



POLICY COMMITTEE

April 13, 2018

1:30 – 3:00 p.m.

Council Chambers (#115)

- I. Call to Order
- II. Approval of the Minutes*
 - a. March 9, 2018
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
 - a. Citizens Advisory Committee
 - b. Technical Advisory Committee
- V. Reports from the MPO Staff
 - a. I-69 Update
 - b. FY 2018 – 2021 Transportation Improvement Program Administrative Amendment
- VI. Old Business
- VII. New Business
 - a. Draft FY 2019 – 2020 Unified Planning Work Program
 - b. FY 2017 – 2018 Unified Planning Work Program Amendment*
 - (1) Bloomington Transit Route Optimization Study
 - (2) Bloomington Transit Grimes Lane Maintenance Assessment Study
 - (3) Rural Transit Route Optimization Study
 - (4) Southwest Monroe County Corridor Study
- VIII. Communications from Committee Members (*non-agenda items*)
 - a. Topic Suggestions for Future Agendas
- IX. Upcoming Meetings
 - a. Technical Advisory Committee – April 25, 2018 at 10:00 a.m. (McCloskey Room)
 - b. Citizens Advisory Committee – April 25, 2018 at 6:30 p.m. (McCloskey Room)
 - c. Policy Committee – May 11, 2018 at 1:30 p.m. (Council Chambers)

Adjournment

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

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POLICY COMMITTEE

March 9th, 2018

1:30 – 3:00 p.m.

Council Chambers (#115)

Policy Committee minutes are transcribed in a summarized outline manner. Audio recordings are on file with the City of Bloomington Planning & Transportation Department.

Policy Committee in Attendance: Sarah Ryterband, Isabelle Piedmont-Smith, Brad Wisler, Mayor John Hamilton, Lisa Ridge, Geoff McKim, Jason Eakin, Kevin Tolloty, Kent McDaniel, Tony McClellan, Jason Banach, Adam Wason

Staff: Pat Martin, Scott Robinson

Others:

I. Call to Order

II. Approval of the Minutes

. **Ryterband moved for approval of the February 9, 2018 minutes. McKim seconded the motion. The motion was approved by voice vote of 10:0.

III. Communications from the Chair

a. None.

IV. Reports from Officers and/or Committees

a. The Citizen's Advisory Committee (CAC) met and suggested approval of the TIP amendments.

V. Reports from the MPO Staff

a. *I-69 Update* – Martin discussed two announcements from the Department of Transportation Interstate 69 Section 5 Project. The first is dated February 20th and came from an internal meeting where technical representatives get together every 2 weeks. The substantial completion date is still August 2018. The second announcement for the week of March 5th was also included in the packet for the committee. Starting on Monday, Staff began mailing these updates to the Citizens Advisory Committee because they had not been receiving them. With the constrictions on Tapp, 2nd St, 3rd St alongside the impending closure of Walnut St. on March 19th, it is important that these updates are sent out. The lane restrictions on the mainline are dependent on the weather conditions. As the weather conditions improve, the asphalt batch plant will reopen early to do some work in March and definitely be open by April 1st to begin paving.

Geoff McKim said he wished these weekly updates had been sent out to the committee all along.

Brad Wisler asked when 2nd St was expected to have all lanes open again.

Martin responded that it is currently being discussed this will happen by the end of May or the beginning of June. This is a pain and Staff has voiced concerns about having 2nd St, 3rd St, and Tapp Rd. all being under construction with Walnut also being closed. These concerns were met with the Department of

Transportation saying they could delay the project. There is not much work around with this situation and hopefully by suffering now, it will be worth it in August. Typically the expected finish dates have been the worst-case-scenarios, so the target is most likely the beginning of May to mid-May.

Ridge commented that there will be lane restrictions on State Road 46 over 37 during that same time.

Martin confirmed this and said those lane restrictions will be going on for the next two months.

McKim asked what the current date for Tapp Rd. opening.

Wason answered that for 2nd St. it is expected in June or July. For Tapp Rd., the opening date is June 1st.

