



POLICY COMMITTEE

April 12, 2024

1:30 pm - 3:00 pm

In-Person Meeting - City Hall Council Chambers and via Zoom

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

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Passcode: BMCMPPO

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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 Melissa Hirtzel at 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.

Agenda

- I. Call to Order and Introductions
- II. Approval of Meeting Agenda*
- III. Approval of Minutes* - 003
 - a. March 8, 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 - 006
 - b. Urban Area Boundary Based on 2020 Census - Status Report
- VII. Old Business
 - a. None
- VIII. New Business
 - a. Complete Streets Policy - Working Group - 007
 - b. BMCMPPO FY 2025-2026 Unified Planning Work Program - FINAL* - 025
(<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 - May 10, 2024 at 1:30 p.m. (Hybrid)
- b. Technical Advisory Committee - April 24, 2024 at 10:00 a.m. (Hybrid)
- c. Citizens Advisory Committee - April 24, 2024 at 5:30 p.m. (Hybrid)

XII. Adjournment

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

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



POLICY COMMITTEE

March 8, 2024

1:30 pm - 3:00 pm

Hybrid Meeting - City Hall Council Chambers and via Zoom

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Meeting Minutes

Members Present: Jason Banach, Matt Flaherty, Doug Horn, Chris Wahlman (V)(P), Geoff McKim, Geoff Morris, Lisa Ridge, Sarah Ryterband, Penny Githens (P), Andrew Cibor (P)

Guests: Erin Grushon

Staff Present: Patrick Martin, Rachael Sargent

Meeting Recording:

<https://catstv.net/government.php?issearch=banner&webquery=mpo+policy>

I. Call to Order and Introductions

II. Approval of Minutes*

a. February 9, 2024

****Geoff McKim moved for approval of the February 9, 2024 meeting minutes. Sarah Ryterband seconded. Motion passed by a roll call vote (9-0-1).* Approved.**

III. Approval of Meeting Agenda*

****Sarah Ryterband moved for approval of the meeting agenda. Geoff McKim seconded. Motion passed by a roll call vote (10-0).* Approved.**

IV. Communications from the Chair and Vice Chair

Lisa Ridge announced the Fullerton Pike Public Meeting on March 25, 2024 at 5pm held at the Batchelor Middle School Cafeteria. The project is anticipated to begin on April 1, 2024.

V. Reports from Officers and/or Committees

Sarah Ryterband, reporting for the Citizens Advisory Committee, provided a statement that while the CAC voted to approve safety targets from INDOT, they do not support any deaths and are in favor of Vision Zero.

Rachael Sargent read a statement provided by Technical Advisory Committee Chair Nate Nickel: “The TAC passed an amendment to the INDOT Safety Target Declaration stating that fatalities and serious injuries that result from crashes on public streets should be prevented. The TAC believes that zero fatalities and zero serious injuries is a more appropriate goal, or target, for INDOT and Indiana's MPOs to pursue. However, the TAC understands that INDOT's Safety Target Declaration numbers are intended to convey only an incremental change toward safer streets, and not an ultimate goal. Furthermore, the TAC understands that these safety performance targets primarily affect distribution of federal funding and would not be used to justify fatal or serious injury crashes as acceptable. As such, the TAC approved adoption of the INDOT safety performance targets at their meeting last week.”

VI. Reports from the MPO Staff

- a. BMCMPPO 2050 Metropolitan Transportation Plan - Status Report
Burgess & Niple Consultant Erin Grushon provided an update on the BMCMPPO 2050 MTP. There will be a public meeting held on April 3, 2024 at City Hall.
- b. Urban Area Boundary Based on 2020 Census - Status Report
Rachael Sargent provided an update on the Urban Area Boundary – no confirmation from INDOT regarding the updated Urban Area Boundary.

VII. Old Business

- a. None

VIII. New Business

- a. FY 2024-2028 TIP Amendments*
 - (1) DES#2101774 - I-69 Wrong Way Signage with LED Lights at the Intersections of I-69 & Fullerton Pike and I-69 & SR 45/W Bloomfield Rd / DES#2400027 – Statewide Wrong Way Signage with LED Lights

**** Sarah Ryterband moved for approval of the FY 2024-2028 TIP Amendments. Geoff McKim seconded. Motion passed by a roll call vote (10-0).* Approved.**

- b. BMCMPPO Draft FY 2025-2026 Unified Planning Work Program
(<https://bloomington.in.gov/mpo/unified-planning-work-program>)
Pat Martin presented the Draft FY 2025-2026 Unified Planning Work Program. The comment period is currently open until March 23, 2024, with anticipated adoption at the Policy Committee meeting on April 12, 2024. Discussion ensued.

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

Sarah Ryterband announced that Safety Week will be held the first week of April, with many activities to engage the public in support of the City of Bloomington's Safe Streets and Roads for All (SS4A) initiative.

b. Topic Suggestions for Future Agendas

XI. Upcoming Meetings

a. Policy Committee – April 12, 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

**** Sarah Ryterband moved for adjournment.***

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

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Visit the project website for updates and other important information!

Scan the QR Code to visit the project website



mpo

COMPLETE STREETS

Policy

Goals, Standards & Processes to Ensure a Safe & Equitable Transportation Network

**Adopted:
November 2018**





The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and the 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.

Bloomington-Monroe County Metropolitan Planning Organization Complete Streets Policy

(BMCMPPO Policy Committee Adoption - November 2018)

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I. DEFINITION

Complete Streets are roadways designed to accommodate all users, including, but not limited to, pedestrians, bicyclists, users of public transit, and individual mobility devices, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users. Through Complete streets, the safety and mobility for vulnerable road users is as much of a priority as all other modes.

II. APPLICABILITY

This policy shall apply to each of the following:

1. All new construction and reconstruction/retrofit of local roadways that will use federal funds through the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) for any phase of project implementation including planning, design, right-of-way acquisition, construction, or construction engineering. This includes all maintenance and ongoing operations projects such as resurfacing, repaving, restriping, rehabilitation, or other types of changes to the transportation system; or
2. Local roadway projects that are included in the Transportation Improvement program (TIP) *and* are not past the Preliminary Field Check Phase or more than thirty percent (30%) complete with design at the time this policy is adopted; or
3. Local roadway projects where the BMCMPO has the programming authority to allocate federal funding; or
4. Projects which are beyond thirty percent (30%) complete with design are still bound to comply with the 2009 Complete Streets Policy.

III. VISION AND PURPOSE

This Complete Streets Policy is written to empower and direct residents, elected officials, government agencies, planners, engineers, and architects to use an interdisciplinary approach to incorporate the needs of all users into the design and construction of roadway projects funded through the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO).

