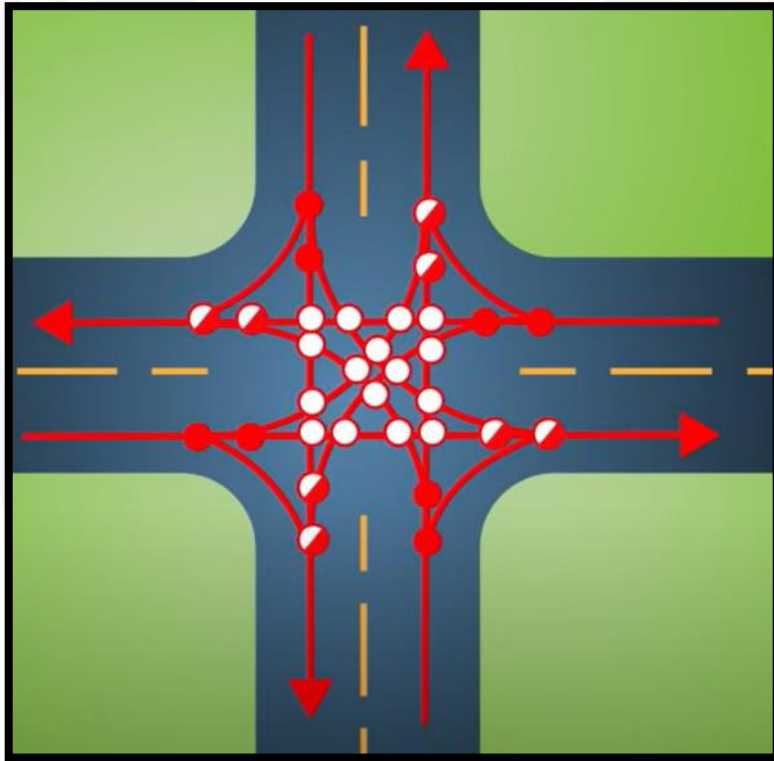
Definition: A location in the roadway where two vehicle paths could cross.



# Conflict Points and Safety

- Conflict points directly correlate to safety performance

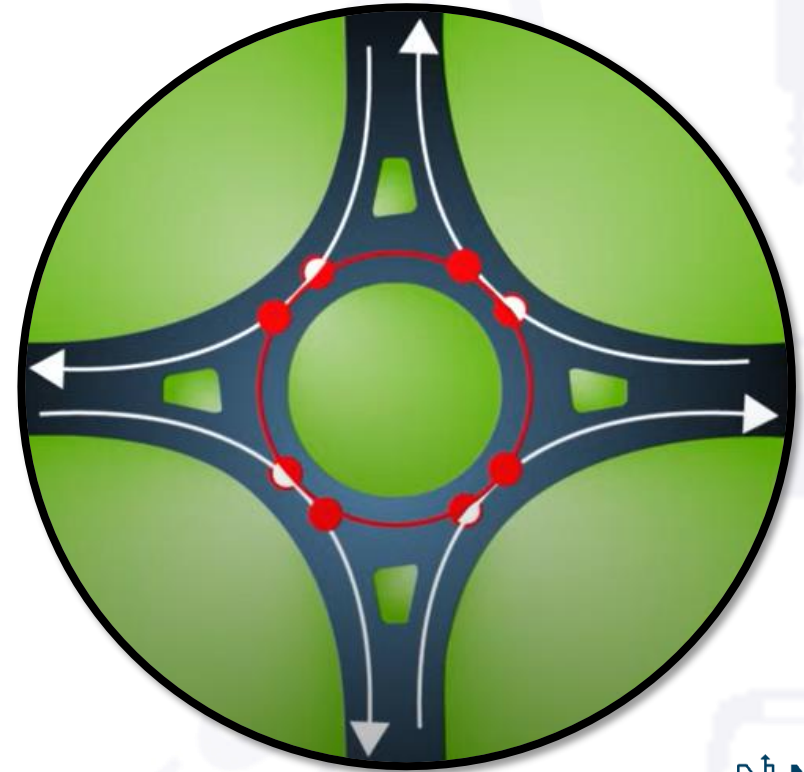
- Right-angle conflict points have the greatest risk



32 Conflict Points (16 right-angle)

VS

Roundabouts have  
~80% fewer injuries  
and deaths than a  
standard intersection

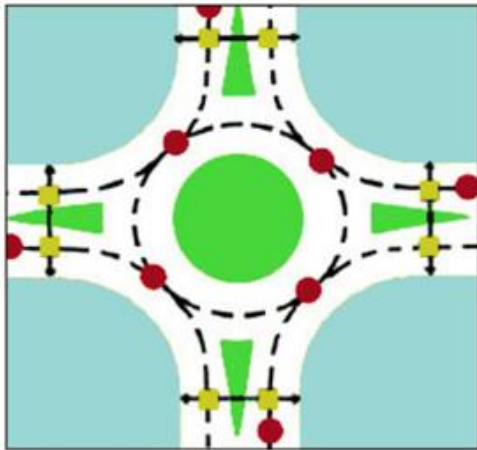


8 Conflict Points (0 right-angle)

# Why Not Just Add Signals?

- Can increase rear-end crashes on high-speed roads
- Often have a large number of angle crashes
- Many vehicles have to wait while others get to go (wasted time)
- Often increases speeding (*Beat the Red*)

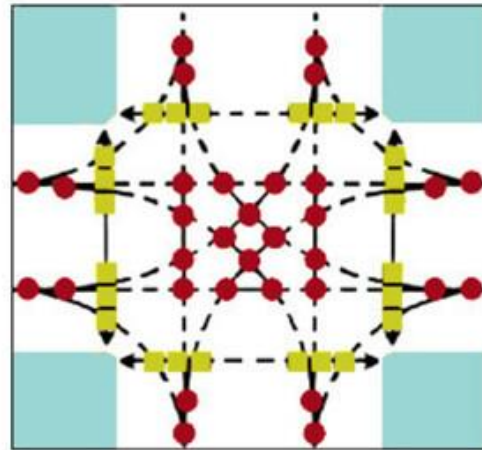
## Roundabout



● 8 Vehicle conflicts

■ 8 Pedestrian conflicts

## Signal



● 32 Vehicle conflicts

■ 24 Pedestrian conflicts

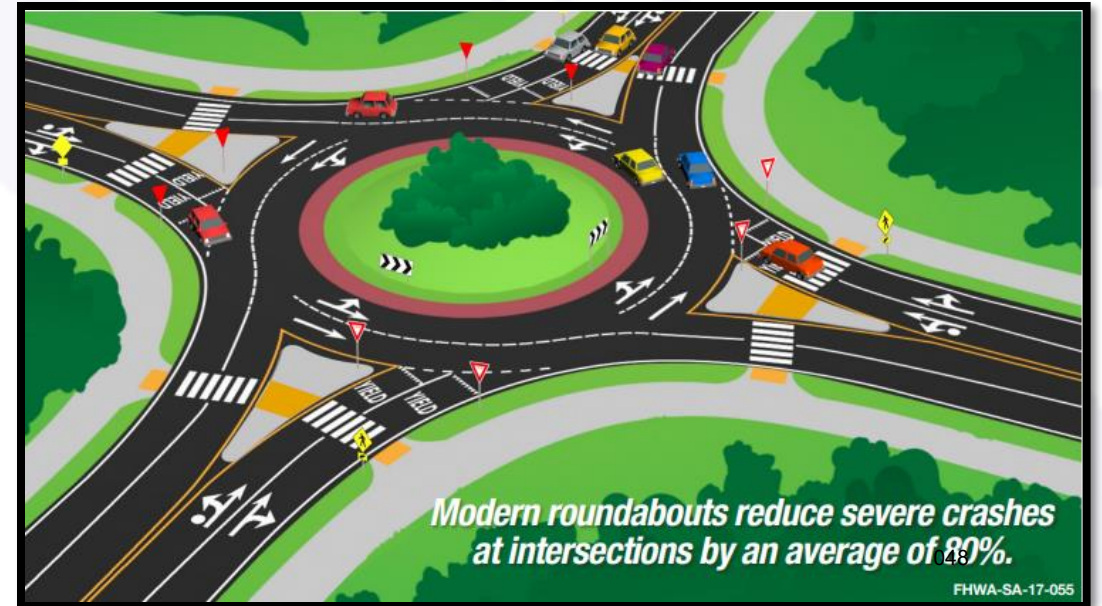
Northwestern University



# Roundabout Intersections



- **66%** fewer injuries and deaths (based on Indiana intersections!)
- Eliminates **ALL** turning and crossing conflicts & reduces speeding
- Reduces delay *and* improves safety over traffic signals (especially off-peak)





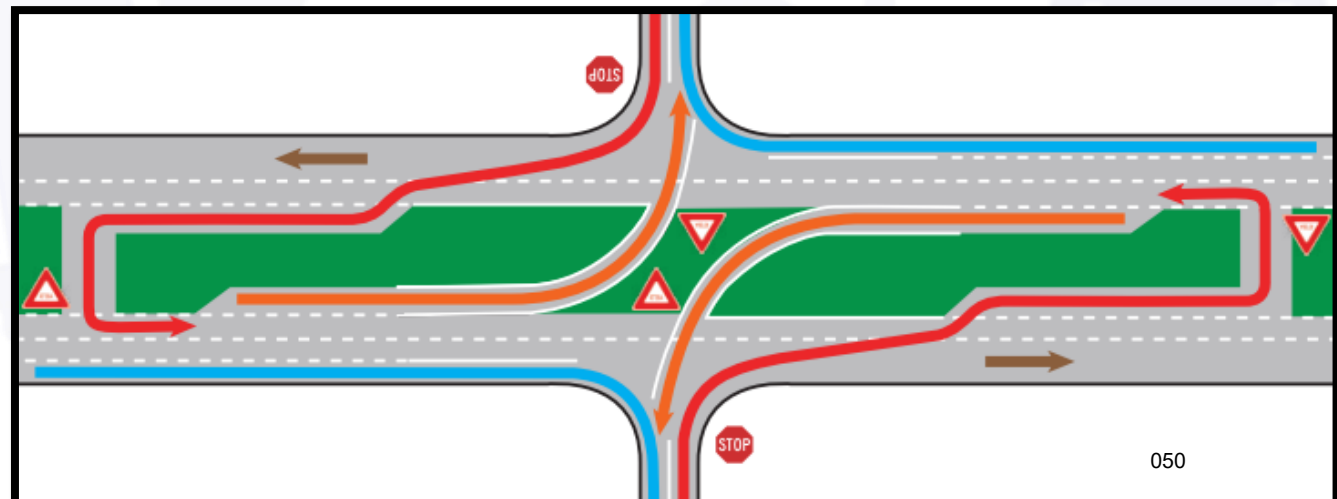
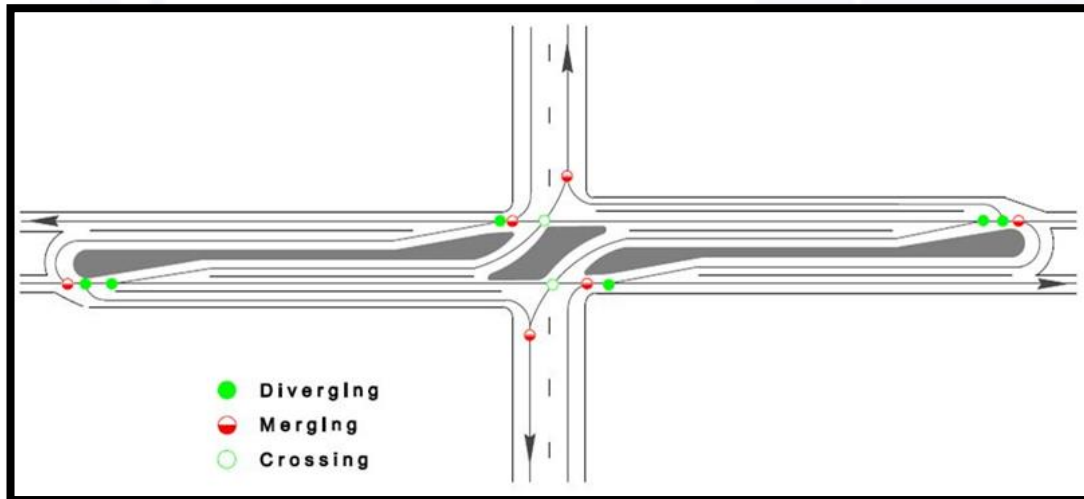
# The “Divided Highway” Problem

It is too hard for the side street to cross safely, but it is too fast to add a signal.

What do you do?

# Median U-turn Intersections

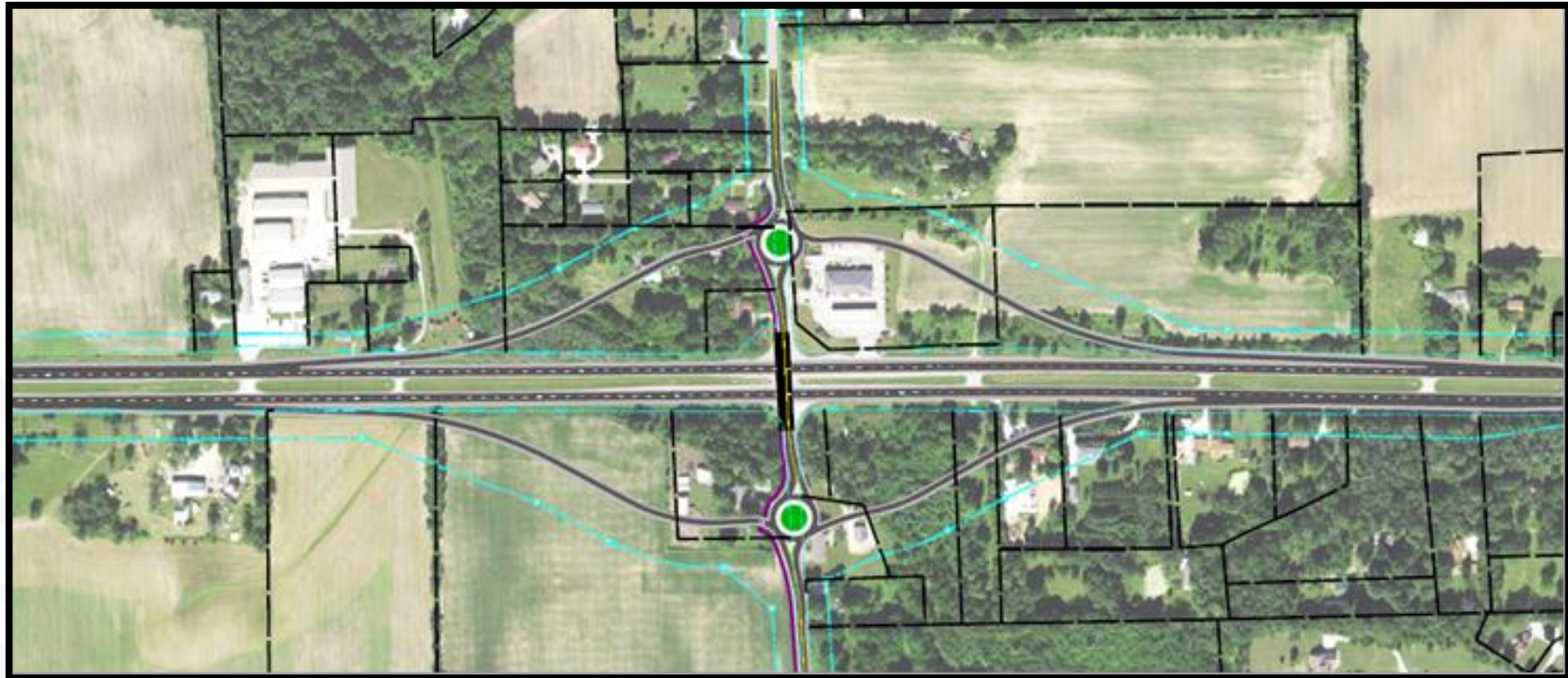
- **81%** fewer injuries and deaths (based on Indiana intersections!)
- Eliminates most right-angle conflict points
- Easier (and Safer!) to cross and turn left from side streets



# Considering the Most Appropriate Treatment

- Impacts
- Cost Effectiveness
- Access
- Operations

INDOT's goal is to implement the *safest and* most cost-effective solution so that even more locations can be improved.