Hamilton commented that there are so many projects going on, not only I-69, but also local projects for the City and County. Getting information out to the public during the next five weeks will be essential. There has been talk about some businesses shifting business hours because the rush hour will be so difficult during the time of all these closures.

Ridge said that projects other than the I-69 work have been on hold and it was anticipated that the I-69 project would be completed by this point. When dealing with federal money, you can only delay a project for so long without losing the funds, having to repay funds, and risk losing future funds. Even though it is not ideal for all of these projects to happen at the same time, the County and City are left with no other choice. It will be important to communicate traffic changes with the public whether it is through the newspaper, social media, etc.

McKim asked if it were true that there was going to be a major Utilities closure on Walnut and Grimes.

Wason responded that yes, Utilities has a major sewer interceptor project scheduled to begin this summer on Walnut. It will restrict Walnut Street traffic north and southbound to one lane each at Grimes Lane and close both sides of Grimes Lane. This is part of Utilities major sewer infrastructure update project to eliminate the sanitary sewer overflow locations and advancing the Switchyard Park. This has been on contract for almost a year. It has been difficult to fit these projects together, especially when they are dependent on contracts and funding. The impacts will be significant in the southwest quadrant. Wason said he had a conversation with Ridge regarding what could be done to speed up these projects to best limit the impact of these projects on local transportation, especially Bloomington Transit and MCCSC (Monroe County Community School Corporation). He emphasized that the departments in charge of these projects are all coordinating on a regular basis and trying to make the best decisions to limit the impact of these projects. Bloomington Transit and MCCSC want the Walnut St. project to wrap up before school starts in August. MCCSC is estimating 45-50 minute delays because of the Walnut St. project.

Hamilton commented that Bloomington Transit often tries to leave before rush hour, which is good. MCCSC also leaves before rush hour, but is usually caught up in the traffic. Discussions are happening about these issues. He emphasized keeping the public informed about options and what is to come regarding traffic.

- b. *Federal Highway/FTA FY 2019 Planning Emphasis Areas* – Martin explained that in January and February each year, the Federal Highway Administration and Federal Transit Administration advise the Metropolitan Planning Organizations on their planning emphasis areas. In other words, areas that the MPO should look at when allocating planning dollars for the upcoming fiscal year. Staff is preparing a new FY 2019-2020 unified planning work program right now. Staff will be running the draft through the Technical Advisory Committee and Citizens Advisory committee at the end of March and then bringing the draft to the Policy Committee on April 13th. The planning emphasis areas for this year are the same as last year's, which is good news for Staff. They want Staff to focus on the performance management

systems again, ensure involvement with the Title XI program, and encouraged participation in FAST Act compliance. Staff is preparing the work program almost identically to last year's work program, except for any input from Technical Advisory Committee and Citizens Advisory Committee. Specifically, they may have other planning studies they'd like Staff to conduct in the coming years.

VI. Old Business – None.

VII. New Business

- a. *FY 2018- Unified Planning Work Program Amendment 1 Bloomington Transit Planning Studies* – Martin said currently there are around \$500,000 in excess funds. This is partially due to staff vacancies over the last year and a half. There has been an informal discussion with Bloomington Transit about the need to reallocate this money. Bloomington Transit indicated in December that they needed funding for two planning studies. After comparing funds against the Department of Planning & Transportation's, Staff recommends the reallocation of \$275,000. These are in current planning dollars. Martin called this a prelude, as on April 13th, Staff will come back to the Policy Committee and ask for formal amendments to the Planning & Work Program. This is because Staff is unsure how these budgets will be reallocated, but there is a surplus of funds. There is a fear that the 2017 funds could lapse if they are unused. The Department of Transportation has contacted Staff on several occasions, essentially saying "use it or lose it". Staff plans to use it with consultation with various committees. Martin asked Lew May to review the proposal for a route optimization study and a maintenance operations conditioned assessment study with consideration that this will all be brought to the committee formally next month.