The Complete Streets concept is an initiative to design and build roads that adequately accommodate all users of a corridor, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users. This concept dictates that appropriate accommodations be made so that all modes of transportation can function safely, comfortably and independently in current and future conditions. A Complete Streets policy can be adapted to fit local

community needs and used to direct future transportation planning. Such a policy should incorporate community values and qualities including environment, scenic, aesthetic, historic and natural resources, as well as safety and mobility. This approach demands careful multimodal evaluation for all transportation corridors integrated with best management strategies for land use and transportation.

The desired outcome of this Complete Streets Policy is to create an equitable, balanced and effective transportation system for all types of users that is integrated with adjacent land uses where every roadway user can safely and comfortably travel throughout the community.

The goals of this Complete Streets Policy are:

1. To ensure that the safety and mobility of all users of the transportation system are accommodated, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users;
2. To incorporate the principles in this policy into all aspects of the transportation project development process, including project identification, scoping procedures and design approvals, as well as design manuals and performance measures;
3. To create a comprehensive, integrated and connected transportation network that supports compact, sustainable development;
4. To ensure the use of the latest and best design standards, policies and guidelines;
5. To recognize the need for flexibility to accommodate different types of streets and users;
6. To ensure that the Complete Streets design solutions fit within the context(s) of the community; and
7. To ensure equity for all people who use the transportation network, regardless of race, socioeconomic status or physical ability.

IV. POLICY

1. Roadway projects shall appropriately accommodate the safety and comfort of all users of the transportation system, including pedestrians, bicyclists, users of mass transit, people with disabilities,

the elderly, motorists, freight providers, emergency responders, and adjacent land users. It is important to remember that vulnerable road users have less crash protection than people contained inside vehicles and therefore have a higher risk of being injured or killed in the event of a collision due to the lack of external crash protection provided by larger motor vehicles.

2. The BMCMPPO will promote the Complete Streets concept throughout the region and, therefore, encourages and recommends that all local MPO partner agencies adopt their own comprehensive Complete Streets policy that applies to projects not funded through the MPO.
3. Complete Streets solutions shall be developed to fit within the context(s) of the community and those solutions shall be flexible so that the vision and goals of the BMCMPPO Metropolitan Transportation Plan (MTP) can be met.
4. The Local Public Agency (LPA) shall identify anticipated phases and key milestones of project development.
5. The LPA shall create a project specific community engagement plan.
6. The LPA shall maintain open lines of communication with key party/agency/interest groups and shall identify and maintain a key stakeholder list.
7. Every project shall ensure that the provision of accommodations for one (1) mode does not prevent safe and comfortable use by another mode.
8. Every project shall provide and maintain accommodations for all modes of transportation to continue to use the roadway safely and efficiently during any construction or repair work that encroaches on the right-of-way, sidewalk and multiuse path. For instances where the full closure of a roadway is necessary to complete construction work, detour routes for all modes shall be established and signed using appropriate traffic control signage.
9. All projects shall make use of the latest and best design standards, policies and guidelines.
10. Projects sponsored by the Indiana Department of Transportation (INDOT) that are located within the BMCMPPO urbanizing area are

strongly encouraged to comply with INDOT's self-adopted Complete Streets policy.

V. **PROCESS**

Transportation Improvement Program (TIP) Development

In response to a BMCMPPO issued Call for Projects for any roadway project that seeks to use federal funding and be programmed in the TIP, the Local Public Agency (LPA) shall submit a completed TIP application form. The LPA shall submit the following information to the BMCMPPO staff:

- a. A detailed project location map and project description (e.g. project scope, reconstruction/new construction, specify facilities for each mode);
- b. A detailed purpose and need;
- c. A clear relationship to the purpose of a project to the MTP and any other existing plans and policies (e.g. MPO Crash Report);
- d. The intent for the project to be Complete Streets Compliant or to seek a Complete Streets exception;
- e. The amount of federal funding requested by phase (e.g. preliminary engineering, rights-of-way, construction, construction inspection);
- f. The anticipated dates for project design initiation and construction contract letting;
- g. The project stakeholder list or key party/agency/interest group identification list including any underrepresented groups or communities;
- h. The public participation process with goals to attain, such as public meeting dates and what will be accomplished (It is best not to come to the public to simply present pre-established goals but rather to encourage participation and dialogue that leads to useful information. LPA's should be prepared to discuss constructively what the public cares about and ask for ideas.); and
- i. Contact information for the project manager.

Project Selection Process and Criteria

BMCMPPO staff shall evaluate project applications based on the Project Prioritization Criteria found in *Section X. Project Prioritization Criteria*.

The BMCMPPO staff will forward the prioritized list and corresponding score sheets for each project to the committees of the MPO as a recommendation for final decision. This list of prioritized projects is not intended to serve as a definitive decision-making tool but rather as guidance for programming projects into the TIP.

Community engagement for project programming shall occur in accordance with the BMCMPPO Public Participation Plan.

Post-Transportation Improvement Program (TIP) Adoption

1. Community Engagement

Maintaining a direct line of communication between residents and decision makers can improve outreach efforts and, ultimately, the projects themselves.

- a. The LPA shall update the purpose and need of the project, if necessary, following initial public outreach as established in the original TIP application.
- b. The LPA shall utilize a participatory design approach and engage the community and the MPO Citizens Advisory Committee (CAC) early in the project design process.
- c. At least one (1) public meeting is required, with the expectation that more may be necessary depending on factors such as project cost, size or scope.
- d. The LPA shall engage underrepresented communities and stakeholders identified in the original TIP application.
- e. Outreach strategies should occur at convenient times for the general public and at locations making use of easy and natural gathering spaces such as neighborhood association meetings, community centers, public libraries, or farmers' markets.

2. Complete Streets Design Guidance

Final design plans for all projects will be context-sensitive with the adjacent land use while incorporating Americans with Disabilities Act (ADA) compliant design standards. Each project must be considered both separately and as part of a connected network to determine the level and type of project necessary for the street to be complete. LPA's are strongly encouraged to utilize a participatory design approach to project development.

LPA's shall use the latest and best design standards available with the understanding that some design standards are required such as those

set by the Indiana Department of Transportation (INDOT). Other design guides include, but are not limited to:

- a. U.S. Access Board Public Right-of-Way Accessibility Guidelines (PROWAG);
- b. National Association of City Transportation Officials (NACTO) Urban Street Design Guide;
- c. NACTO Urban Bikeway Design Guide;
- d. Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach;
- e. American Association of State Highway Transportation Officials (AASHTO) Guide for the Planning, Designing, and Operation of Pedestrian Facilities;
- f. AASHTO Guide for the Development of Bicycle Facilities;
- g. AASHTO Green Book; and
- h. Manual on Uniform Traffic Control Devices (MUTCD) – Federal and Indiana Supplement.