# Outline

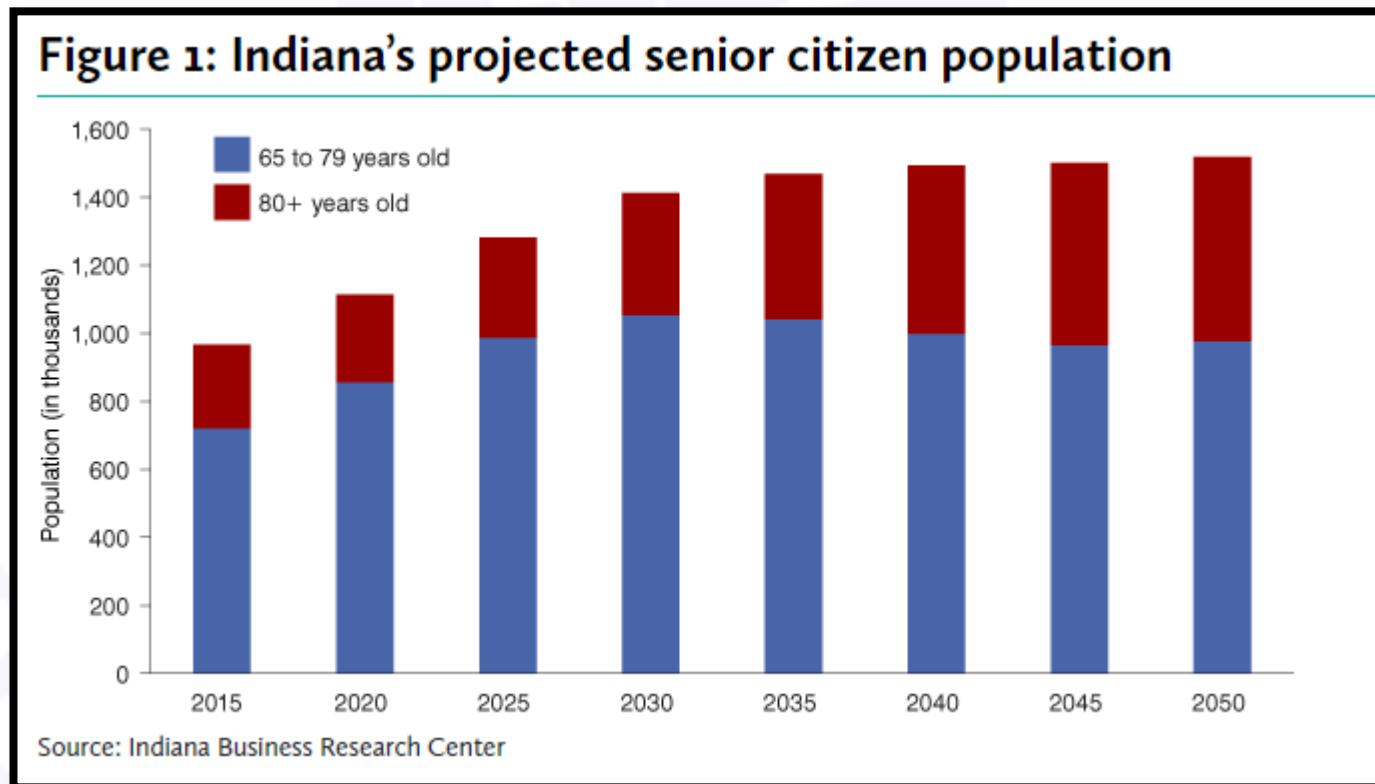
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# Behavioral Impact

## What else is driving the increasing crash numbers?

- Driver Distraction is a bigger issue than the data implies
- Alcohol was a factor in 87 fatalities in 2023
- The number of older drivers on the road is growing





Only 6% of motorists don't wear a seat belt, but **47%** of people killed in crashes were unbelted



Motorcycles make up 2% of collisions but account for **15.4%** of deaths

# Land Use / Zoning Impact

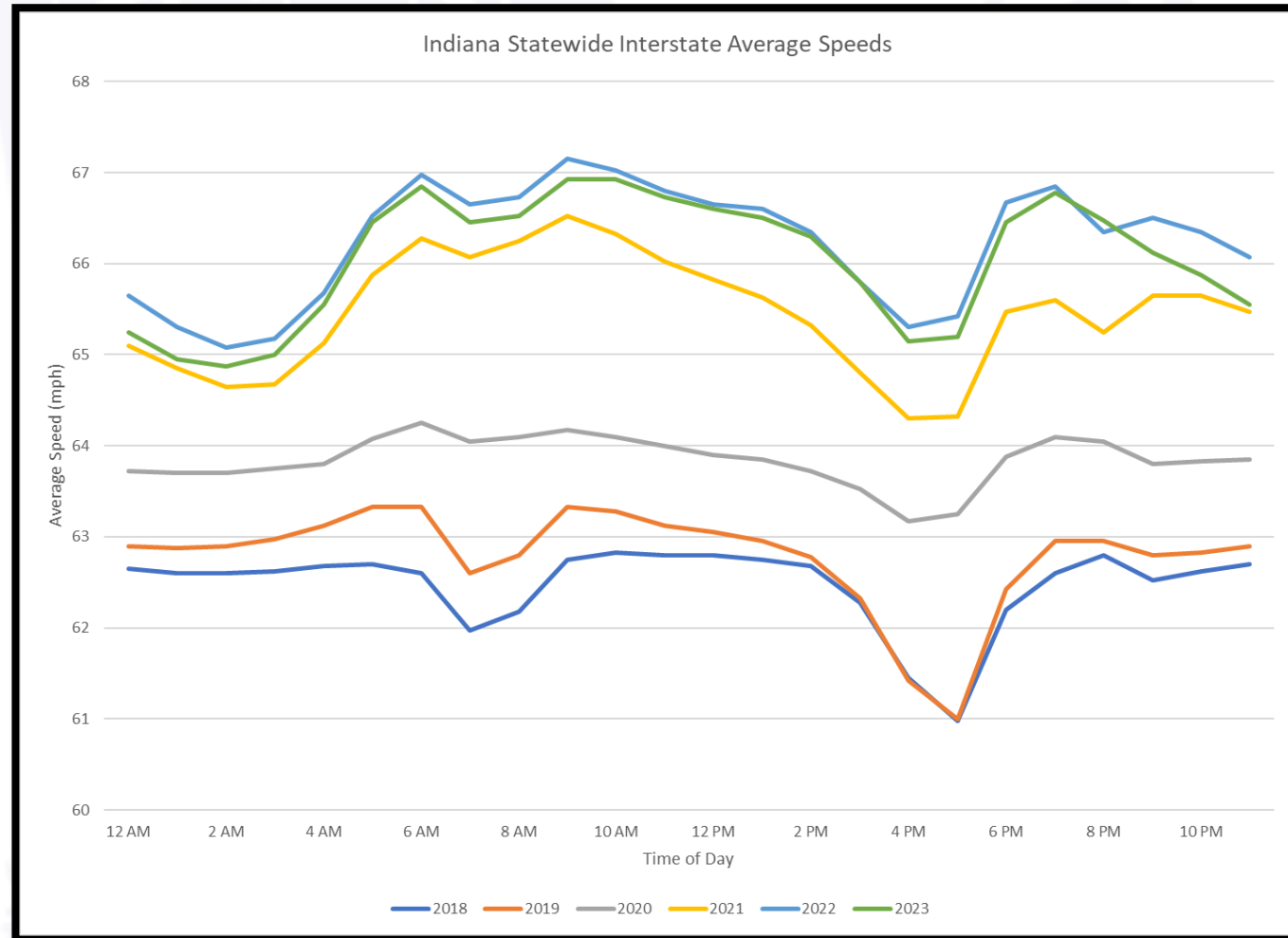




# Speed Impact

Since the pandemic, interstate speeds have increased significantly

Passenger Vehicles account for most of the rise with a 6-7 mph increase.



5 mph Average Increase  
On Interstates

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# FHWA Proven Safety Countermeasures (For Locals)

Highly Effective *And* Low Cost!



Local Road Safety Plans



Enhanced Delineation for Horizontal Curves



Longitudinal Rumble Strips and Stripes on Two-Lane Roads



Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections



Roadside Design Improvements at Curves



SafetyEdge<sup>SM</sup>



Corridor Access Management



Road Diets (Roadway Configuration)



Wider Edge Lines

level

# Funding for Local Treatments

INDOT Wants to find eligible local projects!

- Many Systemic Safety Improvement Types
  - Projects can be found eligible throughout the year.
  - Systemic Safety Projects use a 1-page Eligibility Form
- Site Specific Projects: Project Scope Report and Crash Analysis
- Total HSIP Funds available to locals in 2024 ~ \$25M
- Federal funding also available through grants (*more on this to come*)

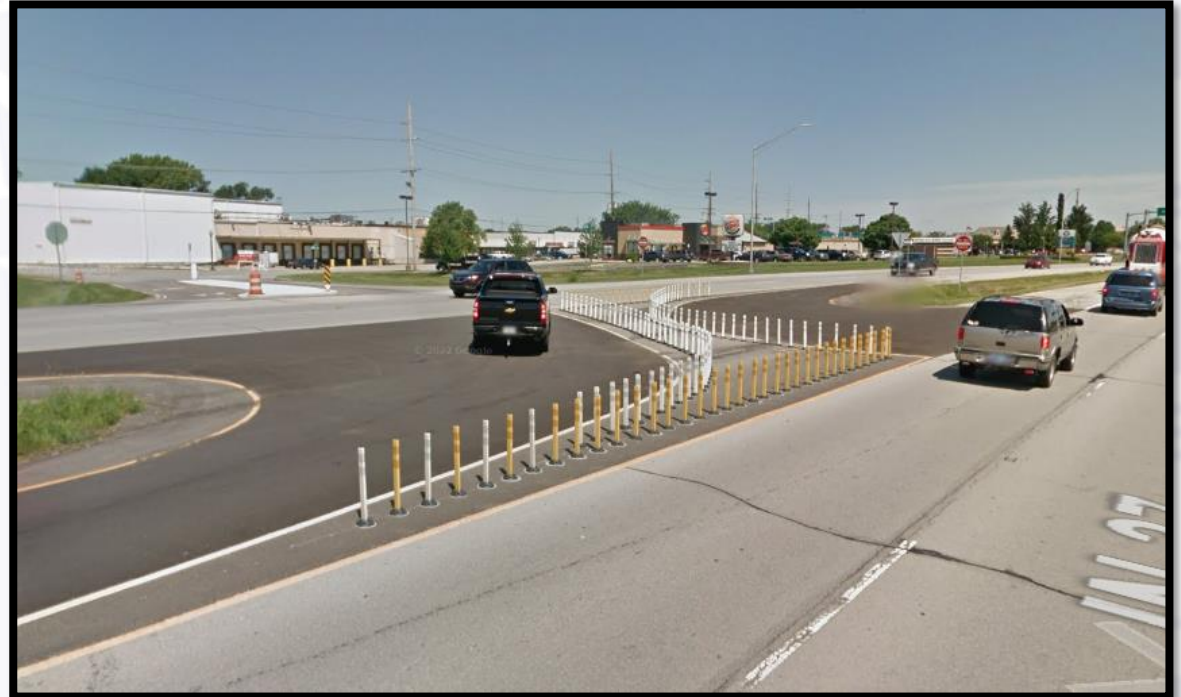


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# Currently in the Works



- Rapid Deployment of Low-Cost Safety Improvements
- Context Based Design
- Indiana Design Manual Updates

# Contact Information

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Taylor Ruble - [truble@indot.in.gov](mailto:truble@indot.in.gov)

Dan McCoy - [dmccoy@indot.in.gov](mailto:dmccoy@indot.in.gov)

# LOCAL TRAFFIC SAFETY TOOL KIT

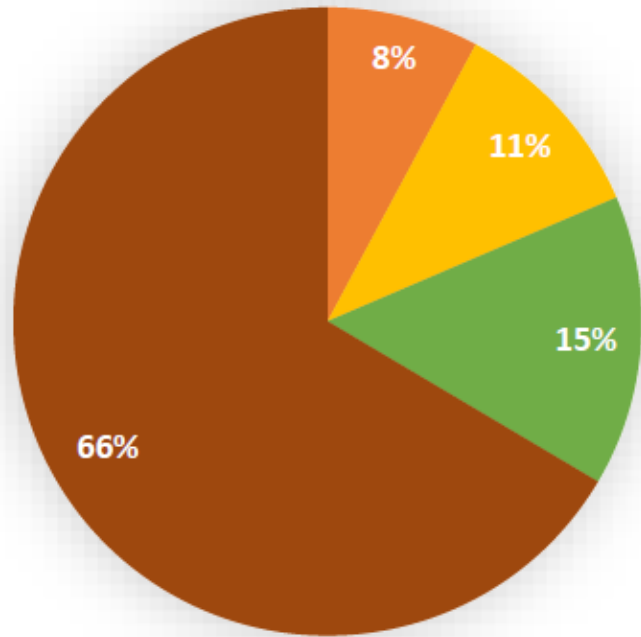
Mike Holowaty

Manager INDOT Traffic Safety Office



# Indiana Serious Crashes by Road Type

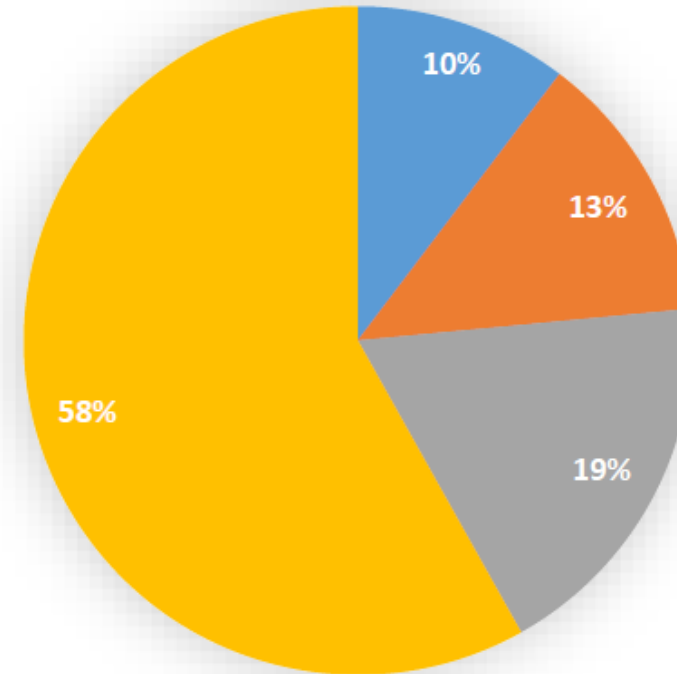
## Traffic Injuries by Route Type VMT



■ Interstates ■ US Routes ■ State Routes ■ Local Routes

*Compared to a 5 year average of 8% Interstate, 12% US Route, 17% State Route, and 63% Local Route*