Lew May, General Manager of Bloomington Public Transportation Corporation, thanked the committee for the opportunity to speak to them today about planning study proposals. They had conversations with MPO staff in late 2017 regarding what kind of studies they would like to do. It has been almost 9 years since the last comprehensive operational analysis study. During that time, there have been significant changes to the community including new developments, growing traffic congestion, new apartment complexes, downtown development, and the downtown transit center in 2014. There are also things on the horizon, such as the relocation of the hospital. All of these have impacts on transit routes and their timely and efficient operation. It is time to do an in-depth study of Bloomington Transit's routes to optimize service to the community and make public transportation more attractive. Bloomington Public Transportation Corporation is proposing about a \$200,000 federal funding allotment that would come through the Unified Planning Work Program that would be matched by the Bloomington Transit by 20%. This study would be hired out to a consultant, do an RFP, and begin the process immediately, if approved by the committee. Bloomington Transit would plan to have a consultant on this study no later than June so that the money can begin to be spent. From discussions with Staff, there seems to be a real emphasis on spending this money before the fiscal year lapses. In regards to the second study being proposed, the Bloomington Public Transportation Corporation's maintenance and operations facility on Grimes Lane is 21 years old. In some respects it still seems like a new facility, but signs of wear and tear are present. There have been substantial repairs and replacements of certain elements that are becoming more and more frequent as time goes on. Bloomington Transit would like to do a study using \$75,000 of federal planning funds for a facility condition assessment study. This would be done by an engineering firm and they would assess the facility to identify parts of the facility that will need repair or replacement over the next 5-10 years. This way, Bloomington Transit can plan for them, have a sense of what they will cost, and budget for them. They would also match this project by 20%. The total funds requested are \$275,000 and will be matched with \$68,750 local dollars from Bloomington Transit.

Ridge asked Staff if this money can be used for any type of study, whether brought by Bloomington, Ellettsville, or the County.

Martin responded that it can be used for a planning study in particular.

Ridge asked if this money became available in December or was known it was going to be available in December.

Martin said that the money proposed here was in the FY 2017 Work Program and also what is currently available in the FY 2018 Work Program. Doing projections according to what the MPO is spending for the FY 2018 program, the surplus will be around \$496,000. On July 1st, there will be a new purchase order from the Department of Planning and Transportation in the vicinity of \$263,000. There are additional options for this money, but they would need to be proposed in the next few weeks.

Scott Robinson, Interim Assistant Director of Planning & Transportation, said these two studies are only place marked in the current Work Program, but no money is associated with it. The need for these studies were anticipated in the Work Program and this amendment would actually allocate the money. It is reimbursement money, so Bloomington Transportation would pay the full 100% upfront and then be reimbursed 80%. This can create challenges with the respective budget.

McDaniel asked for clarification about the process. He asked if this is an action item for today, yet the Unified Planning Work Project will be presented next month?

Martin confirmed he was correct in his statement.

McDaniel asked if the committee needed to take action today on this proposal.

Martin explained that Staff is asking the committee today if the staff can move forward on this proposal. They would then present the actual amendment with budget reallocations next month.

****McDaniel moved for approval of the FY 2018 Unified Planning Work Program Amendment to include the Bloomington Transit planning studies. Ryterband seconded the motion.**

Ridge asked that Scott Robinson introduce himself to the board.

Scott Robinson introduced himself as MPO Staff for the day.

McKim stated that with a \$500,000 surplus, about \$275,000 is being allocated to these two studies. After that, there is still a sizable amount leftover to allocate.

Martin confirmed this statement.

McKim continued on to say that there are planning needs throughout the County and asked if specific proposals need to be compiled quickly for the remainder of these funds.

Martin said yes and to do so quickly. Staff is taking into account that once new Staff is hired, billings would go up in a certain way. The projections take this into account. They are at the point where if these funds aren't spent, they may be taken away.

McKim asked how many full-time employees are being paid out of this program.

Robinson said that Staff is working on the cost allocation plan, but two full time staff are paid from this. Martin added that the MPO has billings from Bloomington Transit for onboard surveys, Ellettsville for traffic counts from the Street Department, and Monroe County for management inventory.

McKim asked Lew May if the the route optimization study would address the congestion issues on the west side.

May said yes, this is the highest priority of the study. There has been tremendous traffic congestion on the west side, especially with the I-69 project. Even before all of the projects, there were issues on the west side with this.