VI. EXCEPTIONS

1. Approval Process

- a. LPA's requesting a Complete Streets policy exception shall submit clear and supportive documentation for justifying the exception.
- b. A fourteen (14) day public comment period shall precede any final decisions made by the Policy Committee. The public shall be notified via legal notices in the newspaper, on the MPO website, and via the MPO contact list.
- c. Exceptions to this policy shall be approved by resolution of the MPO Policy Committee with guidance from the Technical and Citizens Advisory Committees and the public at large.
- d. The BMCMPPO Policy Committee shall make a decision to certify or not certify an exception under certain circumstances, including the following:
 - i. The project involves a roadway that bicyclists and pedestrians are prohibited by law from using. In such case, efforts should

be made to accommodate bicyclists and pedestrians elsewhere;

- ii. There are extreme topographic or natural resource constraints;
 - iii. The Metropolitan Transportation Plan's twenty (20) year or greater Average Daily Traffic (ADT) projection is less than 1000 vehicles per day;
 - iv. When other available means or factors indicate an absence of need presently and in the twenty (20) year or greater forecast horizon;
 - v. A reasonable and equivalent alternative already exists for certain users or is programmed in the TIP as a separate project; and
 - vi. The project is not a roadway improvement project and/or the BMCMPPO has no programming authority (e.g. State, Bloomington Transit, Rural Transit, and other projects).
- e. No project shall be granted an exception to any criteria that opposes any item in Section II. Applicability.

2. Appeals Process

Project sponsors may request a re-review of their projects by the Technical Advisory Committee (TAC) subject to the following:

- a. All appeals will be heard and decided upon by a quorum of the TAC on an as needed basis;
- b. The project sponsor shall submit adequate information to explain and substantiate the need for an exception;
- c. BMCMPPO staff will review the request initially and provide a report with recommendations to the TAC in advance of the regular meeting;
- d. Members with conflicts of interest on a particular project must recuse themselves from deliberation on that project; and
- e. A sponsor may appeal only once to the TAC per special case before the decision rests, and a sponsor may not appeal to any other committee of the MPO thereafter.

VII. EVALUATION

1. Complete Streets Policy

The BMCMPPO shall, at a minimum, evaluate this policy prior to the adoption of every new TIP. This evaluation shall include recommendations for amendments to the Complete Streets Policy and subsequently be considered by the BMCMPPO Citizens Advisory Committee, Technical Advisory Committee and Policy Committee. Recommendations for amendments shall be distributed to the Local Public Agencies for review prior to consideration by the BMCMPPO Committees.

2. Post-Construction Evaluation of Projects

The BMCMPPO may evaluate projects using the performance measures in Section IX to understand the outputs and outcomes of transportation design, scope, and, ultimately, programming decisions.

VIII. PERFORMANCE MEASURES

The intent of this policy is the creation of a transportation system that accommodates all users and modes. The performance of Complete Streets planning and this Complete Streets Policy will be measured via the metrics below and made available publicly. Data will be presented using trend patterns with the intent to inform the public and decision makers about transportation project funding and design. The adage “what gets measured gets done” is important to remember when measuring the outputs and outcomes of transportation project decisions.

Table 1. Recommended Place Measures and Metrics, is inspired, adapted by, and adopted from Evaluating Complete Streets Projects: A guide for practitioners, a resource created by American Association of Retired Persons (AARP) and Smart Growth America (SGA) for measuring the results of alternative transportation projects. Place Measures fall under the macro-level headings of “Place”, “Crash Risk”, and “Equity.” Application scales consider project and network levels. Detailed applicable project and network “metrics” represent the foundation of each Place Measure and relevant application scale.

Table 1. Recommended Place Measures and Metrics*

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

Table 1. Recommended Place Measures and Metrics (continued)

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

Source: BMCMPO, November 2018.

IX. Project Prioritization Criteria

The following Project Prioritization Criteria (Table 2) serves the BMCMPO Citizens Advisory Committee, the Technical Advisory Committee, and the Policy Committee as a guiding prioritization framework for the placement of projects into the Transportation Improvement Program (TIP). The BMCMPO is not bound by any outcomes of this process.

Table 2. BMCMPO Transportation Improvement Program – Project Prioritization Criteria

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

Source: BMCMPO, November 2018.

X. GLOSSARY DEFINITIONS

Participatory Design – an approach to project design that actively involves all stakeholders to ensure the final design meets their needs and is usable.

Underrepresented Area – a geographic area that largely consists of marginalized or minority residents.

Vulnerable Road User or Vulnerable User – a person utilizing the right-of-way for transportation purposes whereby the individual is disadvantaged or limited by either the amount of protection in traffic (e.g. pedestrians and cyclists) or by the amount of task capability to smoothly integrate with other types of traffic (e.g. older or younger individuals). Vulnerable Users do not typically have a protective shell and/or move at slower speeds and are thus more susceptible to physical harm in the event of a collision, especially with vehicles with a larger mass.

NEXT STEPS

1. **Update MPO Plans and Documents.** The MPO should update the *Public Participation Plan* to coincide with this Complete Streets Policy within nine (9) months of the adoption of this policy.

The MPO should update the *Metropolitan Transportation Plan* (MTP) to coincide with this policy and reevaluate the MTP projects utilizing the project selection process and criteria in this policy. The recommended update should occur within one (1) year of the adoption of this policy.

2. **Education and Training.** Education about Complete streets roadway design best practices for community members and decision makers is essential. The BMCMPPO encourages professional development and training on Complete Streets and active transportation issues for any MPO representative and staff including but not limited to LPA project managers, members of the Policy Committee, the Technical Advisory Committee, the Citizens Advisory Committee, and MPO staff. These individuals are encouraged to attend at least one (1) of the following opportunities per year: the annual Indiana MPO Conference, the Indiana Walk & Bike Summit, the annual Purdue Road School as well as any other Complete Streets related conferences, webinars, workshops and seminars that are sponsored by America Walks, Smart Growth America, the Institute of Transportation Engineers, the American Planning Association, and the Congress for the New Urbanism.

- 3. Integrate Transportation and Land Use.** The BMCMPPO along with the LPA's should create place-based street typologies to ensure sound transportation project decisions are made in conjunction with sound land use decisions. Place-based street typologies should be adopted/updated along with every MTP.





The Bloomington-Monroe County Metropolitan Planning Organization Complete Streets Policy was officially adopted by the BMCMPPO Policy Committee on November 9, 2018.