## Traffic Deaths by Route Type VMT

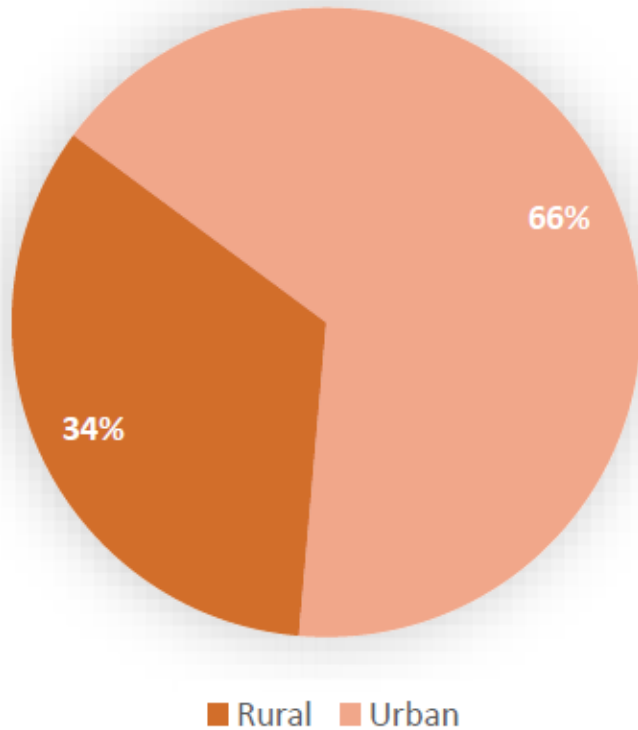


■ Interstates ■ US Routes ■ State Routes ■ Local Routes

*Compared to a 5 year average of 11% Interstate, 16% US Route, 24% State Route, and 49% Local Route*

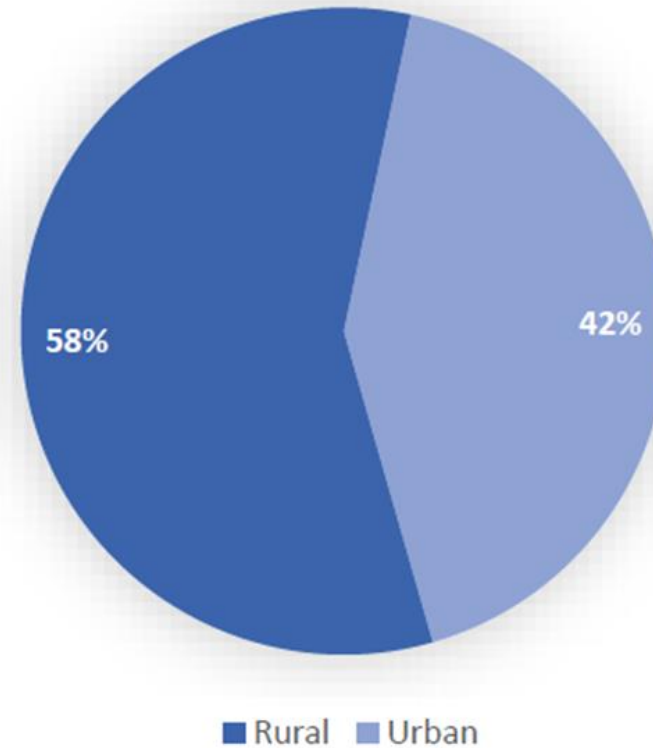
# Indiana Serious Crash Profile

## Traffic Injuries by Rural/Urban Area



Compared to a 5 year average of 34% Rural and 66% Urban

## Traffic Deaths by Rural/Urban Area



Compared to a 5 year average of 61% Rural and 39% Urban

# Local Safety Project Funding

- The Core Funding source is the Highway Safety Improvement Program (HSIP)
  - The purpose of HSIP projects is to Eliminate Fatalities and Serious injuries on all public roads.
  - FHWA Rules: “HSIP funds shall be used for highway safety improvement projects that are consistent with the State’s SHSP.”\* (Strategic Highway Safety Plan)
  - FY 2024 Local HSIP (90/10%) Funds = \$19,096,095
  - Also, Local 164-HE Penalty (100%) Funds = \$ 5,791,301
  - Total Federal Safety Funds available = **\$24,887,396.**
- Safe Streets and Roads for All (SS4A) – Federal Grant Program for local agencies
  - Local Agencies may also apply to FHWA for Planning and Implementation Grants under the SS4A program.

\* FHWA Highway Safety Improvement Program 23 CFR 924 and 409 Implementation Guidance.

# Local Safety Project Funding

- Funds are allocated to Metropolitan Planning Organizations and to Rural Group 3 and 4 local agencies.
- **Total = \$24,887,396.**
- **Rural Areas = \$5,939,162.**

<b>FY 2024 Federal Safety Funding Allocations</b>			
Group I MPOs	HSIP	Section 164-HE	Combined
Indianapolis	\$5,727,424	\$1,967,726	<b>\$7,695,150</b>
Fort Wayne	\$1,014,624	\$388,866	<b>\$1,403,490</b>
Louisville KIPDA	\$397,018	\$163,964	<b>\$560,982</b>
South Bend	\$741,208	\$289,584	<b>\$1,030,792</b>
Northwest	\$1,693,869	\$615,374	<b>\$2,309,243</b>
Evansville	\$603,472	\$239,449	<b>\$842,921</b>
<b>Group II MPOs</b>			
Anderson	\$386,020	\$92,046	<b>\$478,066</b>
Bloomington	\$534,501	\$127,452	<b>\$661,953</b>
Elkhart/Goshen	\$715,891	\$170,704	<b>\$886,595</b>
Kokomo	\$303,779	\$72,436	<b>\$376,215</b>
Lafayette	\$762,650	\$181,584	<b>\$944,234</b>
Muncie	\$409,637	\$97,678	<b>\$507,315</b>
Terre Haute	\$387,694	\$92,446	<b>\$480,140</b>
Columbus	\$296,040	\$70,591	<b>\$366,631</b>
Michigan City	\$326,624	\$77,883	<b>\$404,507</b>
<b>Group III</b>			
Group III	\$2,397,822	\$571,759	<b>\$2,969,581</b>
<b>Group IV</b>			
Group IV	\$2,397,822	\$571,759	<b>\$2,969,581</b>
<b>Rural Total</b>			
			<b>\$5,939,162</b>
<b>All Local Safety Funds =</b>			
	<b>\$19,096,095</b>	<b>\$5,791,301</b>	<b>\$24,887,396</b>

# 2024 HSIP Funding Rules

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- HSIP and Section 164-HE Funds Rules are set by FHWA.
- INDOT Acts on behalf of FHWA to Review Projects for eligibility to use HSIP funds.
- All HSIP projects are subject to general requirements under Title 23 of the United States Code.
- “To be eligible for HSIP funds, all highway safety improvement projects must:
  1. Address a Strategic Highway Safety Plan (SHSP) priority,
  2. Be identified through a data-driven process, and
  3. Contribute to a reduction in fatalities and serious injuries.”\*
- Projects are consistent with the SHSP if they logically flow from identified SHSP emphasis areas and strategies.

\* FHWA Highway Safety Improvement Program 23 CFR 924 and 409 Implementation Guidance.

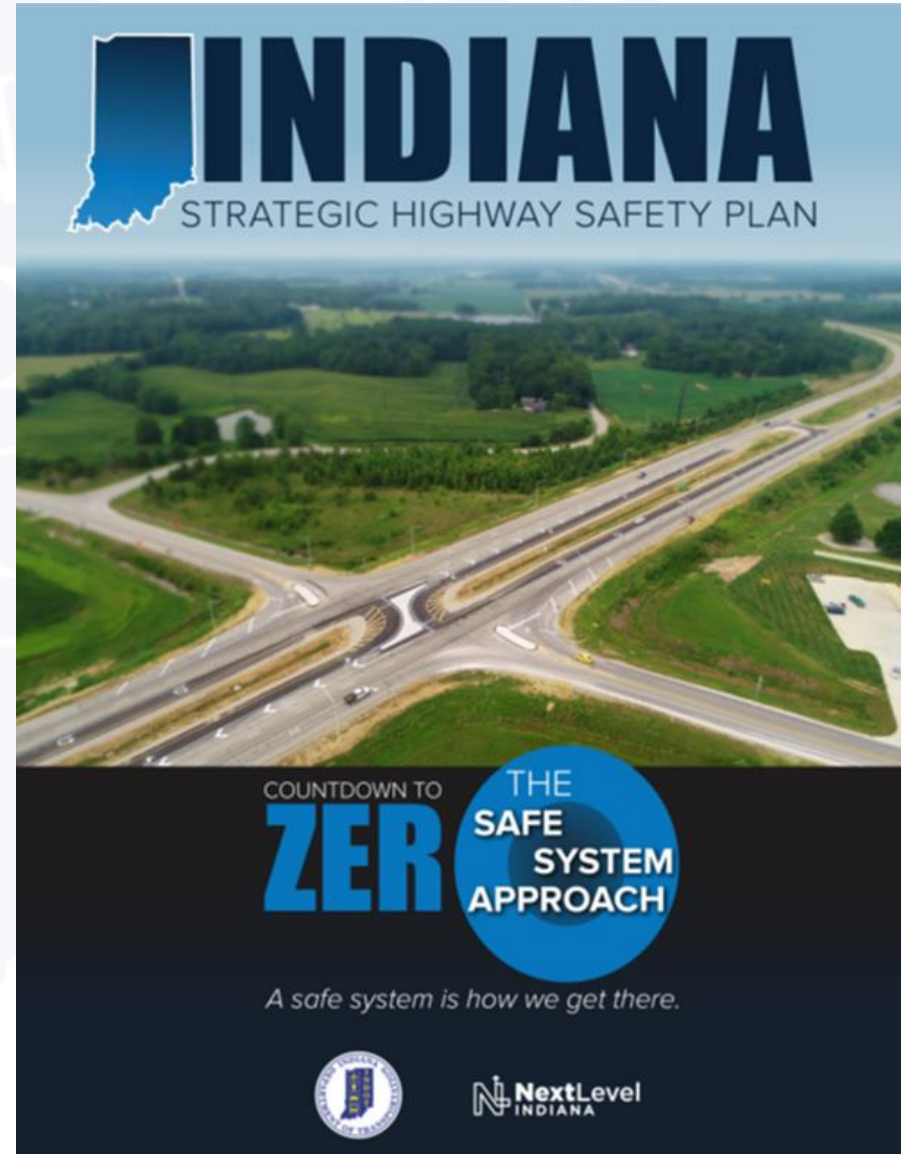
# Local Road Safety Review and Resources

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- INDOT Traffic Safety Office reviews projects for HSIP eligibility
- INDOT Wants to find eligible local projects to fill the local HSIP program
  - Projects can be submitted for HSIP eligibility review any time during the year.
  - Systemic Safety Projects use a 1-page eligibility form
  - Site Specific Projects - review the project Scope Report, Crash Data, and B/C analysis
  - INDOT Traffic Safety Office also reviews programmed projects that may be eligible to use HSIP funds (90/10%) or 164-HE (100%) federal aid.
- INDOT Local Public Agency and Grants Division
  - Approves projects for federal aid program funds
- IN-LTAP - Hazard Elimination Program for Local Roads and Streets (HELPERS)
- Provides Training and Advise and Assistance to LPAs.

# Indiana Strategic Highway Safety Plan

- Indiana 2022 SHSP
- Safe Systems Approach
- Death and Serious Injuries are Unacceptable!
- Humans Make Mistakes.
- Humans Are Vulnerable.
- Responsibility is Shared.
- Safety is Proactive.
- Redundancy is Crucial.
- <https://www.in.gov/indot/files/SHSP2022.pdf>



# Indiana Strategic Highway Safety Plan

- SHSP Emphasis Areas and Strategies:

- Safe Roads
- Safe Speeds
- Safe Road Users
- Safe Vehicles
- Post Crash Care



## SAFE ROAD USERS

**At-Risk Users**  
Older Drivers  
Younger Drivers  
Motorcyclists

**Vulnerable Road Users**  
Other non-motorized (i.e., buggies)

Pedestrians  
Bicyclists  
Micromobility Users

**Impaired Users**  
Alcohol  
Drug  
Distracted  
Drowsy

**Unrestrained Users**



## SAFE VEHICLES

**Large Vehicles/  
Commercial Vehicles**



## SAFE SPEEDS

**Speeding**  
Speed Management  
Work Zones



## SAFE ROADS

**Intersections**  
Rail Grade Crossings  
Roadway Departures



## POST-CRASH CARE

**Emergency Response**  
Golden Hour Treatment  
and In-time Response



# Indiana Systemic Low-Cost Safety Project Types

- Electronic inventory of signs and replace Regulatory & Warning Signs to meet MUTCD retroreflectivity.
- Upgrade curve warning signs & markings.
- Install intersection warning devices or Conflict Warning Systems (CWS).
- New or upgrade Pedestrian Crosswalks.
- Pedestrian curb ramps & median refuges.
- New pedestrian crossing audible signals or add a pedestrian crossing phase to signals.
- Add 1 signal head per lane and install backing plates to signal heads.
- Overhead & pedestrian lighting
- New or slotted left turn lanes
- Improve access control on busy roads.
- Add new pavement markings to unmarked roads or add median or shoulder rumble stripes
- New railroad crossing markings signs or signal pre-emption.
- Right size roads for their traffic volumes using markings and signs.
- Add High Friction Surface at Curves.
- Upgrade guardrail end treatments and add guardrail where needed.
- Remove or shield roadside safety obstacles.
- Always pave with a Safety Edge

d



## **BMCMPO Staff Report: FY 2024-2028 TIP Amendments & Modifications**

BMCMPO Technical Advisory Committee and Citizens Advisory Committee Meetings  
February 28, 2024

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### **FY 2024 - 2028 Transportation Improvement Program Amendments and Modifications**

- 1. DES#2101774 – I-69 Wrong Way Signage with LED Lights at the intersection of I-69 & Fullerton Pike, intersection of I-69 & SR 45 / W Bloomfield Rd**
  - a. Increase of \$89,398 in NHPP/NHS funding for FY 2024. DES# update, OLD DES#2101774 to NEW DES#2400027.



## FY 2024 - 2028 Transportation Improvement Program Project Request Form

**(Please return fully completed form)**

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

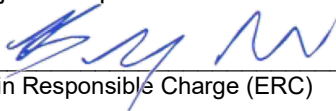
### Section 1: Local Public Agency Information

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

**Employee in Responsible Charge (ERC):** Brad Rood  
**Phone:** 317-607-9211  
**Email:** brood@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.