McKim acknowledged that two of the larger projects on the west side are State managed and therefore, the City does not have much control over this.

Wisler asked May if they have access to analyze data about ridership and routes in real time or if this is going to be compiled historically.

May explained they have daily ridership on a route-by-route basis that is collected and has been for many years. This study will drill down into greater detail and looking at it stop-by-stop. There are over 500 stops, 9 different routes, and they are all connected at the City Transit Center. When there is a delay with one route, there are adverse impacts on the rest of the system.

Wisler asked if they are collecting stop-by-stop data.

May said they are not. They are collecting route-by-route data.

Wisler asked that if the expense here was associated with collecting the stop-by-stop data.

May responded that part of the study is this large data collection effort.

Wisler asked how this data will be collected, such as new equipment on the buses.

May said one option is automatic passenger counters on buses that record ons and offs at each stop using GPS data. This is a more expensive way to collect the data. You can also collect the data manually by using on board surveys.

Piedmont-Smith asked the total cost of each of the studies.

May responded that the route optimization study's total cost is \$250,000, which includes the federal \$200,000 and \$50,000 local match. The maintenance operations facility condition assessment study is \$93,750 total, including \$75,000 in federal funds.

Piedmont-Smith asked MPO Staff how there ended up being \$500,000 that didn't get spent.

Martin explained that the MPO is allocated a certain amount of money every year, which is around \$250,000-\$260,000. Some of this is for staff salaries and some is set aside for future planning studies. He explained that there is a forecast of decreased spending in upcoming years and is paired with the current surplus.

Piedmont-Smith asked if the amount was \$496,000 or \$520,000.

Martin said it is \$520,000 and the previously stated \$496,000 was a mental math error.

Ryterband addressed May in saying that she is pleased that they will be looking at route optimization because it has been a major issue, especially on the west side. Ryterband suggested to Staff that they make clear to the LPAs that any studies that are allocated here must be completed by the end of May 2019.

Martin confirmed that all money for these studies must be billed by June 1st, 2019 because the purchase order from FY 2017 expires on this date.

Ridge expressed her enthusiasm to May about the west side being a high priority in the study.

****McDaniel moved for approval of the FY 2018 Unified Planning Work Program Amendment to include the Bloomington Transit planning studies. Ryterband seconded the motion. The motion was approved by voice vote of 10:0.**

Martin thanked the committee and then said that Staff would bring a draft amended Work Program on April 13th and a draft FY 2019-2020 Work Program for consideration on April 13th.

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

IX. Topic Suggestions for Future Agendas – none.

X. Upcoming Meetings

Technical Advisory Committee – March 28, 2018 at 10:00 a.m. (McCloskey Room)

Citizens Advisory Committee – March 28, 2017 at 6:30 p.m. (McCloskey Room)

Policy Committee – April 13, 2018 at 1:30 p.m. (Council Chambers)

Ridge sent out her condolences to Boone County for the loss of their Deputy and sent prayers to everyone in that community for Deputy picket.

Adjournment

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



FOR IMMEDIATE RELEASE

I-69 Section 5 construction update for week of March 26

Nightly closures Tuesday through Thursday for beam setting at Chambers Pike

BLOOMINGTON, Ind. (March 25, 2018) – INDOT reminds motorists that online GPS mapping services may not have the most current information about conditions within the I-69 Section 5 construction zone. Following instructions from mapping apps, especially those pertaining to access roads and potential “short cuts,” could direct motorists into areas that are still under construction and impassable. Following posted detours and paying attention to existing signage is the best way to get through and around areas of active construction.

The Walnut Street interchange closure remains in place. The official detour is the SR 46 interchange approximately 3.5 miles to the south. North Old SR 37 north of the Liberty Church is anticipated to reopen Friday at 5 p.m.