City of Bloomington Planning and Transportation Department
401 N Morton Street • Bloomington, Indiana 47404
812-349-3423 • <https://bloomington.in.gov/mpo>



To: BMCMPO Policy Committee

From: Pat Martin and Rachael Sargent
BMCMPO Staff

Date: April 5, 2024

Re: BMCMPO FY 2025-2026 Unified Planning Work Program (UPWP):
Final Draft Review Comments

Background

The *Unified Planning Work Program* fulfills specific Federal and State transportation planning requirements ensuring that local entities within the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) maintain eligibility for Federal transportation funding.

The *Unified Planning Work Program* study area includes the urbanized area of Monroe County and the City of Bloomington thereby ensuring community representation that system-wide transportation issue solutions remain a continuing, cooperative, and comprehensive process.

The *Unified Planning Work Program* additionally incorporates a multi-modal transportation perspective, including provisions to improve facilities for public transit, bicycling, pedestrian activities, autos, and freight.

The BMCMPPO offered a thirty (30) day public review of the Draft FY 2025- 2026 Unified Planning Work Program (UPWP) with the acceptance of written comments beginning on February 23, 2024, and ending on March 23, 2024.

The BMCMPPO did not receive any public review comments for the Draft FY 2025 - 2026 UPWP additionally posted on the BMCMPPO website at <https://bloomington.in.gov/mpo/unified> at the end of the 30-day public comment period.

The BMCMPPO did, however, receive Draft FY 2025-2026 UPWP review comments from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Indiana Department of Transportation (INDOT). These review comments and the BMCMPPO staff response for addressing these comments for a Final FY 2025-2026 UPWP are as follows:

- **FHWA Comment: The BMCMPPO has developed the Environmental Justice Viewer that shows the MPO’s commitment to identifying environmental justice concerns and reflects the incorporation of PEAs of institutionalizing Equity, Accessibility and Safety. We would encourage the MPO to acknowledge their initiative in developing this tool and consider highlighting if appropriate how the tool may be utilized in this UPWP period.**
 - *BMCMPPO Response - The BMCMPPO staff will use two key tools for evaluating urbanized area equity analyses in relation to current and/or amended FY2024-2028 TIP LPA Projects, and the scheduled FY 2026-2030 TIP Call for Projects during the FY 2025 - Q1 time period:*
 - (1) *The BMCMPPO Environmental Justice Viewer*
(<https://bloomington.in.gov/arcgis/apps/webappviewer/index.html?id=906a510caffc484cab4fe152092f3024>) and
 - (2) *The Monroe County Social Vulnerability Index Viewer*
(<https://qisserver.co.monroe.in.us/portal/apps/dashboards/d1b9dcacf623043fab222c784e38c872d>).
- **FHWA Comment: Please identify outstanding activities from the prior UPWP. If none, please disregard this comment.**
 - *BMCMPPO Response - The BMCMPPO 2050 Metropolitan Transportation Plan (2050 MTP) initiated under the FY 2024 UPWP remains an ongoing major activity with a scheduled final End Project delivery during FY 2025 - Q3.*
- **FTA Comment: Page 45, Element 501. What federal funds are being used to support these projects/initiatives?**
 - *BMCMPPO Response - The BMCMPPO FY 2025-2026 UPWP shall follow an FHWA, Indiana Division, directive (through the Indiana Department of Transportation Technical Planning & Programming Division) that the 2.5% Set Aside requirement of the Bipartisan Infrastructure Law (BIL) “should be applied to the consolidated PL funds (PL + FTA 5303)” on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities [§ 11206(b)]. For the purpose of this fulfilling this requirement, the BMCMPPO shall reply on the term “Complete Streets standards or policies” meaning the standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles [§ 11206(a)].*

- **FTA Comment: Page 50 - Alexander Burns. Please update, this person no longer works with FTA Region V.**
 - *BMCMPO Response - The final document notes a current FTA, Region 5, staff representative.*

- **FTA Comment: Page 66, 1st paragraph - What federal fiscal year funds and what FTA programs? Please state. FY2025 apportionments are not published. Please explain what this means.**
 - *BMCMPO Response - The FY 2025 UPWP will use allocated FY 2025 PI and FTA Section 5303 planning funds for identified Element 503 and Element 504 work activities.*

- **FTA Comment: Page 66, 3rd Paragraph, Line 2 - For which grant?**
 - *BMCMPO Response - The FY 2025 UPWP will use allocated FY 2025 PI and FTA Section 5303 planning funds.*

- **FTA Comment: Page 66 - How much for each element?**
 - *BMCMPO Response - As noted on page 46 of the Final FY 2025-2026 UPWP, Work Element Transit Studies 503 has a total \$51,980 budget allocation. Work Element 504 Transit Passenger Counts has a \$2,000 budget allocation.*

- **INDOT Comment: Page 12 Budget by Funding Source - Please show 2.5% Set Aside (Y410) funds in your budget under Element 500.**
 - *BMCMPO Response - The 2.5% Set Aside requirement of the Bipartisan Infrastructure Law (BIL) applies to the consolidated FY 2025-2026 UPWP PL funds (PL + FTA 5303) of the BMCMPO on planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]. The BMCMPO consolidated PL funds (PL+ FTA 5303) for FY 2025 equals \$360,418.00. The 2.5% requirement therefore equals \$9,010.45 in federal funds, \$2,252.61 in local matching funds with a sum total of \$11,263.06. The FY 2026 UPWP assumes a constant consolidated funding level and 2.5% Set Aside requirement. The Work Element 500 funding table on page 46 of the FY 2025-2026 UPWP illustrates the 2.5% Set Aside (Y410).*

Adoption Schedule

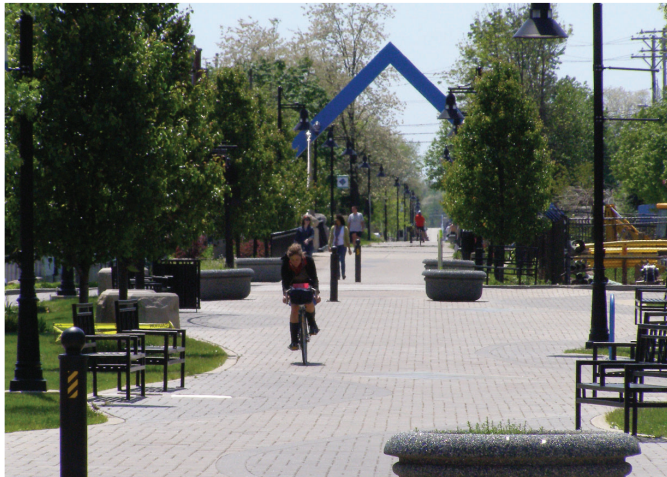
The FY 2025-2026 UPWP schedule by the end of FY 2024 includes:

- April 2024 Policy Committee adoption
- May 2024 FHWA/FTA FY 2025-2026 UPWP Approval
- July 1, 2024 Notice to Proceed

Requested Action

The BMCMPO staff recommends adoption of the FY 2025-2026 UPWP by the Policy Committee.