 2-13-2024  
Employee in Responsible Charge (ERC) Date

### Section 3: Project Information

- A. Project Name: Statewide Wrong Way Signage with LED Lights
- B. Is project already in the TIP?  
 Yes  No
- C. INDOT DES# or INDOT Office of Transit ID# (if assigned): 2101774; needs changed to 2400027
- D. Project Location (detailed description of project termini if applicable): intersection of I-69 & Fullerton Pike, intersection of I-69 & SR 45 / W Bloomfield Rd

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
- Other - Please Specify \_\_\_\_\_

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

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G. Allied Projects: T-44356 - 2101774 - Greenfield District, T-45438 - 2400028 - Vincennes District.

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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: 5-9-2024

### Section 4: Financial Plan

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

*Note: Fiscal Year 2024 begins on July 1, 2023 and ends on June 30, 2024.*

Phase	Funding Source	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Outlying Years
PE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	NHPP	\$ 209,398	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
<b>Totals:</b>		\$	\$	\$	\$	\$	\$

## 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 Required Information:

Please attach to this application form or provide the following information below as required by the Complete Streets Policy to expedite processing of this project request. 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).  
wrong way ramp entry initiative: The effort is aimed at targeting ramps that are near locations of wrong way crashes on the Interstate and the likely entry location as well as ramps that have similar attributes. The plan is to install a mid-level treatment with detection and pole assembly holding an off the shelf available system, using a sign with flashing LED along the border on a pole at the primary locations. The secondary locations will then receive an entry-level treatment consisting of a solar powered flashing beacon.
- 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.)  
reduce wrong way crashes on interstates & likely entry location / ramps
- 4) Project Timeline – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.

**current letting date set for 5/9/2024**

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

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- 6) Project Cost – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.  
T-45437 total cost \$1,076,076.00

- 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.).

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- 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.

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**Source: BMCMPO, January 2023.**



## **MEMORANDUM**

**To:** BMCMPO Technical Advisory Committee and Citizens Advisory Committee  
**From:** Rachael Sargent, Pat Martin  
**Date:** February 23, 2024  
**Re:** 2024 - INDOT Safety Performance Targets

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### **Background**

National Safety Performance Management represents a major element of the national Transportation Performance Management program, which the Federal Highway Administration (FHWA) defines as a strategic approach using transportation system data to make informed investment and policy decision for the achievement of national performance goals.

Safety Performance Management supports state Highway Safety Improvement Programs (HSIPs) with the establishment of annual safety performance measure requirements for the purpose of carrying out respective HSIPs, and to assess fatalities and serious injuries on all public roads.

The FHWA Safety Performance establishes five (5) critical performance measures for all State Departments of Transportation (DOTs) and all Metropolitan Planning Organizations (MPOs). These safety performance measures (identified as “Targets”) include:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries.

The FHWA uses Safety Performance Targets to assess whether State DOTs and respective MPOs have met or made significant progress toward meeting their self-identified safety performance targets.

States may employ any methodology they deem most appropriate when establishing safety performance targets. The FHWA encourages States to review data sets and trends and consider factors that may affect targets. Safety performance targets must have a data-driven foundation, reflect realistic targets, have attainability, and should align with the performance management framework established by Congressional intent.

**FY 2024 INDOT and Indiana Metropolitan Planning Organization Adoption Targets**

The Indiana Department of Transportation (INDOT) completed an annual process that jointly establishes with the Indiana Criminal Justice Institute (CJI) and the Indiana Metropolitan Planning Organization Council FY 2024 PM1 Safety Performance Targets. The established Indiana Statewide Targets reflect a new Indiana Triennial Safety Plan encompassing fiscal years 2024, 2025, and 2026.

The FY 2024 Safety Performance Targets established by INDOT and for adoption by Indiana Metropolitan Planning Organizations are as follows:

<b>Target 1</b> - Number of Total Fatalities =	<b>876.3</b>
<b>HMVMT</b> - Vehicle Miles of Travel per Hundred Million VMT =	<b>843.76</b>
<b>Target 2</b> - Rate of Fatalities (Per HMVMT) =	<b>1.072</b>
<b>Target 3</b> - Number of Serious Injuries =	<b>3,281.1</b>
<b>Target 4</b> - Rate of Serious Injuries (Per HMVMT) =	<b>3.987</b>
<b>Target 5</b> - Number of Non-Motorized Fatalities & Serious Injuries =	<b>391.6</b>

The following spreadsheet documents the data-driven background for INDOT and Indiana MPO Safety Target Projections.

**Requested Action**

BMCMPO Technical Advisory Committee and Citizens Advisory Committee adoption of the Fiscal Year 2024 safety targets.

PPM/pm



INDOT Safety Target Projections - Each Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024^	2024
Total Number of FARS Fatalities	781	784	745	817	829	916	860	810	897	932	980	945	926	926
VMT/(Hundred Million VMT)	788.889	784.000	792.553	785.577	829.000	817.857	819.048	826.531	766.082	786.400	821.788	858.758	875.933	875.933
Rate of Fatalities (Per HMVMT)	0.990	1.000	0.940	1.040	1.000	1.120	1.050	0.980	1.171	1.185	1.193	1.100	1.057	1.057
Number of Serious Injuries **	3823	3453	3338	3434	3505	3388	3210	3062	3304	3513	3923	3448	3281	3379
Rate of Serious Injuries (Per HMVMT)	4.846	4.404	4.212	4.371	4.228	4.143	3.920	3.704	4.313	4.467	4.774	4.015	3.746	3.858
Number of Non-Motorized Fatalities & Serious Inj.	405	389	371	385	386	372	405	336	402	460	633	410	402	402

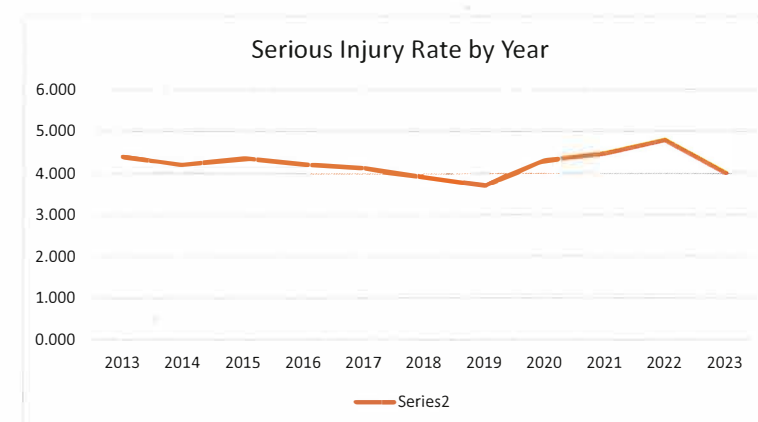
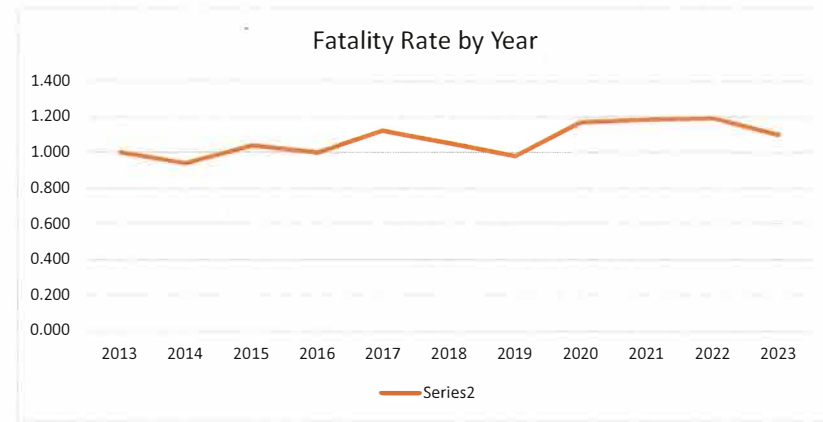
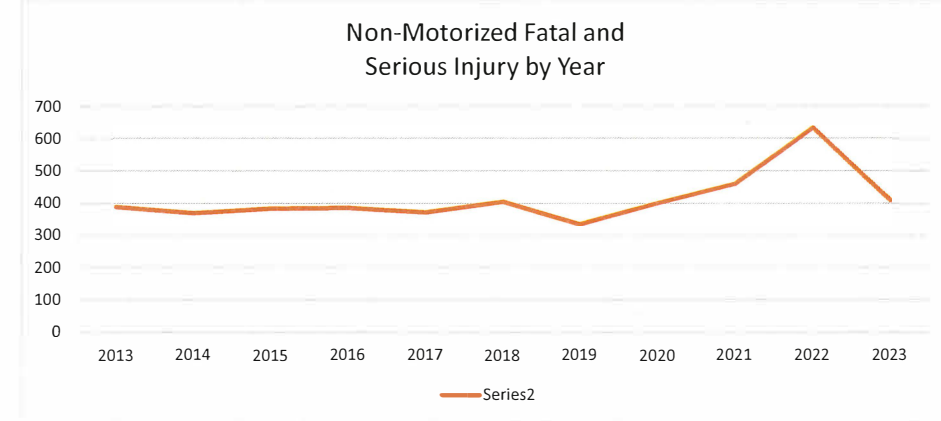
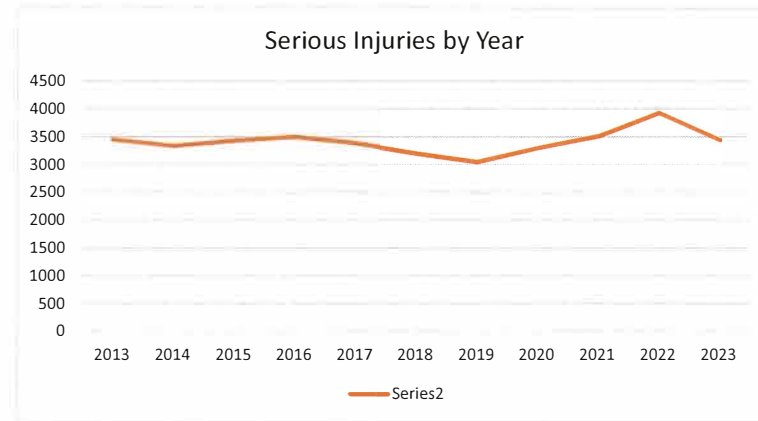
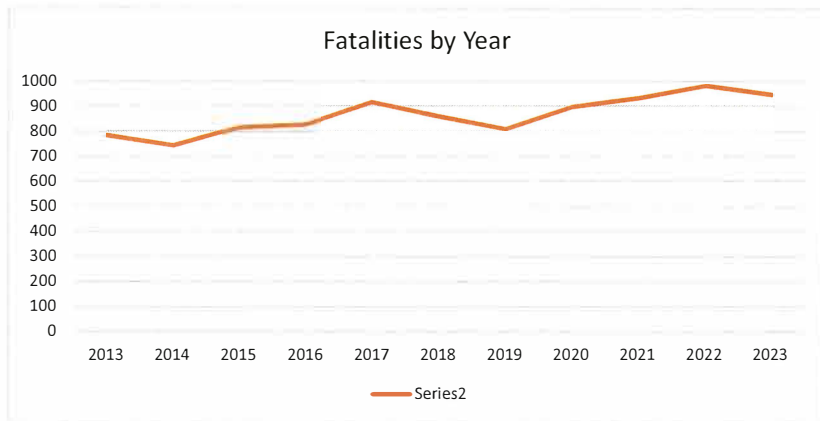
Projected	FARS & FHWA
Projected	INDOT CALCULATED
Calculated	PROJECTION
Forecast	ARIES
Calculated	INDOT ESTIMATED
Forecast	

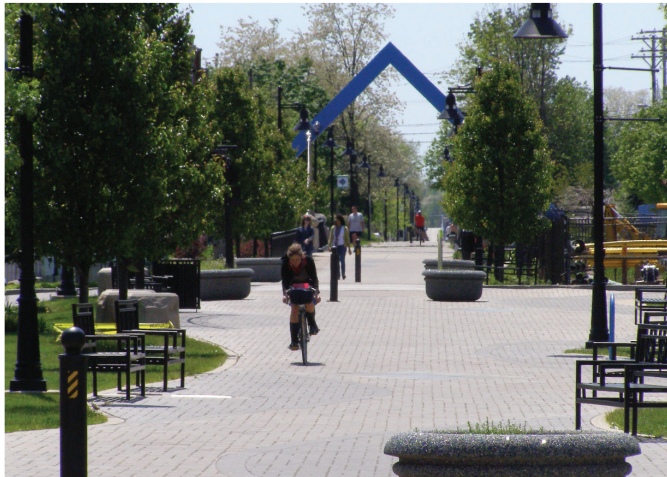
\* Rates are pending continued efforts to estimate VMT for 2022-2023

\*\*Number of Serious Injuries: 2014-2019 (Estimate (0.072\*Inj)), 2020-2021 (Direct Count of Inj Nature Codes)

INDOT Safety Target Projections - 5 Year Averages	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Previous	Calculated	IJA Proposed	
												2023	2024	2024	
Total Fatalities					791.2	818.2	833.4	846.4	862.4	883.0	895.8	894.2	936.0	876.3	<Target 1
VMT/(Hundred Million VMT)					796.00	801.80	808.81	815.60	811.70	803.18	803.97	811.91	821.79	843.76	<HMVMT
Rate of Fatalities (Per HMVMT)					0.994	1.020	1.030	1.038	1.064	1.101	1.116	1.088	1.141	1.072	<Target 2
Number of Serious Injuries**					3510.7	3423.8	3375.3	3319.9	3293.9	3295.5	3402.4	3348.1	3493.8	3281.1	<Target 3
Rate of Serious Injuries (Per HMVMT)					4.410	4.270	4.173	4.071	4.058	4.103	4.232	4.068	4.251	3.987	<Target 4
Number of Non-Motorized Fatalities & Serious Inj.					387.2	380.6	383.8	376.8	380.2	395.0	447.2	399.6	461.4	391.6	<Target 5

Source: INDOT, Office of Traffic Safety





**BLOOMINGTON • MONROE COUNTY**



# Unified Planning Work Program

**Fiscal Years  
2025 & 2026**

*Bloomington-Monroe County  
Metropolitan Planning Organization*

*February 2024*

**Anticipated Adoption:  
April 12, 2024**

## **ACKNOWLEDGMENT & DISCLAIMER**

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

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# Introduction

## Overview

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

The Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) signed to law on November 15, 2021, currently guides Federal transportation policy and programs related to MPOs. The Bipartisan Infrastructure Law (BIL) provides long-term funding certainty for surface transportation infrastructure planning through Federal Fiscal Year 2026.

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.