The following restrictions will be in place for the week of March 26:

- There will be daily lane closures of both northbound and southbound SR 37 at Tapp Road for ongoing bridge work and paving operations. Weather permitting, on Thursday there will be a traffic shift to allow paving to continue on outside shoulders.
- Work continues on the 2nd Street Bridge (SR 45) with no changes in traffic configuration. Traffic on the bridge deck is reduced to one lane eastbound and one lane westbound.
- At the 3rd Street Bridge (SR 48) there will be no changes to eastbound traffic. There will be a daily lane closure on westbound 3rd Street from Gates Drive to Liberty Drive to continue work on signal and light pole foundations. The westbound right turn lane from 3rd Street to northbound SR 37 will be closed daily to allow for work on the northeast segment of the ramp system.
- There will be daily lane closures on both north and southbound SR 37 from 3rd Street (SR 48) to Vernal Pike for drainage work adjacent to the median barrier wall.
- Flagging operations will be in place Monday and Tuesday at Industrial Drive west of SR 37 to allow for deep patching and paving operations.
- Ongoing median drainage work will continue on SR 37 between Arlington Road to Kinser Pike. However, a traffic shift was completed last week to allow for two travel



lanes on both north and southbound SR 37 through this stretch.

- Work continues at the interchange of SR 37 and SR 46:
 - The shoulder of southbound SR 37 to the westbound SR 46 ramp will be closed for clean-up of concrete curb installation.
 - Eastbound SR 46 traffic can now access SR 37 north, but will do so in a yielded merge condition. Motorists are urged to exercise caution when merging on to SR 37, and come to a complete stop if necessary until it is safe to proceed.
- The intersection of Acuff and Prow roads east of SR 37 is closed until on or around April 15 to make intersection improvements.
- There will be daily single lane restrictions on both north and southbound SR 37 at Sample Road to allow for continuing bridge work.
- All week there will be a daily lane closure of southbound SR 37 from Stone Belt Drive (approximately one mile north of the interchange) to the Walnut Street interchange for pavement milling and paving operations.
- The right lane of northbound SR 37 will be closed daily from Fox Hollow Road to Chambers Pike for shoulder improvements and drainage work.
- Tuesday through Thursday there will be intermittent night-time closures of northbound SR 37 at Chambers Pike for bridge beam placement. Law enforcement will assist with 20-minute closures between 9 p.m. and 6 a.m.

Motorists traveling north from Bloomington and wishing to avoid potential delays on SR 37 are strongly encouraged to stay off of county roads and use the alternate routes of SR 46 east to I-65 north and SR 46 west to SR 67 north.

As the volume of construction activity increases, motorists are urged to reduce their speed, pay attention to changing traffic conditions, and drive with no distractions. All construction activity is weather dependent and the schedule is subject to change.

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Section 5

Contact:

Andy Dietrick

I-69 Section 5

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LOCAL AGENCY COORDINATION MEETING



MEETING DESCRIPTION: INDOT LOCAL AGENCY COORDINATION MEETING

MEETING DATE & TIME: April 3, 2018 Agenda/March 20, 2018 Minutes

MEETING LOCATION: 6550 Connaught Rd Room #1, Bloomington, IN

ATTENDEES:

NAME	ORGANIZATION	PRESENT	NAME	ORGANIZATION	PRESENT
Andrew Cibor	City of Bloomington		Sandra Flum	INDOT	
Pat Martin	City of Bloomington		Jason Bunselmeier	INDOT	
Ben Ayers	Monroe County		Andy Dietrick	INDOT	
Lisa Ridge	Monroe County		James Culbertson	INDOT	
Paul Satterly	Monroe County		Jason Rhoades	HNTB	
			Pete Jerrell	Walsh	

MEETING AGENDA:

ITEM	TOPIC	OWNER	STATUS
1 – PROJECT SCHEDULE			
1.1	Overall Project Schedule Completion - August 2018	Jerrell	O
1.2	Zone #1 – Fullerton Pike, Tapp Rd, 2 nd St, 3 rd St, Vernal Pike, Mainline	Jerrell	O
1.3	Zone #2 – Walnut, Sample, Mainline	Jerrell	O
1.4	Zone #3 – Chambers, Little Indian, Jordan, Liberty Church, Mainline	Jerrell	O
2 – MOT DISCUSSIONS			
2.1	Signal at 3 rd St. – INDOT will replace signal per plan and will continue to maintain as necessary. Signal has antiquated equipment that needs to be repaired weekly.	Bunselmeier	O
2.2	SE Wayport Site Distance – DLZ reviewing site distance issue	Bunselmeier	O
2.3	SE Wayport Curb & Gutter – As-built information provided to DLZ and FDC has been created. DLZ working on re-design. Construction will be performed once new plans are approved.	Jerrell	O
2.4	Crescent Striping – Confusing to public. Issue was addressed. <i>Removed striping</i>	Jerrell	C