PPM/pm



BLOOMINGTON • MONROE COUNTY



Unified Planning Work Program

**Fiscal Years
2025 & 2026**

*Bloomington-Monroe County
Metropolitan Planning Organization*

**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.

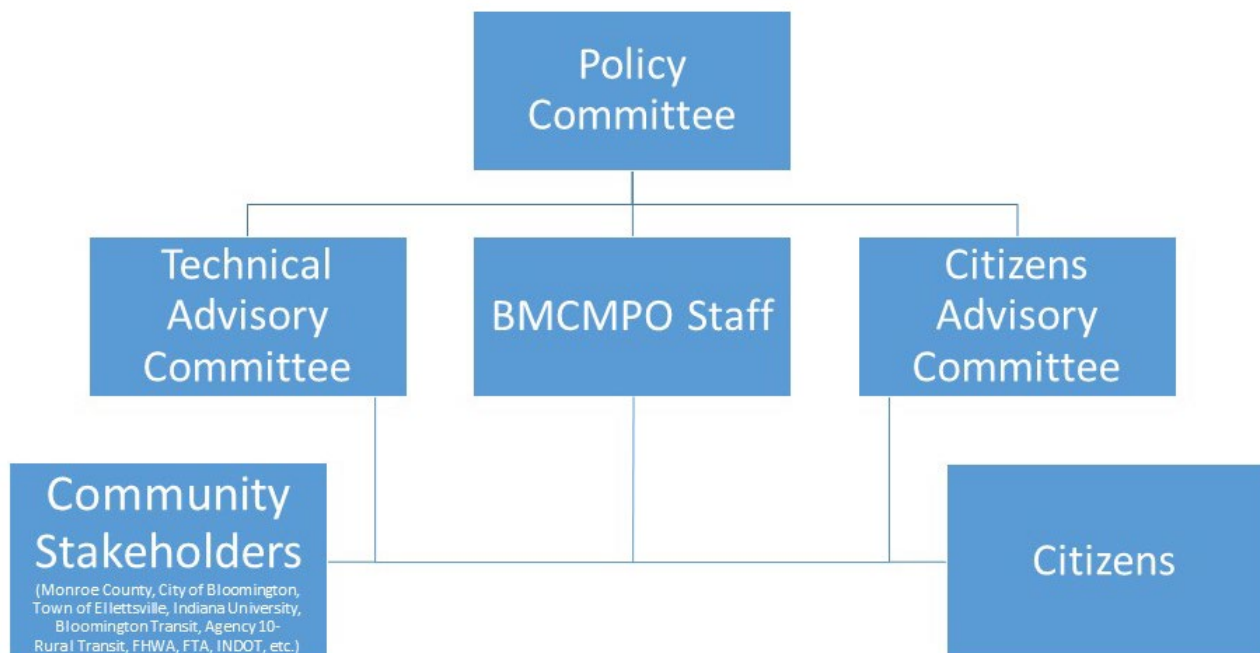
The urban transportation planning process for all MPOs involves the development of a Unified Planning Work Program (UPWP) specifying all planning activities anticipated during the programming years, and documents the work performed with Federal planning funds. The FY 2025-2026 UPWP satisfies the Bloomington-Monroe 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	
100	Administration & Public Participation					
	FY 2025	\$153,510	\$0	\$1,100	\$0	\$154,610
	FY 2026	\$153,510	\$0	\$1,100	\$0	\$154,610
200	Data Collection & Analysis					
	FY 2025	\$17,527	\$0	\$3,000	\$0	\$20,527
	FY 2026	\$17,527	\$0	\$3,000	\$0	\$20,527
300	Short Range Planning & Management Systems					
	FY 2025	\$108,837	\$0	\$0	\$26,000	\$134,837
	FY 2026	\$108,837	\$0	\$0	\$26,000	\$134,837
400	Long Range Planning					
	FY 2025	\$13,224	\$0	\$34,795	\$0	\$48,019
	FY 2026	\$13,224	\$0	\$34,795	\$0	\$48,019
500	Complete Streets Set-aside for SS4A Activities & Transit Oriented Development					
	FY 2025	\$37,942	\$52,000	\$0	\$0	\$89,942
	FY 2026	\$37,942	\$52,000	\$0	\$0	\$89,942
600	Other Planning Initiatives & Special Projects					
	FY 2025	\$2,589	\$0	\$0	\$0	\$2,589
	FY 2026	\$2,589	\$0	\$0	\$0	\$2,589
	TOTAL					
	FY 2025	\$333,627	\$52,000	\$38,895	\$26,000	\$450,523
	FY 2026	\$333,627	\$52,000	\$38,895	\$26,000	\$450,523
	TOTAL	\$667,255	\$104,000	\$77,790	\$52,000	\$901,045

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
Direct Chargeable Salary			
<i>FY 2025</i>	\$102,928	\$25,732	\$128,660
<i>FY 2026</i>	\$102,928	\$25,732	\$128,660
Fringe Expenses			
<i>FY 2025</i>	\$92,697	\$23,174	\$115,871
<i>FY 2026</i>	\$92,697	\$23,174	\$115,871
Indirect Expenses			
<i>FY 2025</i>	\$71,277	\$17,819	\$89,097
<i>FY 2026</i>	\$71,277	\$17,819	\$89,097
Bloomington Transit			
<i>FY 2025</i>	\$41,600	\$10,400	\$52,000
<i>FY 2026</i>	\$41,600	\$10,400	\$52,000
Consultants/Supplies			
<i>FY 2025</i>	\$31,116	\$7,779	\$38,895
<i>FY 2026</i>	\$31,116	\$7,779	\$38,895
Contract Service Agreements			
<i>FY 2025</i>	\$20,800	\$5,200	\$26,000
<i>FY 2026</i>	\$20,800	\$5,200	\$26,000
TOTAL			
<i>FY 2025</i>	\$360,418	\$90,105	\$450,523
<i>FY 2026</i>	\$360,418	\$90,105	\$450,523
<i>TOTAL</i>	\$720,836	\$180,209	\$901,045

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.