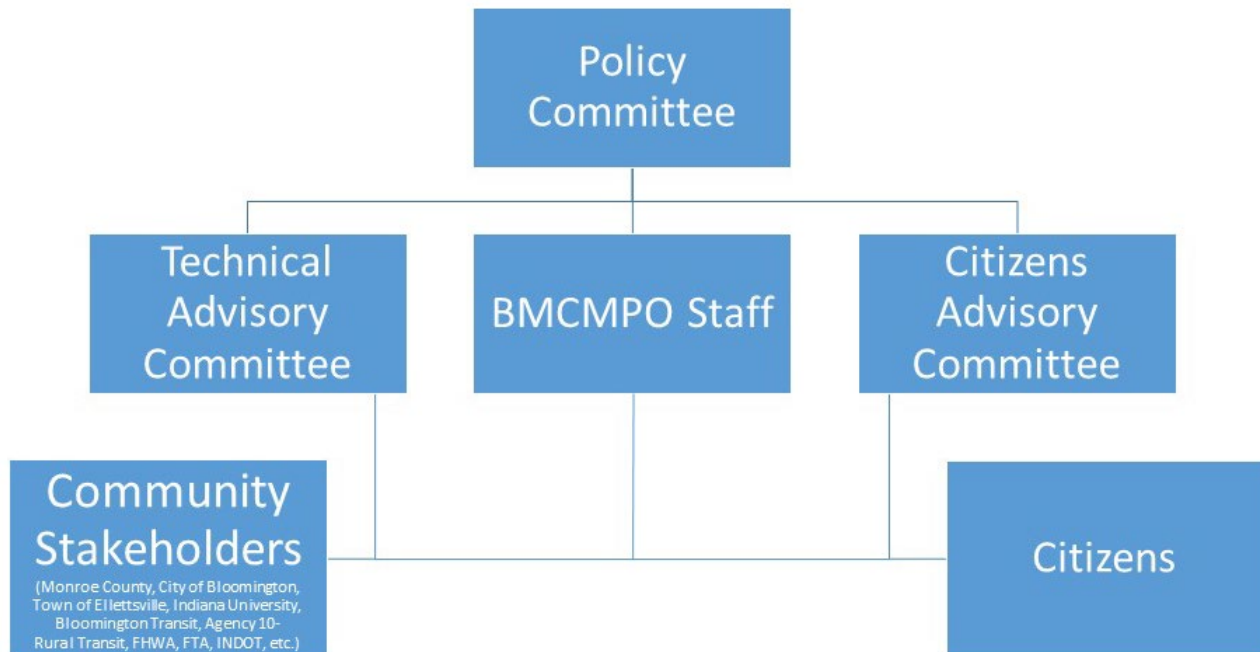
The urban transportation planning process for all MPOs involves the development of a Unified Planning Work Program (UPWP) specifying all planning activities anticipated during the programming years, and documents the work performed with Federal planning funds. The FY 2025-2026 UPWP satisfies the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) work program requirement for Fiscal Years 2025 and 2026 (July 1, 2024 to June 30, 2026).

## BMCMPO Organization and 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, the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and all citizens.





## FHWA-FTA 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 2025 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 2025, as well as identified local areas of focus.

### FY 2025 PEAs

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

The Indiana Division Office of Federal Highway Administration (FHWA) and Federal Transit Administration Region V (FTA) office annual Planning Emphasis Areas (PEAs) for FY 2025 are:

- Institutionalizing Equity, Accessibility, and Safety
- Maximizing Coordination
- Urbanized Area and Metropolitan Planning Area Boundaries

### Institutionalizing Equity, Accessibility, and Safety

"The FHWA Indiana Division and FTA Region V Office will continue to partner with INDOT, the MPOs, and providers of public transportation to improve accessibility and safety, and to advance equity and support for underserved and disadvantaged communities in the transportation planning, project development and delivery processes. FHWA-IN and FTA Region V encourage our partners to institutionalize equity, accessibility, and safety in the aforementioned areas by strengthening existing practices, and pursuing new activities that foster equitable outcomes. Specifically, we encourage the use of strategies and activities that:

1. Improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities. **The BMCMPO will address this PEA through Element 501 and Element 503 of the FY 2025-2026 UPWP.**
2. Plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management. **The BMCMPO will address this PEA through Element 302 and Element 501 of the FY 2025-2026 UPWP.**
3. Reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors. **The BMCMPO will address this PEA through Element 303 of the FY 2025-2026 UPWP.**
4. Offer reduced public transportation fares as appropriate. **The BMCMPO will address this PEA with Bloomington Transit through Element 503 of the FY 2025-2026 UPWP.**
5. Target demand- response service towards communities with higher concentrations of older adults and those with poor access to essential services. **In coordination with Bloomington Transit, the BMCMPO will address this PEA through Element 503 of the FY 2025-2026 UPWP.**

6. Consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations. **In coordination with Bloomington Transit, the BMCMPPO will address this PEA through Element 503 of the FY 2025-2026 UPWP.**

Below is a list of actions and/or strategies that if incorporated into your UPWPs/SOWs/Work Programs and implemented, will advance equity, improve safety and accessibility, and ensure equitable outcomes:

- Develop a Transit Oriented Development Strategic Plan (additional information available here: <https://www.transit.dot.gov/TOD>). **The BMCMPPO will address this PEA through Element 501 of the FY 2025-2026 UPWP.**
- Move beyond information gathering/screening tools to equitable outcomes analysis in project programming and delivery. **The BMCMPPO will address this PEA through Element 301 of the FY 2025-2026 UPWP.**
- Review and/or revise as needed existing documents pertaining to Title VI Implementation, Limited English Proficiency (LEP) assistance, and Title II/Title III ADA procedures (requirements for Places of Public accommodation). **The BMCMPPO will address this PEA through Element 104 of the FY 2025-2026 UPWP.**
- Encourage LPAs to utilize and adopt Public Right-of-Way Accessibility Guidelines (PROWAG) <https://highways.dot.gov/safety/pedestrian-bicyclist/safety-tools/r3062-public-right-way-accessibility-guidelines-prowag>. **The BMCMPPO will address this PEA through Element 302 of the FY 2025-2026 UPWP.**
- Review/Revise (as needed) Public Participation Plans and incorporate tools for meaningful public involvement. **The BMCMPPO will address this PEA through Element 104 of the FY 2025-2026 UPWP.**
- Develop and facilitate information sessions/training to MPO board members regarding equity and related topics/best practices. **The BMCMPPO will address this PEA through Element 101 of the FY 2025-2026 UPWP.**
- Review/Update (as needed) websites and other electronic platforms to ensure accessibility and 508 compliance. **The BMCMPPO will address this PEA through Element 101 of the FY 2025-2026 UPWP.**
- Incorporate visual components and plain language in required planning documents (i.e., UPWP, TIP, ALOP, etc.) and communication (i.e., newsletters, meeting announcements, public involvement notices, etc.). **The BMCMPPO will address this PEA through Element 104 of the FY 2025-2026 UPWP.**
- Review current policies, rules, and procedures to determine their impact on safety for all road users, including vulnerable road users (VRUs), and to ensure they include provisions for safety in

future transportation infrastructure, particularly those outside automobiles. **The BMCMPO will address this PEA through Element 302 of the FY 2025-2026 UPWP.**

- Incorporate VRU considerations during planning, project development, and delivery processes. **The BMCMPO will address this PEA through Element 302 of the FY 2025-2026 UPWP.**

### Maximizing Coordination

The 3-C process (Continuous, Cooperative, and Comprehensive) is essential to efficient and effective planning, project development and delivery processes. Coordination between stakeholders is a key component of enacting the 3-C process, and delivering a safe, efficient, and equitable transportation system. However, when coordination and communication are not consistently and effectively implemented, project development and delivery processes are delayed, resulting in disadvantages and challenges to the traveling public. The FHWA Indiana Division and FTA Region V Office encourage our partners to review existing coordination and communication practices, identify deficiencies that result in project delivery delays, and make revisions and adjustments as needed. The FHWA Indiana Division and FTA Region V Office will continue to partner with INDOT, the MPOs, and providers of public transportation to provide technical assistance and resources to improve and enhance communication and coordination in the transportation planning, project development and delivery processes.

Below is a list of actions and/or strategies that if incorporated into your UPWPs/SOWs/Work Programs and implemented, will improve and enhance coordination and communication:

- Implement regular coordination/communication intervals between planning staff and staff involved in the NEPA/Environmental review processes, as well as the project design processes. **The BMCMPO will address this PEA through Element 301 of the FY 2025-2026 UPWP.**
- Continue to develop and implement procedures and software enhancements for the TIPs/STIP that improve coordination and communication between INDOT, MPOs, LPAs, and transit operators related to project development, environmental review, revisions, and cost estimation practices. **The BMCMPO will address this PEA through Element 301 of the FY 2025-2026 UPWP.**
- Develop working groups or committees to disseminate information and best practices related to new BIL/IIJA regulatory requirements and discretionary grants opportunities/requirements. **The BMCMPO will address this PEA through Element 101 of the FY 2025-2026 UPWP.**

### Metropolitan Planning Area and Urbanized Area Boundaries

INDOT and the MPOs should continue to work together to prepare and finalize updates to the Metropolitan Planning Area Boundaries and adjusted Urbanized Area Boundaries resulting from the 2020 Census data. In addition, INDOT and the MPOs should review existing functional classifications and make any needed revisions.” **The BMCMPO will address this PEA through Element 401 of the FY 2025-2026 UPWP.**

# FY 2025-2026 Budget

## Fund Use by Matching Agency

The Fund Use by Matching Agency table below summarizes FY 2025-2026 Unified Planning Work Program (UPWP) funding allocations based on the agency using the programmed funds for the BMCMPPO staff, Bloomington Transit, consultants/supplies, and contract Service Agreements (e.g., Monroe County Highway Department and Bloomington Public Works Department for asset management).

The figures in the MPO column represent BMCMPPO staff time budgeted per work element, including fringe and indirect costs. The Bloomington Transit and Consultant columns identify funds set aside for consultant service agreements, the purchase of equipment, and other direct BMCMPPO expenses separate from staff costs. The Contract Service Agreement (CSA) column shows funds identified for use by partner agencies through Contract Service Agreements. Later sections of the BMCMPPO FY 2025-2026 UPWP identify additional cost breakdowns of each individual work element.

Work Element	MPO Staff	BT	Cons/Supp	CSA	Total	
<b>100</b>	<b>Administration &amp; Public Participation</b>					
	FY 2025	\$153,749	\$0	\$1,600	\$0	\$155,349
	FY 2026	\$153,749	\$0	\$4,500	\$0	\$158,249
<b>200</b>	<b>Data Collection &amp; Analysis</b>					
	FY 2025	\$42,583	\$0	\$5,500	\$0	\$48,083
	FY 2026	\$42,583	\$0	\$12,200	\$0	\$54,783
<b>300</b>	<b>Short Range Planning &amp; Management Systems</b>					
	FY 2025	\$89,960	\$0	\$0	\$24,000	\$113,960
	FY 2026	\$89,960	\$0	\$0	\$30,000	\$119,960
<b>400</b>	<b>Long Range Planning</b>					
	FY 2025	\$25,785	\$0	\$31,033	\$0	\$56,818
	FY 2026	\$25,785	\$0	\$1,879	\$0	\$27,664
<b>500</b>	<b>Transit &amp; Active Transportation</b>					
	FY 2025	\$20,473	\$53,000	\$250	\$0	\$73,724
	FY 2026	\$20,473	\$54,000	\$1,500	\$0	\$75,973
<b>600</b>	<b>Other Planning Initiatives &amp; Special Projects</b>					
	FY 2025	\$2,589	\$0	\$0	\$0	\$2,589
	FY 2026	\$2,589	\$0	\$0	\$0	\$2,589
	<b>TOTAL</b>					
	<b>FY 2025</b>	<b>\$335,139</b>	<b>\$53,000</b>	<b>\$38,383</b>	<b>\$24,000</b>	<b>\$450,523</b>
	<b>FY 2026</b>	<b>\$335,139</b>	<b>\$54,000</b>	<b>\$20,079</b>	<b>\$30,000</b>	<b>\$439,218</b>
	<b>TOTAL</b>	<b>\$670,278</b>	<b>\$107,000</b>	<b>\$58,462</b>	<b>\$54,000</b>	<b>\$889,741</b>

## Object Class Budget by Funding Source

The Object Class Budget by Funding Source table shown below summarizes FY 2025-2026 UPWP funding allocations by object class and funding source. Fringe and Indirect expenses are calculated rates found in the *FY 2025 Cost Allocation Plan* approved by the Indiana Department of Transportation (INDOT). Funding allocations for BMCMPPO staff, Bloomington Transit, Consultants/Other, and Contract Service Agreements (CSAs) illustrate underlying object class budgeted expenses. Please refer to the individual work element sections later in this document for further details on each category.

Object Class	Federal	Local	Total
<b>Direct Chargeable Salary</b>			
<i>FY 2025</i>	\$103,394	\$25,849	\$129,243
<i>FY 2026</i>	\$103,409	\$25,852	\$129,261
<b>Fringe Expenses</b>			
<i>FY 2025</i>	\$93,117	\$23,279	\$116,396
<i>FY 2026</i>	\$93,130	\$23,283	\$116,413
<b>Indirect Expenses</b>			
<i>FY 2025</i>	\$71,600	\$17,900	\$89,501
<i>FY 2026</i>	\$71,611	\$17,903	\$89,513
<b>Bloomington Transit</b>			
<i>FY 2025</i>	\$42,400	\$10,600	\$53,000
<i>FY 2026</i>	\$43,200	\$10,800	\$54,000
<b>Consultants/Supplies</b>			
<i>FY 2025</i>	\$30,707	\$7,677	\$38,383
<i>FY 2026</i>	\$16,063	\$4,016	\$20,079
<b>Contract Service Agreements</b>			
<i>FY 2025</i>	\$19,200	\$4,800	\$24,000
<i>FY 2026</i>	\$24,000	\$6,000	\$30,000
<b>TOTAL</b>			
<b><i>FY 2025</i></b>	<b>\$360,418</b>	<b>\$90,105</b>	<b>\$450,523</b>
<b><i>FY 2026</i></b>	<b>\$351,413</b>	<b>\$87,853</b>	<b>\$439,266</b>
<b><i>TOTAL</i></b>	<b>\$711,831</b>	<b>\$177,958</b>	<b>\$889,788</b>

## Summary Budget by Funding Source

The Summary Budget by Funding Source table below summarizes the FY 2025-2026 budget for each of the work elements in the Unified Planning Work Program with elemental federal funding/local match split highlights. As illustrated in this summary table, the FY 2025 and FY 2026 funding allocations fall within the total available Federal (FHWA and FTA) funding assigned to the BMCMPPO for specific Fiscal Years.

	<b>Work Element</b>	<b>Federal</b>	<b>Local</b>	<b>Total</b>
<b>100</b>	<b>Administration &amp; Public Participation</b>			
	<i>FY 2025</i>	\$124,279	\$31,070	\$155,349
	<i>FY 2026</i>	\$126,599	\$31,650	\$158,249
<b>200</b>	<b>Data Collection &amp; Analysis</b>			
	<i>FY 2025</i>	\$38,467	\$9,617	\$48,083
	<i>FY 2026</i>	\$43,827	\$10,957	\$54,783
<b>300</b>	<b>Short Range Planning &amp; Management Systems</b>			
	<i>FY 2025</i>	\$91,168	\$22,792	\$113,960
	<i>FY 2026</i>	\$95,968	\$23,992	\$119,960
<b>400</b>	<b>Long Range Planning</b>			
	<i>FY 2025</i>	\$45,455	\$11,364	\$56,818
	<i>FY 2026</i>	\$22,132	\$5,533	\$27,664
<b>500</b>	<b>Transit &amp; Active Transportation</b>			
	<i>FY 2025</i>	\$58,979	\$14,745	\$73,724
	<i>FY 2026</i>	\$60,779	\$15,195	\$75,973
<b>600</b>	<b>Other Planning Initiatives &amp; Special Projects</b>			
	<i>FY 2025</i>	\$2,071	\$518	\$2,589
	<i>FY 2026</i>	\$2,071	\$518	\$2,589
	<b>TOTAL</b>			
	<i>FY 2025</i>	\$360,418	\$90,105	\$450,523
	<i>FY 2026</i>	\$351,375	\$87,844	\$439,218
	<b>TOTAL</b>	\$711,793	\$177,948	\$889,741

# Summary Budget for Active Indiana Department of Transportation (INDOT) Purchase Orders

The Summary Budget for Active INDOT Purchase Orders table below summarizes the current BMCMPPO FY 2023-2024 UPWP purchase order reference number for FY 2024, the expiration date of the purchase order, and the estimated balance of the assigned Fiscal Year by preparation date of this document.