LOCAL AGENCY COORDINATION MEETING



ITEM	TOPIC	OWNER	STATUS
3 – MISCELLANEOUS			
3.1	Transfer Agreements – Status	Flum	O
3.2	Edge of Pavement & GIS Data for City of Bloomington	Jerrell	O
3.3	INDOT PIO Contact – Bloomington asked where to direct calls instead of contacting Andy Dietrick directly.	Flum	C
3.4	3 rd St. Pedestrian Signs – Bloomington asked could be pulled to allow pedestrians to enter construction limits at their own discretion. INDOT will not remove due to liability.	Flum	C
3.5	Kinser Permanent Closure Signs – James asked if they could be pulled. Monroe County had no issue. INDOT will remove signs.	Jerrell	C
3.6	Wiley/Showers Cul-Da-Sac – INDOT discussed options with County to work around a major utility conflict that will affect project schedule.	Bunselmeier	O



MEMORANDUM

To: BMCMPO Policy Committee
 From: Anna Dragovich
 Date: April 9, 2018
 Re: Transportation Improvement Program Administrative Approvals

Since the last Policy Committee meeting on March 9, 2018, the City of Bloomington requested three amendments to the FY 2018-2021 Transportation Improvement Program. As detailed in the Public Participation Plan, the requests were processed as “administrative approvals”. This process allows the BMCMPO Director and Chair of the Policy Committee to approve certain amendments to the TIP after review by the membership. Any Policy Committee member may object to any of the administrative amendments. If this happens, the administrative amendment would be treated as a “minor amendment” and brought before the entire Policy Committee as an item on the next agenda. All Policy Committee members had the required three business days to object to the proposed amendments. No objections were received, leaving the amendments to be processed as requested.

1. The City of Bloomington has requested an amendment to the Tapp Road & Rockport Road Intersection project (DES# 0901730). Where construction engineering (CE) and construction (CN) funding for the project was originally programmed in the TIP for \$2,583,642 using STP funds in fiscal year 2018, the City requests that \$37,596 be removed from CE and remove \$313,806 from CN (total \$351,402 of FY18 STP). The City's CE contract on this project required less MPO funding than programmed in the TIP and construction bids came in favorably. As a result, some of the federal funds programmed for this project won't be put to use unless transferred to a project with FY18 federal funding.

The table below illustrates how the project was programmed before the changes.

Tapp Road & Rockport Road Intersection [0901730]					
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2018	STP	\$ 352,315	\$ 88,078	\$ 440,393
CN	2018	STP	\$2,231,327	\$ 557,832	\$ 3,150,000
		-	\$ -	\$ 360,841	
Totals			\$2,583,642	\$1,006,751	\$ 3,590,393

The table below illustrates requested modifications.

Tapp Road & Rockport Road Intersection [0901730]					
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2018	STP	\$ 314,718	\$ 78,680	\$ 393,398
CN	2018	STP	\$1,917,521	\$ 479,380	\$ 2,539,952
		-	\$ -	\$ 143,050	
Totals			\$2,232,239	\$ 701,110	\$ 2,933,349

Bloomington/Monroe County Metropolitan Planning Organization

2. The City of Bloomington has also requested an amendment to the Sare Road Multi-use Path project (DES# 1700736). Where preliminary engineering (PE) funding for the project was originally programmed in the TIP for \$166,491 using STP funds in fiscal year 2018, the City requests that \$104,000 of the Tapp Rd. & Rockport Rd. project be added to this funding line.

The table below illustrates how the project was programmed before the changes.