	Work Element	Federal	Local	Total
100	Administration & Public Participation			
	<i>FY 2025</i>	\$123,688	\$30,922	\$154,610
	<i>FY 2026</i>	\$123,688	\$30,922	\$154,610
200	Data Collection & Analysis			
	<i>FY 2025</i>	\$16,421	\$4,105	\$20,527
	<i>FY 2026</i>	\$16,421	\$4,105	\$20,527
300	Short Range Planning & Management Systems			
	<i>FY 2025</i>	\$107,869	\$26,967	\$134,837
	<i>FY 2026</i>	\$107,869	\$26,967	\$134,837
400	Long Range Planning			
	<i>FY 2025</i>	\$38,415	\$9,604	\$48,019
	<i>FY 2026</i>	\$38,415	\$9,604	\$48,019
500	Complete Streets 2.5% FHWA set-aside for Safe and Accessible Transportation Options & Transit-Oriented Development			
	<i>FY 2025</i>	\$71,953	\$17,988	\$89,942
	<i>FY 2026</i>	\$71,953	\$17,988	\$89,942
600	Other Planning Initiatives & Special Projects			
	<i>FY 2025</i>	\$2,071	\$518	\$2,589
	<i>FY 2026</i>	\$2,071	\$518	\$2,589
	TOTAL			
	<i>FY 2025</i>	\$360,418	\$90,105	\$450,523
	<i>FY 2026</i>	\$360,418	\$90,105	\$450,523
	TOTAL	\$720,836	\$180,209	\$901,045

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 totally expended 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
City of Bloomington Public Works			
<i>FY 2025</i>	\$10,400	\$2,600	\$13,000
<i>FY 2026</i>	\$10,400	\$2,600	\$13,000
Monroe County Highway Dept.			
<i>FY 2025</i>	\$10,400	\$2,600	\$13,000
<i>FY 2026</i>	\$10,400	\$2,600	\$13,000
Town of Ellettsville			
<i>FY 2025</i>	\$0	\$0	\$0
<i>FY 2026</i>	\$0	\$0	\$0
TOTAL			
<i>FY 2025</i>	\$20,800	\$5,200	\$26,000
<i>FY 2026</i>	\$20,800	\$5,200	\$26,000
<i>TOTAL</i>	\$41,600	\$10,400	\$52,000

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 BMCMPPO study area over two Fiscal Years and documents anticipated end products with financial support from Federal planning and local matching funds. This element also includes the preparation of a Cost Allocation Plan/Indirect Cost Proposal that determines BMCMPPO staff billing rates.

Cost Allocation Plan

See Appendix B for further details.

MPO Staff will administer the FHWA and FTA planning grants associated with the FY 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
101	Intergovernmental Coordination			
	<i>Federal Share</i>	\$65,427	\$65,427	\$130,854
	<i>Local Share</i>	\$16,357	\$16,357	\$32,714
	Total	\$81,784	\$81,784	\$163,568
102	Unified Planning Work Program			
	<i>Federal Share</i>	\$30,148	\$30,148	\$60,295
	<i>Local Share</i>	\$7,537	\$7,537	\$15,074
	Total	\$37,684	\$37,684	\$75,369
103	Staff Training & Education			
	<i>Federal Share</i>	\$9,036	\$9,036	\$18,072
	<i>Local Share</i>	\$2,259	\$2,259	\$4,518
	Total	\$11,295	\$11,295	\$22,589
104	Public Outreach			
	<i>Federal Share</i>	\$19,077	\$19,077	\$38,155
	<i>Local Share</i>	\$4,769	\$4,769	\$9,539
	Total	\$23,847	\$23,847	\$47,694
	TOTAL FEDERAL SHARE	\$123,688	\$123,688	\$247,376
	TOTAL LOCAL SHARE	\$30,922	\$30,922	\$61,844
	TOTAL	\$154,610	\$154,610	\$309,220

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 public 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 Local Road Safety Plans (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 Traffic Incident Management (TIM) activities supporting multiple planning factors related to safety, mobility freight movement, air quality and transportation system reliability including the non-recurring congestion which causes delay that impacts all travelers and just-in-time freight haulers, reducing the likelihood of a secondary crash and responders being struck, and by reducing delay that impacts consumers resulting in wasted fuel and potential air quality impacts. MPO staff outreach support may include various activities (e.g., market TIM to elected officials, facilitate TIM responder training, facilitate working groups and activities, foster relationships, facilitate after- action reviews, fund ITS projects, and/or compile data for performance measures). [Estimated Completion: Q4/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
201	Traffic Volume Counting			
	<i>Federal Share</i>	\$4,260	\$4,260	\$8,520
	<i>Local Share</i>	\$1,065	\$1,065	\$2,130
	Total	\$5,325	\$5,325	\$10,650
202	Annual Crash Report & Vulnerable Road Users Assessment			
	<i>Federal Share</i>	\$12,162	\$12,162	\$24,323
	<i>Local Share</i>	\$3,040	\$3,040	\$6,081
	Total	\$15,202	\$15,202	\$30,404
	TOTAL FEDERAL SHARE	\$16,421	\$16,421	\$32,843
	TOTAL LOCAL SHARE	\$4,105	\$4,105	\$8,211
	TOTAL	\$20,527	\$20,527	\$41,054

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]
- The MPO staff will use two key tools for evaluating urbanized area equity analyses in relation to FY2024-2028 TIP LPA Projects and the scheduled FY 2026-2030 TIP Call for Projects during the FY 2025 Q1 time period

- (1) the BMCMPO Environmental Justice Viewer (<https://bloomington.in.gov/arcgis/apps/webappviewer/index.html?id=906a510caffc484cab4fe152092f3024>) and
- (2) the Monroe County Social Vulnerability Index Viewer (<https://gisserver.co.monroe.in.us/portal/apps/dashboards/d1b9dcaf623043fab222c784e38c872d>).