Active Purchase Order Balances*		
Active INDOT FY 2024 Purchase Order	Expiration Date	Current Balance on 01-15-24
0800-0020110109	06-30-25	\$249,907.94

\*Note: Does not include FY 2024 third and fourth quarter billings. Total unspent balances will therefore become markedly lower by June 30, 2024.



## 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 pertaining to asset management.

Each CSA provides a mechanism of coordination thereby avoiding the duplication of transportation planning services. Each CSA follows the scope of work detailed within the final Unified Planning Work Program approved 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</b>			
<i>FY 2025</i>	\$9,600	\$2,400	\$12,000
<i>FY 2026</i>	\$12,000	\$3,000	\$15,000
<b>Monroe County Highway Dept.</b>			
<i>FY 2025</i>	\$9,600	\$2,400	\$12,000
<i>FY 2026</i>	\$12,000	\$3,000	\$15,000
<b>Town of Ellettsville</b>			
<i>FY 2025</i>	\$0	\$0	\$0
<i>FY 2026</i>	\$0	\$0	\$0
<b>TOTAL</b>			
<i>FY 2025</i>	\$19,200	\$4,800	\$24,000
<i>FY 2026</i>	\$24,000	\$6,000	\$30,000
<i>TOTAL</i>	\$43,200	\$10,800	\$54,000

# Work Elements

## 100 Administration and Public Participation

## 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.

### Committees

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

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 with the FHWA, FTA, and INDOT 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 the FHWA, FTA and 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 BMCMPPO completed a certification review with INDOT representatives in Fiscal Year 2023.

### *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 a Federal MPO Certification Review. [Estimated Completion: As Required]
- MPO staff to coordinate with INDOT central office staff regarding an update of INDOTs Planning Roles and Responsibilities Cooperating Operating Manual (PRRCOM) and in consultation with Indiana’s Metropolitan Planning Organizations (MPOs) to facilitate open communication, adherence and maintenance of the established “3-C” planning process. [Estimated Completion: As Required]
- MPO staff to develop and facilitate information sessions/training to MPO board members regarding equity and related topics/best practices. [Estimated Completion: Ongoing]

- 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]
- MPO staff 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]
- MPO staff 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]
- MPO staff to review/update websites and other electronic platforms in partnership with the City of Bloomington Information Technology Services (ITS) Department to ensure accessibility and Section 508 compliance (<https://bloomington.in.gov/accessible>). [Estimated Completion: As Required]
- MPO staff will develop working groups or committees to disseminate information and best practices related to new BIL/IIJA regulatory requirements and discretionary grants opportunities/requirements (<https://www.phmsa.dot.gov/legislative-mandates/bipartisan-infrastructure-law-bil-infrastructure-investment-and-jobs-act-iiija>). [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 BMCMPO 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 BMCMPO 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 2025-2026 UPWP. The staff shall prepare and provide quarterly progress reports, billing statements, and the financial status of the FY 2025-2026 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 2025-2026 Unified Planning Work Program. [Estimated Completion: Q1/FY 2025 through Q4/FY 2025]
- MPO Staff to develop FY 2026 and the FY 2027 UPWP. [Estimated Completion: Q4/FY 2025 and Q4/FY 2026]
- MPO Staff to develop the FY 2026 and FY 2027 Cost Allocation Plans as part of the UPWP. [Estimated Completion: Q3/FY 2025 and Q3/FY 2026]
- MPO Staff to prepare and submit the FY 2024 Annual Completion Report to INDOT. [Estimated Completion: Q1/FY 2025]
- MPO Staff to prepare and submit the FY 2025 Annual Completion Report to INDOT. [Estimated Completion: Q1/FY 2026]
- MPO Staff to prepare and submit the FY 2025-2026 Self Certification Review Statement to INDOT/FHWA/FTA representatives. [Estimated Completion: Q4/FY 2025, or with Transportation Improvement Program (TIP) submission]
- MPO Staff to prepare and submit eight (8) quarterly progress reports to INDOT for review. [Estimated Completion: FY 2025 & FY 2026 Quarterly]
- MPO Staff to prepare and submit eight (8) quarterly billing statements to INDOT for reimbursement. [Estimated Completion: FY 2025 & FY 2026 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*

- MPO Staff to attend the annual Indiana MPO Conference in successive host communities of FY 2025 and FY 2026. [Estimated Completion: Q2/FY 2025 & Q2/FY 2026 Annually]
- MPO Staff to attend the annual Purdue Road School and/or other educational conference opportunities including (but not limited to) webinars, classes, and/or conferences and utilize educational materials for professional development from national associations such as the American Planning Association, the Association of Pedestrian and Bicycle Professionals, the Urban Land Institute, and Institute of Transportation Engineers. [Estimated Completion: Ongoing]
- MPO Staff to renew professional membership dues to the American Planning Association and other relevant professional organizations. As part of its business practices, the BMCMPPO will verify that expenditures are compliant with the requirements of 2 CFR 200.403-405 *Factors Affecting Allowability* of Cost. [Estimated Completion: Ongoing]

## 104 Public Outreach and Public Participation

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

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

The staff will maintain the BMCMPPO website (<https://bloomington.in.gov/mpo>), a subsection of the City of Bloomington website, as a key point of public engagement with citizens, businesses, and other community members where they easily access and download reports, data, updates, or other information related to the functions of the BMCMPPO, in addition to the traditional forms of correspondence that are available. Staff will continue to use and 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]
- The MPO to review and/or revise existing documents pertaining to the adopted Public Participation Plan, Title VI Implementation, Limited English Proficiency (LEP) assistance, Title II/Title III ADA procedures pertaining to requirements for places of public accommodation for meaningful public involvement. [Estimated Completion: Ongoing]
- The MPO staff will incorporate visual components and plain language in required planning documents (i.e., UPWP, TIP, ALOP, etc.) and communication (i.e., newsletters, meeting announcements, public involvement notices, etc.). [Estimated Completion: Ongoing]

## Work Element 100 Budget

	Task	FY 2025	FY 2026	Total
<b>101</b>	<b>Intergovernmental Coordination</b>			
	<i>Federal Share</i>	\$65,427	\$65,427	\$130,854
	<i>Local Share</i>	\$16,357	\$16,357	\$32,714
	<b>Total</b>	<b>\$81,784</b>	<b>\$81,784</b>	<b>\$163,568</b>
<b>102</b>	<b>Unified Planning Work Program</b>			
	<i>Federal Share</i>	\$30,224	\$30,224	\$60,448
	<i>Local Share</i>	\$7,556	\$7,556	\$15,112
	<b>Total</b>	<b>\$37,780</b>	<b>\$37,780</b>	<b>\$75,560</b>
<b>103</b>	<b>Staff Training &amp; Education</b>			
	<i>Federal Share</i>	\$9,436	\$11,436	\$20,872
	<i>Local Share</i>	\$2,359	\$2,859	\$5,218
	<b>Total</b>	<b>\$11,795</b>	<b>\$14,295</b>	<b>\$26,089</b>
<b>104</b>	<b>Public Outreach</b>			
	<i>Federal Share</i>	\$19,192	\$19,512	\$38,704
	<i>Local Share</i>	\$4,798	\$4,878	\$9,676
	<b>Total</b>	<b>\$23,990</b>	<b>\$24,390</b>	<b>\$48,380</b>
	<b>TOTAL FEDERAL SHARE</b>	<b>\$124,279</b>	<b>\$126,599</b>	<b>\$250,878</b>
	<b>TOTAL LOCAL SHARE</b>	<b>\$31,070</b>	<b>\$31,650</b>	<b>\$62,720</b>
	<b>TOTAL</b>	<b>\$155,349</b>	<b>\$158,249</b>	<b>\$313,598</b>



# Work Elements

200 Data Collection and Analysis

## 201 Traffic Volume Counting

The MPO staff, in conjunction with 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 leading to 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 forecasting. The City of Bloomington Engineering Department will purchase new counting equipment replacing equipment beyond useful economic life, associated software, and supplies including but not limited to counter battery replacements, a portable traffic analyzer, replacement tubing, nails, padlocks, tape, and other count-related materials as necessary for the maintenance and capital replacement of traffic counting equipment.

### *Responsible Agency and End Products*

- MPO staff to perform approximate coverage counts on behalf of the City of Bloomington Engineering Department and Monroe County Highway Department. [Estimated Completion: Annually]
- MPO Staff to perform 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 multi-modal traffic counting program needs. [Estimated Completion: As Needed]
- MPO staff shall purchase annual software licenses for Adobe software, MS2 TCDS Modern Traffic Analytics traffic count database system (<https://www.ms2soft.com/products/tcds-traffic-count/>) management software, and GIS Software. [Estimated Completion: Annually]

## 202 Annual Crash Report

The BMCMPPO produces a macro-level Annual Crash Report identifying corridors and intersections within the urban area with the identification of associated causal factors contributing to aggregate crash data using Indiana State Police data from the Automated Reporting Information Exchange System (ARIES). Crash data analysis allows local jurisdictions to undertake roadway safety improvements and to establish longitudinal Measures of Effectiveness (MOE) for the evaluation of alternative actions over time. The Annual Crash Report additionally assists the BMCMPPO with the identification of project locations that may have Highway Safety Improvement Program (HSIP) and/or Road Safety Audit (RSA) eligibility. The staff shall further assist with development of Local Road Safety Plans (LRSPs) and Traffic Incident Management (TIM) within the BMCMPPO area as necessary.

### *Responsible Agency and End Products*

- MPO Staff to produce a Calendar Years 2019-2023 Crash Report. [Estimated Completion: Q1/FY 2025]
- MPO Staff to produce a Calendar Years 2020-2024 Crash Report. [Estimated Completion: Q1/FY 2026]
- MPO Staff to assist local public agencies (LPAs) in developing LRSPs as a tool for reducing roadway fatalities and serious injuries with an emphasis on implementing systemic roadway/corridor improvements and/or selective spot locations determined by key data (e.g., fatalities, serious injury rates, vulnerable road users/vulnerable road user assessments, roadway departures, intersections, bicycle-pedestrian focal points, weather, lighting, construction zones, school zones, etc.). [Estimated Completion: Q4/FY 2025 and Q4/FY 2026]
- MPO Staff to consider 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/FY 2025 and Q4/FY 2026]
- MPO staff shall renew the annual software license for MS2 Traffic Crash Location System (TCLS) software module (<https://www.ms2soft.com/products/tcls-traffic-crash/>) to analyze traffic local crash patterns, create crash density maps, crash heat maps, intersection collision diagrams, crash rates, and crash severity rates to aid in identifying local problem intersections. [Estimated Completion: Annually]

## Work Element 200 Budget

	Task	FY 2025	FY 2026	Total
<b>201</b>	<b>Traffic Volume Counting</b>			
	<i>Federal Share</i>	\$7,202	\$11,762	\$18,964
	<i>Local Share</i>	\$1,800	\$2,940	\$4,741
	<b>Total</b>	<b>\$9,002</b>	<b>\$14,702</b>	<b>\$23,705</b>
<b>202</b>	<b>Annual Crash Report &amp; Vulnerable Road Users Assessment</b>			
	<i>Federal Share</i>	\$31,265	\$32,065	\$63,329
	<i>Local Share</i>	\$7,816	\$8,016	\$15,832
	<b>Total</b>	<b>\$39,081</b>	<b>\$40,081</b>	<b>\$79,162</b>
	<b>TOTAL FEDERAL SHARE</b>	\$38,467	\$43,827	\$82,293
	<b>TOTAL LOCAL SHARE</b>	\$9,617	\$10,957	\$20,573
	<b>TOTAL</b>	<b>\$48,083</b>	<b>\$54,783</b>	<b>\$102,866</b>

# Work Elements

300 Short Range Planning and Management Systems

### 301 Transportation Improvement Program (TIP)

The development and maintenance of a Transportation Improvement Program (TIP) represents a Federal requirement for MPOs that intend to implement projects with federal funds. All Federal-aid projects must have inclusion 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 jurisdictional Local Public Agencies (LPAs) for development/administration of a TIP. This work includes requests for project designation identifications, the development of project milestone/funding schedules, the processing of required amendments, management of 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 2024-2028 TIP through coordination with LPAs and INDOT, fiscal management, and processing of TIP amendments as needed. [Estimated Completion: Ongoing]
- MPO Staff to develop, adopt and administer the FY 2026-2030 TIP through coordination with LPAs and INDOT, management of the Change Order Policy, and processing of TIP amendments as needed. [Estimated Completion: Q4 FY 2025]
- 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 TIP projects, including quarterly meetings with LPAs, design consultants, INDOT and FHWA. [Estimated Completion: Quarterly]
- MPO Staff to produce the Fiscal Year 2024 Annual List of Obligated Projects. [Estimated Completion: Q1/FY 2025]
- MPO Staff to produce the Fiscal Year 2025 Annual List of Obligated Projects. [Estimated Completion: Q1/FY 2026]
- MPO Staff will apply the adopted BMCMPPO Complete Streets Policy that ensures the safe and adequate accommodation of all users of the transportation system, defined by §11206(a). Staff will score and rank eligible FY 2024-2028 and the FY2026-2030 TIP projects for meeting “Increasing Safe and Accessible Transportation Options” compliance requirements and moving beyond information gathering/screening tools to equitable outcomes in project programming and delivery [Estimated Completion: Ongoing]

## 302 Highway Safety Improvement Program

The BMCMPPO has an established local Highway Safety Improvement Program (HSIP) in compliance with Bipartisan Infrastructure Law (BIL) legislation and INDOT/FHWA guidance directives. The BMCMPPO staff will administer procedures whereby appropriate projects solicited from LPAs and HSIP funding awards will depend upon project compliance with the Indiana Department of Transportation’s HSIP qualification criteria.

### FY 2025 PEAs

*See Appendix E for any detailed requirements.*

The MPO will strongly encourage LPAs to implement low-cost systemic improvements to address factors contributing to severe crashes in the community. The MPO will additionally encourage LPAs to program HSIP funds for Road Safety Audits and other INDOT/FHWA approved planning purposes.