Sare Road Multiuse Path [1700736]					
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2018	STP	\$ 166,491	\$ 41,622	\$ 208,113
RW	2019	-	\$ -	\$ 144,000	\$ 144,000
CE	2020	STP	\$ 174,000	\$ 43,500	\$ 217,500
CN	2020	STP	\$ 1,160,000	\$ 290,000	\$ 1,450,000
Totals			\$ 1,500,491	\$ 519,122	\$ 2,019,613

The table below illustrates requested modifications.

Sare Road Multiuse Path [1700736]					
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2018	STP	\$ 270,491	\$ 68,831	\$ 339,322
RW	2019	-	\$ -	\$ 144,000	\$ 144,000
CE	2020	STP	\$ 174,000	\$ 43,500	\$ 217,500
CN	2020	STP	\$ 1,160,000	\$ 290,000	\$ 1,450,000
Totals			\$ 1,604,491	\$ 546,331	\$ 2,150,822

3. The City of Bloomington has also requested an amendment to the Pedestrian Safety & Accessibility at Signalized Intersection project (DES# 1600426). Where construction engineering and construction funding for the project was originally programmed in the TIP for \$502,452, they have requested a shift of \$1,000 from CE to CN and add \$247,402 of the Tapp-Rockport FY18 STP to CN. The City's CE contract on this project required less MPO funding than programmed in the TIP and construction bids came in high. Therefore, the City would like to transfer the remaining CE funds on this project and the remainder of the excess Rapp Rd. & Rockport Rd. project funds to CN funds on this project.

The table below illustrates how the project was programmed before the changes.

Pedestrian Safety & Accessibility at Signalized Intersections [1600426]					
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2018	HSIP	\$ 70,000	\$ 7,777	\$ 77,777
CN	2018	HSIP	\$ 400,684	\$ 44,520	\$ 484,914
		STP PYB	\$ 31,768	\$ 7,942	
Totals			\$ 502,452	\$ 60,239	\$ 562,691

Bloomington/Monroe County Metropolitan Planning Organization

The table below illustrates requested modifications.

Pedestrian Safety & Accessibility at Signalized Intersections [1600426]					
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2018	HSIP	\$ 69,000	\$ 7,839	\$ 76,839
CN	2018	HSIP	\$ 401,684	\$ 44,631	\$ 773,760
		STP	\$ 247,402	\$ 80,043	
Totals			\$ 718,086	\$ 132,513	\$ 850,599



MEMORANDUM

To: BMCMPO Policy Committee

From: Anna Dragovich

Date: April 6, 2018

Re: FY 2017-2018 Unified Planning Work Program (UPWP) Amendment for Bloomington Transit and Monroe County Consultant Studies

INDOT advised the BMCMPO of large unspent FY 2017 and FY 2018 Purchase Order PL funding balances in mid-February 2018.

Bloomington MPO SFY 2017 Invoice Ledger			PL/5303	TOTAL BALANCE
PURCHASE ORDER NUMBER 0017805393 ISSUED LINE #1:*			\$262,252.00	\$262,252.00
PURCHASE ORDER NUMBER 0017805393 ISSUED LINE #2:**			\$232,936.95	\$495,188.95
Invoice Number	Date Claim Posted	Claim Amount		
1	January 4, 2017	\$24,104.18	\$24,104.18	\$471,084.77
2	March 3, 2017	\$37,647.53	\$37,657.53	\$433,437.24
3	June 3, 2017	\$41,975.38	\$41,975.38	\$391,461.86
4	August 4, 2017	\$54,149.92	\$54,149.92	\$337,311.94
5	February 2, 2018	\$40,870.76	\$40,870.76	\$296,441.18
TOTAL CLAIMS:		\$198,747.77	\$198,757.77	
TOTAL UNEXPENDED BALANCE:			\$296,441.18	\$296,441.18
* FY 2017 PL Funding for PL				
** Additional Funding for Rollover (PL Carry-over) from FY 2015 and FY 2016 PL				