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
301	Transportation Improvement Program			
	<i>Federal Share</i>	\$73,276	\$73,276	\$146,551
	<i>Local Share</i>	\$18,319	\$18,319	\$36,638
	Total	\$91,594	\$91,594	\$183,189
302	Highway Safety Improvement Program			
	<i>Federal Share</i>	\$3,960	\$3,960	\$7,920
	<i>Local Share</i>	\$990	\$990	\$1,980
	Total	\$4,950	\$4,950	\$9,900
303	Transportation Alternatives Program			
	<i>Federal Share</i>	\$3,960	\$3,960	\$7,920
	<i>Local Share</i>	\$990	\$990	\$1,980
	Total	\$4,950	\$4,950	\$9,900
304	Infrastructure Management Systems			
	<i>Federal Share</i>	\$20,800	\$20,800	\$41,600
	<i>Local Share</i>	\$5,200	\$5,200	\$10,400
	Total	\$26,000	\$26,000	\$52,000
305	ITS Architecture Maintenance			
	<i>Federal Share</i>	\$1,016	\$1,016	\$2,033
	<i>Local Share</i>	\$254	\$254	\$508
	Total	\$1,270	\$1,270	\$2,541
306	Performance Measures			
	<i>Federal Share</i>	\$4,857	\$4,857	\$9,714
	<i>Local Share</i>	\$1,214	\$1,214	\$2,429
	Total	\$6,071	\$6,071	\$12,143
TOTAL FEDERAL SHARE		\$107,869	\$107,869	\$215,739
TOTAL LOCAL SHARE		\$26,967	\$26,967	\$53,935
TOTAL		\$134,837	\$134,837	\$269,673

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	2045 Metropolitan Transportation Plan			
	<i>Federal Share</i>	\$38,415	\$38,415	\$76,830
	<i>Local Share</i>	\$9,604	\$9,604	\$19,208
	Total	\$48,019	\$48,019	\$96,038
TOTAL FEDERAL SHARE		\$38,415	\$38,415	\$76,830
TOTAL LOCAL SHARE		\$9,604	\$9,604	\$19,208
TOTAL		\$48,019	\$48,019	\$96,038

Work Elements

500 Transit and Active Transportation

501 2.5% Set-aside for Complete Streets and Transit-Oriented Development

The BMCMPPO FY 2025-2026 UPWP shall follow an FHWA, Indiana Division, directive (through the Indiana Department of Transportation Technical Planning & Programming Division) that the 2.5% Set Aside requirement of the Bipartisan Infrastructure Law (BIL) “should be applied to the consolidated PL funds (PL + FTA 5303)” on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)].

For the purpose of this fulfilling this requirement, the BMCMPPO shall reply on the term “Complete Streets standards or policies” meaning the standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles [§ 11206(a)].

The BMCMPPO has an adopted Complete Streets Policy that meets federal standards, prioritizes, and identifies a specific list of Complete Streets projects scoring criteria to ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children and older individuals, individuals with disabilities, motorists, and freight vehicles. This activity therefore represents a qualifying action for the IJA Bipartisan Infrastructure Law that requires 2.5% of consolidated PL funds (PL + FTA 5303) obligations be set-aside for use on increasing safe and accessible transportation options. This activity (to be referenced and reported as Y410 code in FMIS) represents the BMCMPPOs initiative for meeting the federal 2.5% set-aside program requirement.

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 the existing regional transportation network. 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.

The MPO shall additionally lead educational outreach activities to targeted groups and lead city-county bicycle/pedestrian transportation coordination meetings.

Responsible Agency and End Products

- The BMCMPPO shall use at least 2.5% of its consolidated PL funds (PL + FTA 5303) as a Complete Streets set-aside for multiple travel modes targeted at people of all ages and abilities. For the purpose of this requirement, the term “Complete Streets standards or policies” means standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.
- The BMCMPPO will continuously review and update the BMCMPPO Complete Streets Policy that prioritizes and identifies a specific list of Complete Streets projects guidance and scoring criteria to improve the safety, health and equity, mobility, and accessibility of all public urban area roads and streets as a qualifying action for the IJA Bipartisan Infrastructure Law. This BMCMPPO

activity (referenced as Y410 billing code in FMIS) will represent the BMCMPPOs fulfillment for meeting the 2.5% set-aside program requirement. [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 Bloomington-Monroe County urbanized area and additionally all opportunities associated with anticipated Bus Rapid Transit (BRT) service. [Estimated Completion: Ongoing, As Needed]
- MPO Staff will attend City of Bloomington/Monroe County transportation coordination meetings involving bicycle and pedestrian issues. [Estimated Completion: Monthly, As Needed]
- MPO Staff will conduct Monroe County and City of Bloomington bicycle and pedestrian outreach to targeted urbanized area groups. [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, Real Estate Purchase, and Logistics Feasibility Study examining physical facility expansion needs as 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 2026	Total	
501	Complete Streets 2.5% FHWA set-aside for Safe and Accessible Transportation Options & Transit-Oriented Development			
	<i>Federal Share</i>	\$17,646	\$17,646	\$35,293
	<i>Federal 2.5% Set Aside (Billing Code Y410)</i>	\$9,010	\$9,010	\$18,021
	<i>Local Share</i>	\$4,412	\$4,412	\$8,823
	<i>Local 2.5% Set Aside (Billing Code Y410)</i>	\$2,253	\$2,253	\$4,505
	Total	\$22,058	\$22,058	\$44,116
	Total 2.5% Set Aside (Billing Code Y410)	\$11,263	\$11,263	\$22,526
502	Bicycle/Pedestrian Counts			
	<i>Federal Share</i>	\$2,112	\$2,112	\$4,225
	<i>Local Share</i>	\$528	\$528	\$1,056
	Total	\$2,640	\$2,640	\$5,281
503	Transit Studies			
	<i>Federal Share</i>	\$41,584	\$41,584	\$83,168
	<i>Local Share</i>	\$10,396	\$10,396	\$20,792
	Total	\$51,980	\$51,980	\$103,960
504	Transit Passenger Counts			
	<i>Federal Share</i>	\$1,600	\$1,600	\$3,200
	<i>Local Share</i>	\$400	\$400	\$800
	Total	\$2,000	\$2,000	\$4,000
	TOTAL FEDERAL SHARE	\$62,943	\$62,943	\$125,886
	<i>Federal 2.5% Set Aside (Billing Code Y410)</i>	\$9,010	\$9,010	\$18,021
	TOTAL LOCAL SHARE	\$15,736	\$15,736	\$31,471
	<i>Local 2.5% Set Aside (Billing Code Y410)</i>	\$2,253	\$2,253	\$4,505
	TOTAL	\$78,679	\$78,678	\$157,357
	Total 2.5% Set Aside (Billing Code Y410)	\$11,263	\$11,263	\$22,526

Note: 2.5% Set Aside requirement of the Bipartisan Infrastructure Law (BIL) applied to the consolidated PL funds (PL + FTA 5303) of the BMCMPPO on planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]. The BMCMPPO consolidated PL funds (PL+ FTA 5303) for FY 2025 equals \$360,418.00. The 2.5% requirement therefore equals \$9,010.45 in federal funds, \$2,252.61 in local matching funds with a sum total of \$11,263.06. The FY 2026 UPWP assumes a constant consolidated funding level and 2.5% Set Aside requirement.