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

- The MPO will assist the City of Bloomington and Monroe County with their codified use of Public Right-of-Way Accessibility Guidelines (PROWAG) design standards for all facilities as specified under the Americans with Disabilities Act (ADA) that address access to sidewalks and streets, crosswalks, curb ramps, pedestrian signals, on-street parking, and other components of public right-of-way. [Estimated Completion: Ongoing]
- MPO staff will administer the FY 2024-2028 and FY2026-2030 HSIP funding for the FY 2024-2028 and FY 2026-2030 Transportation Improvement Programs, respectively. [Estimated Completion: Q4/FY 2025 and Q4/FY 2026, as needed]
- MPO staff will review current policies, rules, and procedures to determine their impact on safety for all road users, including vulnerable road users (VRUs), and to ensure they include provisions for safety in future transportation infrastructure, particularly those outside automobiles, and focus on advanced speed management along arterials. [Estimated Completion: Ongoing]
- MPO staff will incorporate VRU considerations during planning, project development, and delivery processes in cooperation with the engineering staffs of Monroe County and the City of Bloomington. [Estimated Completion: Ongoing]

### 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 BIL legislation, program revisions reflect TAP guidance directives. The BMCMPPO staff will administer procedures for the solicitation and funding of all LPA TAP projects in compliance with TAP selection criteria.

#### *Responsible Agency and End Products*

- MPO Staff to administer the FY 2024-2028 TIP and the FY 2026-2030 TIP for Transportation Alternatives Program, that focuses on established Transportation Demand Management (TDM) alternative modes aimed at reducing system-wide single-occupancy vehicles and concomitant air quality near high-volume corridors through the promotion of Bloomington Transit, carpooling, vanpooling, biking and walking. [Estimated Completion: Ongoing, Continuous]
- MPO Staff to complete Annual Transportation Alternatives Program report and submit required documentation to INDOT and FHWA partners. [Estimated Completion: Q4/FY 2025 and Q4/FY 2026, As Needed]



## 304 Infrastructure Management Systems

The BMCMPPO has historically supported the efforts of its LPAs to establish and maintain robust asset management systems using Contract Service Agreements (CSAs). The City of Bloomington, Monroe County, and the Town of Ellettsville regularly collect asset condition data for infrastructure components such as pavement, signs, and street markings, and manage it using an appropriate 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 BMCMPPO under a 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 BMCMPPO under a CSA. [Estimated Completion: Ongoing, Annually]

### 305 ITS Architecture Maintenance

Intelligent Transportation Systems (ITS) use a number of technologies, including information processing and communications to achieve transportation network operating efficiencies. ITS allows the Bloomington-Monroe County Urbanized Area to improve safety, reduce congestion, improve mobility, enhance economic productivity, and save public investment dollars without negatively affecting the environment.

The Bloomington-Monroe County MPO completed its Regional ITS Architecture in 2008. Administrative modifications to the ITS Architecture are warranted when an LPA wishes to include a new technology into a transportation project. Updates and revisions as needed shall ensure that the Architecture remains current and accounts for changes and improvements in the transportation network. Staff will also assist local entities with the implementation of ITS projects as detailed in the ITS Architecture.

#### *Responsible Agency and End Product*

- MPO Staff to maintain the established 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.

### FY 2025 PEAs

*See Appendix E for any detailed requirements.*

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).

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 the FHWA and the 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 Products***

- MPO Staff and the MPO Policy Committee shall support and adopt Performance Measures as developed by INDOT in accordance with Federal Rules. [Estimated Completion: Q4/FY 2025 and Q4/FY 2026]

## Work Element 300 Budget

	Task	FY 2025	FY 2026	Total
<b>301</b>	<b>Transportation Improvement Program</b>			
	<i>Federal Share</i>	\$58,174	\$58,174	\$116,348
	<i>Local Share</i>	\$14,544	\$14,544	\$29,087
	<b>Total</b>	<b>\$72,718</b>	<b>\$72,718</b>	<b>\$145,435</b>
<b>302</b>	<b>Highway Safety Improvement Program</b>			
	<i>Federal Share</i>	\$3,960	\$3,960	\$7,920
	<i>Local Share</i>	\$990	\$990	\$1,980
	<b>Total</b>	<b>\$4,950</b>	<b>\$4,950</b>	<b>\$9,900</b>
<b>303</b>	<b>Transportation Alternatives Program</b>			
	<i>Federal Share</i>	\$3,960	\$3,960	\$7,920
	<i>Local Share</i>	\$990	\$990	\$1,980
	<b>Total</b>	<b>\$4,950</b>	<b>\$4,950</b>	<b>\$9,900</b>
<b>304</b>	<b>Infrastructure Management Systems</b>			
	<i>Federal Share</i>	\$19,200	\$24,000	\$43,200
	<i>Local Share</i>	\$4,800	\$6,000	\$10,800
	<b>Total</b>	<b>\$24,000</b>	<b>\$30,000</b>	<b>\$54,000</b>
<b>305</b>	<b>ITS Architecture Maintenance</b>			
	<i>Federal Share</i>	\$1,016	\$1,016	\$2,033
	<i>Local Share</i>	\$254	\$254	\$508
	<b>Total</b>	<b>\$1,270</b>	<b>\$1,270</b>	<b>\$2,541</b>
<b>306</b>	<b>Performance Measures</b>			
	<i>Federal Share</i>	\$4,857	\$4,857	\$9,714
	<i>Local Share</i>	\$1,214	\$1,214	\$2,429
	<b>Total</b>	<b>\$6,071</b>	<b>\$6,071</b>	<b>\$12,143</b>
	<b>TOTAL FEDERAL SHARE</b>	\$91,168	\$95,968	\$187,136
	<b>TOTAL LOCAL SHARE</b>	\$22,792	\$23,992	\$46,784
	<b>TOTAL</b>	<b>\$113,960</b>	<b>\$119,960</b>	<b>\$233,919</b>

# Work Elements

400 Long Range Planning

## 401 2050 Metropolitan Transportation Plan (MTP)

Federal planning 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 2025 as a non-technical, consultant-assisted update given the release availability of detailed 2020 Census data.

The BMCMPPO staff completed a non-technical *2045 Metropolitan Transportation Plan* update process during FY 2020-2021 with the adoption of the current *2045 Metropolitan Transportation Plan* in October 2020 by the BMCMPPO Policy Committee. 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 engagement survey and public engagement. The *2050 Metropolitan Transportation Plan* will additionally include a thorough examination of all required federal and state transportation planning elements consistent with the Bipartisan Infrastructure Law (BIL) and encompass all relevant surface travel modes in its evaluation of alternative long-term transportation needs for the Bloomington-Monroe County urbanized area.

The BMCMPPO shall simultaneously maintain a close working relationship with all transportation-related federal, state and local jurisdictions involved with the Bloomington-Monroe County Metropolitan Planning Area (MPA).

The current BMCMPPO Travel Demand Model (TDM) maintained by the staff requires TransCAD travel demand modeling software and an annual software license renewal fee for software program upgrades and software support services.

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

- The BMCMPPO shall develop and achieve adoption of a non-technical, consultant-assisted *2050 Metropolitan Transportation Plan*. Tasks of the *2050 Metropolitan Transportation* shall include the following:
  - **Project Management**
    - Project Management Plan
      - Project Kickoff Meeting
      - Monthly Project Team Meeting
      - Project Coordination
  - **Stakeholder and Public Engagement**
    - Engagement Strategy
  - BMCMPPO Committee Engagement
  - Focus Groups to include:
    - Diversity, Equity, and Inclusion
    - Active Transportation
    - Public Transit
    - Public Meetings
    - Online Survey
    - Presentation Videos
    - Social Media Updates

- Engagement Summary
    - Project Website
  - **Summary of Existing Conditions Within The Planning Area**
    - Review Previous Plans and Public Input
    - Develop Base Map Template
    - Demographic and Community Trends
    - Transportation System Analysis
    - Existing Condition Summary
  - **Identify Transportation Needs**
    - Needs Analysis and Inventory
    - Summary of Needs
  - **Develop Recommendations**
    - Identify Projects
    - Integrated Level of Service Policy
    - Evaluate and Prioritize Projects
    - Metropolitan Transportation Plan Recommendations Summary
  - **Performance-Based Planning**
    - Metropolitan Transportation Plan Federal and State Checklists
    - System Performance Report
  - **Implementation Element**
    - Financial Plan
    - Project Cut Sheets (i.e., project location maps, key issues, potential constraints, costs, potential project partners, and implementation priorities for each individual fiscally constrained project)
  - **Plan Development**
    - Preliminary Metropolitan Transportation Plan
    - Final Draft Metropolitan Transportation Plan
    - Final Metropolitan Transportation Plan
    - 2050 Metropolitan Transportation Plan Presentation [Estimated Completion Q4/FY 2025]
- The BCCMPO will continue a close working relationship with INDOT for preparation and finalization of the Bloomington-Monroe County Metropolitan Planning Area Boundaries and adjusted Urbanized Area Boundaries resulting from the 2020 Census data, including a review of existing functional classifications making any needed revisions where necessary. [Estimated Completion: Q1/FY 2025]
  - The MPO to renew annual TransCAD Transportation Planning software (<https://www.caliper.com/tctraveldemand.htm>) license fees necessary for maintaining the current BCCMPO multi-modal travel demand forecast model. [Estimated Completion Annually]



## Work Element 400 Budget

Task		FY 2025	FY 2026	Total
401	<b>2045 Metropolitan Transportation Plan</b>			
	<i>Federal Share</i>	\$45,455	\$22,132	\$67,586
	<i>Local Share</i>	\$11,364	\$5,533	\$16,897
	<b>Total</b>	<b>\$56,818</b>	<b>\$27,664</b>	<b>\$84,483</b>
<b>TOTAL FEDERAL SHARE</b>		\$45,455	\$22,132	\$67,586
<b>TOTAL LOCAL SHARE</b>		\$11,364	\$5,533	\$16,897
<b>TOTAL</b>		<b>\$56,818</b>	<b>\$27,664</b>	<b>\$84,483</b>

# Work Elements

500 Transit and Active Transportation

## 501 Complete Streets Set-aside for Increasing Safe and Accessible Transportation Options (SS4A) and Transit-Oriented Development

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.

The MPO will 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 specifies each MPO must 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 that prioritizes and identifies a specific list of Complete Streets projects scoring criteria to improve the safety, mobility, or accessibility of roads and streets. [§ 11206(c) and (e)]. [Estimated Completion: Ongoing, As Needed]
- Where appropriate, MPO staff will support the City of Bloomington’s ongoing consultant-assisted conceptual study of the College Avenue and Walnut arterial Street corridors as a Safe Streets and Roads for All (SS4A) focus area. [Estimated Completion: Ongoing, As Needed]
- Where appropriate, the MPO staff will support two current program initiatives by the City of Bloomington and Bloomington Transit involving SS4A and Transit Oriented Development (TOD). These initiatives shall position Bloomington for leveraged federal transportation funding in Calendar Years 2024-2026 and beyond. [Estimated Completion: Ongoing, As Needed]
- Where appropriate, the staff will support Bloomington Transit (BT) with phased implementation of the BT Route Optimization Study identifying locations that may foster Transit Oriented Development (TOD) opportunities within the urbanized area and additionally associated with anticipated Bus Rapid Transit (BRT) service. [Estimated Completion: Ongoing, As Needed]
- 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 Monroe County and City of Bloomington 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 targeted group presentations. [Estimated Completion: Ongoing, As Needed]
- MPO Staff will work in collaboration with Monroe County, the City of Bloomington, Indiana University, and INDOT to identify best practice opportunities for bicycle/pedestrian crossings recognizing the State of Indiana’s identification as a “Focus State” for bicycle/pedestrian safety. [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 within the Urbanized Area 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]

## 503 Bloomington Transit Studies

The BMCMPPO will assist Bloomington Transit's implementation and undertaking of transit-oriented planning studies during FY 2025-2026 with the following expected outcomes:

- Implementation of *Transform BT 2022-2030* (<https://bloomingtontransit.com/wp-content/uploads/2023/02/Transform-BT-Strategic-Plan.pdf>) strategies and tactics that involve the following:
  - An ongoing transit system fare (<https://bloomingtontransit.com/fares-and-passes/>) review
  - A continuation of target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services
  - A continuation of equitable and sustainable practices while developing transit-oriented development (TOD) including affordable housing strategies and consideration of environmental justice populations
  - Continued infrastructure development for non-motorized transit system travel, public transportation access, and public transportation service in underserved communities.
- *A Green Line Priority Service Corridor Feasibility Study*, as identified in *Transform BT 2022-2030*. [Completion: Ongoing, As Needed]
- A Real Estate Appraisal, Purchase, and Logistics Feasibility Study examining physical facility expansion needs identified in *Transform BT 2022-2030*. [Completion: Continuous through FY 2026]
- An ongoing and periodic review of Bloomington Transit system fares (<https://bloomingtontransit.com/fares-and-passes/>) in accordance with *Transform BT 2022-2030*. [Completion: Ongoing, As Needed]

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

- Bloomington Transit shall undertake a continuous set of planning study needs identified in *Transform BT 2022-2030* adopted by the Bloomington Public Transportation Corporation (BTPC) Board of Directors in January 2023. These studies shall focus on express corridor service, fleet conversion, micro-transit service (<https://bloomington.in.gov/news/2023/05/03/5606>), private partnerships (<https://bloomingtontransit.com/btlatenite/>), current operations and maintenance facility acquisition, a facility expansion and/or relocation, and a continuous fare review designed to balance revenue streams with operational and capital acquisition costs. [Estimated Completion: Q4/FY 2025]

## 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 by the Federal Transit Administration (FTA) 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 to the Federal Transit Administration (FTA). [Estimated Completion: Annually]

## Work Element 500 Budget

Task		FY 2025	FY 2025	Total
<b>501</b>	<b>Bicycle &amp; Pedestrian Safe &amp; Accessible Transportation Options</b>			
	<i>Federal Share</i>	\$12,883	\$13,482	\$26,365
	<i>Local Share</i>	\$3,221	\$3,371	\$6,591
	<b>Total</b>	<b>\$16,103</b>	<b>\$16,853</b>	<b>\$32,956</b>
<b>502</b>	<b>Bicycle/Pedestrian Counts</b>			
	<i>Federal Share</i>	\$2,112	\$2,512	\$4,625
	<i>Local Share</i>	\$528	\$628	\$1,156
	<b>Total</b>	<b>\$2,640</b>	<b>\$3,140</b>	<b>\$5,781</b>
<b>503</b>	<b>Transit Studies</b>			
	<i>Federal Share</i>	\$43,984	\$43,984	\$87,968
	<i>Local Share</i>	\$10,996	\$10,996	\$21,992
	<b>Total</b>	<b>\$54,980</b>	<b>\$54,980</b>	<b>\$109,960</b>
<b>504</b>	<b>Transit Ridership Counts</b>			
	<i>Federal Share</i>	\$0	\$800	\$800
	<i>Local Share</i>	\$0	\$200	\$200
	<b>Total</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$1,000</b>
<b>TOTAL FEDERAL SHARE</b>		<b>\$58,979</b>	<b>\$60,779</b>	<b>\$119,758</b>
<b>TOTAL LOCAL SHARE</b>		<b>\$14,745</b>	<b>\$15,195</b>	<b>\$29,939</b>
<b>TOTAL</b>		<b>\$73,724</b>	<b>\$75,973</b>	<b>\$149,697</b>



# Work Elements

**600 Other Planning Initiatives and Special Projects**

## 601 Title VI Plans

MPOs must ensure that jurisdictional local public agencies (LPAs) with projects in the Transportation Improvement Program (TIP) comply 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.