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
601	Title VI Plans			
	<i>Federal Share</i>	\$2,071	\$2,071	\$4,142
	<i>Local Share</i>	\$518	\$518	\$1,035
	Total	\$2,589	\$2,589	\$5,177
602	Special Plans			
	<i>Federal Share</i>	\$0	\$0	\$0
	<i>Local Share</i>	\$0	\$0	\$0
	Total	\$0	\$0	\$0
603	Special Studies			
	<i>Federal Share</i>	\$0	\$0	\$0
	<i>Local Share</i>	\$0	\$0	\$0
	Total	\$0	\$0	\$0
TOTAL FEDERAL SHARE		\$2,071	\$2,071	\$4,142
TOTAL LOCAL SHARE		\$518	\$518	\$1,035
TOTAL		\$2,589	\$2,589	\$5,177

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
Anjelica Salgado	Transportation Program Specialist	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 PTC
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
Courtney Daily	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

Member	Representing
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
Ryan Robling	Planning and Transportation department, Planning Services Manager
Pat Martin	Senior Transportation Planner
Rachael Sargent	Transportation Planner
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/
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Appendix C

Abbreviations

Key Abbreviations

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

PDP	Program Development Process
PL	Metropolitan Planning Funds
STBG	Surface Transportation Block Grant
TAP	Transportation Alternatives Program
TAC	Technical Advisory Committee
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
VMT	Vehicle Miles of Travel
VPI	Virtual Public Involvement

Appendix D

BMCMPO Metropolitan Planning Area Map

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

BMCMPO Metropolitan Planning Area Map

City of Bloomington
Planning Department

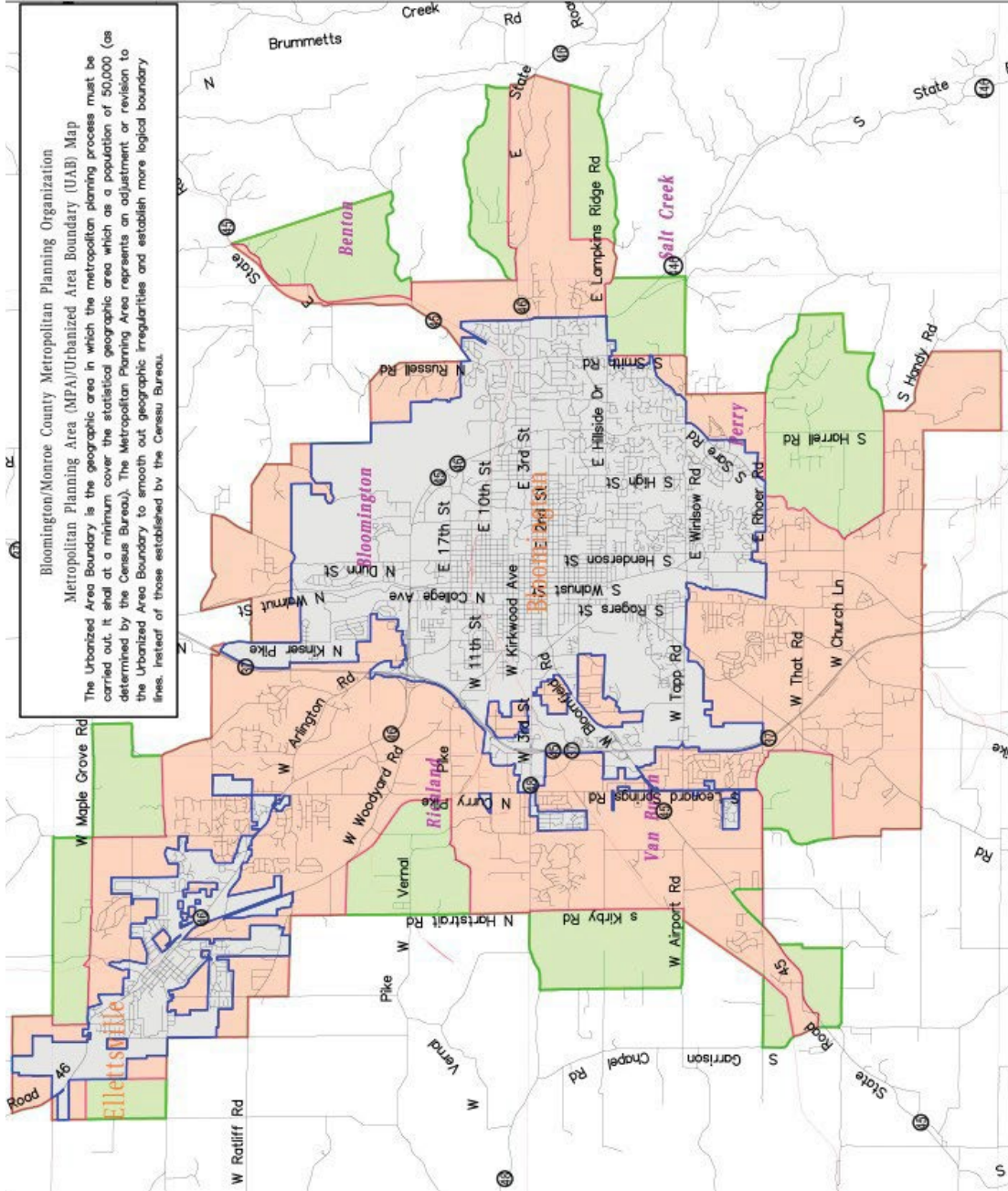


Geographic
Information System

- 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 Tmpol

Appendix E

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



U.S. Department
of Transportation

Federal Transit Administration Region V
200 West Adams St., Suite 320
Chicago, IL 60608-5253

Federal Highway Administration 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 or Cecilia C. Godfrey, FTA, at 317-705-1268/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 use federal FY2025 UPWP FTA Section 5303 planning grant funds totaling **\$52,000**, requiring a **\$10,400** 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 **\$41,600** of the total grant, requiring **\$10,400** 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 - Federal Transit Administration (FTA) Annual Passenger Count Data Collection for estimates of annual passenger miles and Operating Data Collection.

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**

BMCMPO Draft FY 2025 - 2025 UPWP PUBLICATION And RECORD OF PUBLIC COMMENTS

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

PUBLIC PARTICIPATION NOTICE

BMCMPO FY 2025 - 2026 UNIFIED PLANNING WORK PROGRAM

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

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

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

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) did not receive any public review comments for the Draft FY 2025 - 2026 UPWP additionally posted on the BMCMPO website at <https://bloomington.in.gov/mpo/unified> at the end of the 30-day public comment period.

Appendix H

BMCMPO Policy Committee Adoption Resolution and Approval Letter



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.

Lisa J. Ridge
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

Patrick P. Martin
Senior Transportation Planner, BMCMPPO

Roy S. Nunnally
Director, INDOT Technical Planning and
Programming