### FY 2025 PEAs

*See Appendix E for any detailed requirements.*

#### ***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/FY 2025 and Q4/FY 2026]

## Work Element 600 Budget

Task		FY 2025	FY 2026	Total
<b>601</b>	<b>Title VI Plans</b>			
	<i>Federal Share</i>	\$2,071	\$2,071	\$4,142
	<i>Local Share</i>	\$518	\$518	\$1,035
	<b>Total</b>	<b>\$2,589</b>	<b>\$2,589</b>	<b>\$5,177</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>\$2,071</b>	<b>\$2,071</b>	<b>\$4,142</b>
<b>TOTAL LOCAL SHARE</b>		<b>\$518</b>	<b>\$518</b>	<b>\$1,035</b>
<b>TOTAL</b>		<b>\$2,589</b>	<b>\$2,589</b>	<b>\$5,177</b>

# Appendix A

## BMCMPO Committee Membership

## BMCMPO Committee Membership

### Policy Committee

Member	Title	Representing
Lisa Ridge, Chair	Monroe County Highway Director	Monroe County
Sarah Ryterband, Vice Chair	Citizen	Citizens Advisory Committee
Jason Banach	Director of Real Estate	Indiana University
Alexandria Burns	Transportation Program Specialist, Region 5	Federal Transit Administration (non-voting)
Geoff Morris	Plan Commission Member	Monroe County
Kerry Thompson	Mayor	City of Bloomington
Jermaine R. Hannon	Division Administrator	Federal Highway Administration (non-voting)
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
Dan Swafford	Town Council Representative	Town of Ellettsville
Julie Thomas	County Commissioner	Monroe County
Matt Flaherty	Council Member	City of Bloomington
Adam Wason	Director of Public Works	City of Bloomington

## Technical Advisory Committee

Member	Title	Representing
Nate Nickel, Chair	Data Analyst & Mgr., Public Works Dept.	City of Bloomington
Paul Satterly, Vice Chair	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 (non-voting)
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 (non-voting)
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
Jacqueline Scanlan	Interim Director, Planning & Transportation	City of Bloomington
Catherine Smith	Auditor	Monroe County
Kip Headdy	Street Commissioner, Street Department	Town of Ellettsville
Steve Cotter	Natural Resources Manager. Parks & Recreation Department	City of Bloomington
Jessica McClellan	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	Environmental Specialist, Indiana Division	Federal Highway Administration (non-voting)

**Citizens Advisory Committee**

<b>Member</b>	<b>Representing</b>
Sarah Ryterband, Chair	Citizen
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

# BMCMPO Staff and Program Support Personnel

## Metropolitan Planning Organization Staff

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



# Appendix B

## BMCMPO FY 2025 Cost Allocation Plan Approval Letter



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N758 TP  
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

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

January 4, 2024

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 2025 Cost Allocation Plan presented by Bloomington MPO for the period of July 1, 2024 through June 30, 2025.

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 2025 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	90.06%
Indirect	69.25%

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

Sincerely

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

CC: E. Tait  
P. Carpenter  
R. Nunnally  
J. Mitchell  
File

[www.in.gov/dot/](http://www.in.gov/dot/)  
An Equal Opportunity Employer



# Appendix C

## Abbreviations

## Key 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>IIJA</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**

**(Note: 2010 Census Map Pending FHWA 2020 Census Map Approval)**

# BMCMPMO Metropolitan Planning Area Map

City of Bloomington  
Planning Department

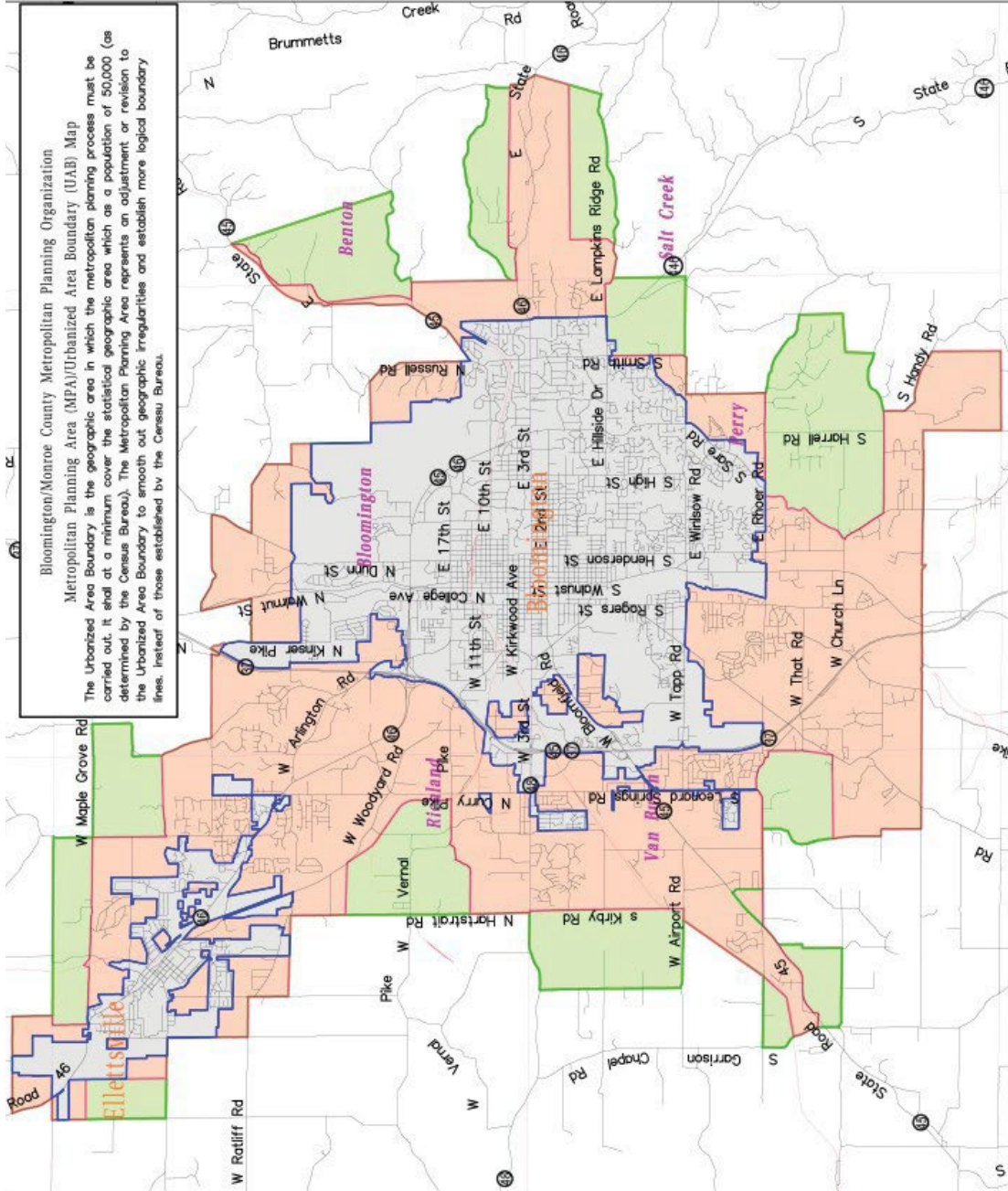


Geographic  
Information System

- Metropolitan Planning Area
- Urban Area Boundary
- Incorporated Areas

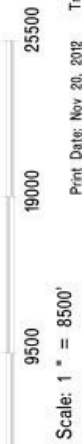


November 16, 2012



Bloomington/Monroe County Metropolitan Planning Organization  
Metropolitan Planning Area (MPA)/Urbanized Area Boundary (UAB) Map  
The Urbanized Area Boundary is the geographic area in which the metropolitan planning process must be carried out. It shall at a minimum cover the statistical geographic area which as a population of 50,000 (as determined by the Census Bureau). The Metropolitan Planning Area represents an adjustment or revision to the Urbanized Area Boundary to smooth out geographic irregularities and establish more logical boundary lines. Instead of those established by the Census Bureau.

For use as map information only, information is NOT warranted.



Bloomington/Monroe County MPO  
Metropolitan Planning Area and Urban Area Boundary 2012

Print Date: Nov 20, 2012 1:00pm

# Appendix E

## FY 2025 Unified Planning Work Program (UPWP) Planning Emphasis Areas (PEAs)





U.S. Department  
of Transportation

<b>Federal Transit Administration</b> Region V 200 West Adams St., Suite 320 Chicago, IL 60608-5253	<b>Federal Highway Administration</b> Indiana Division 575 N. Pennsylvania St., Rm 254 Indianapolis, IN 46204-1578
--	---

In Reply Refer To: HAD-IN

January 29, 2024

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 2025 Unified Planning Work Programs, Statement of Works and the Statewide Planning & Research Part I program. They are:

- Institutionalizing Equity, Accessibility, and Safety
- Maximizing Coordination
- Urbanized Area and Metropolitan Planning Area Boundaries

**Institutionalizing Equity, Accessibility, and Safety**

The FHWA Indiana Division and FTA Region V Office will continue to partner with INDOT, the MPOs, and providers of public transportation to improve accessibility and safety, and to advance equity and support for underserved and disadvantaged communities in the transportation planning, project development and delivery processes. FHWA-IN and FTA Region V encourage our partners to institutionalize equity, accessibility, and safety in the aforementioned areas by strengthening existing practices, and pursuing new activities that foster equitable outcomes. Specifically, we encourage the use of strategies and activities 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.

Below is a list of actions and/or strategies that if incorporated into your UPWPs/SOWs/Work Programs and implemented, will advance equity, improve safety and accessibility, and ensure equitable outcomes:

- Incorporate Transit Oriented Development into plans and project selection
- Develop a Transit Oriented Development Strategic Plan (additional information available here: <https://www.transit.dot.gov/TOD>)
- Move beyond information gathering/screening tools to equitable outcomes analysis in project programming and delivery
- Review/Revise (as needed) existing Title VI, LEP, Title II, and ADA procedures and documents

- Encourage LPAs to utilize and adopt [Public Right-of-Way Accessibility Guidelines \(PROWAG\)](#)
- Review/Revise (as needed) Public Participation Plans and incorporate tools for [meaningful public involvement](#)
- Develop and facilitate information sessions/training to MPO board members regarding equity and related topics/best practices
- Review/Update (as needed) websites and other electronic platforms to ensure accessibility and 508 compliance
- Incorporate visual components and plain language in required planning documents (i.e., UPWP, TIP, ALOP, etc.) and communication (i.e., newsletters, meeting announcements, public involvement notices, etc.)
- Review current policies, rules, and procedures to determine their impact on safety for all road users, including vulnerable road users (VRUs), and to ensure they include provisions for safety in future transportation infrastructure, particularly those outside automobiles.
- Incorporate VRU considerations during planning, project development, and delivery processes

### **Maximizing Coordination**

The 3-C process (Continuous, Cooperative, and Comprehensive) is essential to efficient and effective planning, project development and delivery processes. Coordination between stakeholders is a key component of enacting the 3-C process, and delivering a safe, efficient, and equitable transportation system. However, when coordination and communication are not consistently and effectively implemented, project development and delivery processes are delayed, resulting in disadvantages and challenges to the traveling public. The FHWA Indiana Division and FTA Region V Office encourage our partners to review existing coordination and communication practices, identify deficiencies that result in project delivery delays, and make revisions and adjustments as needed. The FHWA Indiana Division and FTA Region V Office will continue to partner with INDOT, the MPOs, and providers of public transportation to provide technical assistance and resources to improve and enhance communication and coordination in the transportation planning, project development and delivery processes.

Below is a list of actions and/or strategies that if incorporated into your UPWPs/SOWs/Work Programs and implemented, will improve and enhance coordination and communication:

- Implement regular coordination/communication intervals between planning staff and staff involved in the NEPA/Environmental review processes, as well as the project design processes
- Continue to develop and implement procedures and software enhancements for the TIPs/STIP that improve coordination and communication between INDOT, MPOs, LPAs, and transit operators related to project development, environmental review, revisions, and cost estimation practices
- Develop working groups or committees to disseminate information and best practices related to new BIL/IIJA regulatory requirements and discretionary grants opportunities/requirements

### **Metropolitan Planning Area & Urbanized Area Boundaries**

INDOT and the MPOs should continue to work together to prepare and finalize updates to the Metropolitan Planning Area Boundaries and adjusted Urbanized Area Boundaries resulting from

the 2020 Census data. In addition, INDOT and the MPOs should review existing functional classifications and make any needed revisions.

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: 2024.01.29  
14:11:22 -05'00'

Erica Tait  
Team Leader, PEAR  
FHWA Indiana Division

Sincerely,

**ANTHONY  
W GREEP** Digitally signed by  
ANTHONY W GREEP  
Date: 2024.01.29  
08:05:46 -06'00'

Anthony Greep  
Director, Office of Planning & Program Development  
FTA Region V

cc:  
Indiana MPO Council  
Louis Feagans, INDOT  
Roy Nunnally, INDOT  
April Leckie, INDOT  
Larry Buckel, INDOT  
Cecilia Crenshaw-Godfrey, FTA

# Appendix F

## Transit Operator Local Match Assurance

# Transit Operator Local Match Assurance

## FY 2025 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 2025 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 **\$53,000**, requiring a **\$10,600** 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 **\$42,400** of the total grant, requiring **\$10,600** in local match as specified in the FY 2025 Unified Planning Work Program (FY 2025 UPWP) for the following FY 2025 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 2025 - 2026 Unified Planning Work Program (UPWP)  
Legal Notice Publication and Record of Public Comments**

# **BMCMPPO Draft FY 2025 - 2025 UPWP PUBLICATION And RECORD OF PUBLIC COMMENTS**

**Publish Date: February 23, 2024 and February 25, 2024**

## **PUBLIC PARTICIPATION NOTICE**

### **BMCMPPO FY 2025 - 2026 UNIFIED PLANNING WORK PROGRAM**

In accordance with its Public Participation Plan, the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) will offer a thirty (30) day public review for the Draft FY 2025- 2026 Unified Planning Work Program (UPWP). The BMCMPPO will accept written comments on the proposed UPWP beginning on February 23, 2024, and ending on March 23, 2024.

The BMCMPPO Policy Committee shall vote on adoption of the BMCMPPO FY 2025 - 2026 Unified Planning Work Program at their public meeting held on April 12, 2024.

The BMCMPPO FY 2025 - 2026 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 2025 - 2026 Unified Planning Work Program study area includes the urbanized area of Monroe County, the Town of Ellettsville, 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 2025 - 2026 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 2025 - 2026 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://bton.in/UPWP1>.

Please submit written comments 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.

# Appendix H

## BMCMPO Policy Committee Adoption Resolution and Approval Letter





## **DRAFT – ADOPTION RESOLUTION FY 2024-01**

**RESOLUTION ADOPTING THE FISCAL YEAR 2025-2026 UNIFIED PLANNING WORK PROGRAM** as presented to the Policy Committee of the Bloomington/Monroe County Metropolitan Planning Organization on April 12, 2024.

**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 2024 Unified Planning Work Program

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

1. The Bloomington/Monroe County Metropolitan Planning Organization hereby adopts the *Fiscal Year 2025-2026 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

PASSED AND ADOPTED by the BMCMPPO Policy Committee upon this 12th day of April 2024.

---

BMCMPPO Policy Committee Chair

---

Attest: Patrick P. Martin  
BMCMPPO Senior Transportation Planner

# Appendix I

## FY 2025 Self-Certification Statement



## **FY 2025 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

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Patrick P. Martin  
Senior Transportation Planner

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Roy S. Nunnally  
Director, INDOT Technical Planning and  
Programming