Bloomington MPO SFY 2018 Invoice Ledger			PL/5303	TOTAL BALANCE
PURCHASE ORDER NUMBER 0018800616			\$259,116.00	\$259,116.00
Invoice Number	Date Claim Posted	Claim Amount		
1	February 7, 2018	\$35,348.91	\$35,348.91	\$223,767.09
2				
3				
4				
TOTAL CLAIMS:		\$35,348.91	\$35,348.91	
TOTAL UNEXPENDED BALANCE:			\$223,767.09	\$223,767.09

Given the practical logistics of advertising for consultant services, consultant interviews, the selection of a firm and consultant contract negotiations these projects will need to begin work immediately. With the unspent funds

expiring on June 30, 2019, the project timelines should be May 2018 to June 2019. Both organizations are strongly encouraged to begin work immediately given the Policy Committee has approved the amendments.

Bloomington Transit has requested the reallocation of federal unspent planning funds for two (2) planning studies. These studies include the following:

- **Route Optimization Study** – Bloomington Transit will evaluate existing service conditions on all Bloomington Transit fixed routes as well as current travel patterns in the Bloomington community. Bloomington Transit will determine where changes are needed to optimize service delivery within the current budget framework. Bloomington Transit will consider new innovations such as on-demand bus services, integration of transportation networking companies for last mile/first mile service, advanced technologies, and use of autonomous vehicles with the goals of improved mobility, convenience, accessibility, and connectivity in the community. The maximum proposed budget for the Route Optimization Study is \$250,000 federal (\$250,000 federal, \$62,500 local, \$312,500 total).
- **Maintenance/Operations Facility Condition Assessment Study** – Bloomington Transit will review and evaluate existing conditions of key elements of the Grimes Lane operations/maintenance facility. Bloomington Transit will determine remaining useful life in key elements of the facility and project timeframes and costs for repair and replacement. The maximum proposed budget for the Maintenance/Operations Facility Condition Assessment Study is \$75,000 federal (\$75,000 federal, \$18,750 local, \$93,750 total).

Monroe County has requested the reallocation of federal unspent planning funds for the following two (2) planning studies.

- **Route Optimization Study** - Rural Transit will hire a consultant to evaluate demand for expanded services, rerouting of existing services, commuting patterns on all Rural Transit routes as well as current travel patterns in the Bloomington, Ellettsville and Monroe County Areas. Rural Transit will determine where changes are needed to optimize service delivery within the current budget framework. Rural Transit will consider new innovations such as improved on-demand bus services, community and business collaborative opportunities, and other advanced technologies with the goals of improved mobility, convenience, accessibility, and connectivity in the community. The maximum proposed budget for the Route Optimization Study is \$50,000. Monroe County government will provide matching funds of \$10,000.
- **Southwestern MPO Corridor Study** – This study will evaluate existing travel conditions and seek recommended actions to improve transportation in the southwestern MPO area. The study will focus on the areas immediately surrounding the intersection of SR 45 and Curry Pike/Leonard Springs and Liberty Drive including the Intersection with SR 45 and SR 48. The study will also assess the feasibility and potential benefit of the extension of Tapp Road to Airport Road and the Kirby Road realignment to SR 45 as identified in the current Monroe County Thoroughfare Plan. Additionally, the areas of the Leonard Springs/Fullerton Pike intersection and Fullerton Pike to I69 will be considered. The maximum proposed budget for the study is \$50,000. Monroe County will provide total matching funds of \$10,000.

Requested Action

Take action on the above listed amendments to the FY 2017-2018 UPWP and the reallocation of unspent planning funds.



Bloomington Public Transportation Corporation

130 West Grimes Lane, Bloomington, Indiana 47403
812.332.5688 Fax 812.332.3660



To: Anna Dragovich, Bloomington/Monroe County MPO

From: Lew May, General Manager

Date: April 9, 2018

Re: Transit Planning Study Summaries

Shown below are summaries of transit planning studies we wish to undertake using MPO Federal planning funds.

Route Optimization Study

In the past 10 years, Bloomington has changed significantly. Significant residential development has occurred in the downtown area; traffic congestion has increased in the W.3rd Street and Bloomfield Road corridors affecting transit service reliability; new apartment complexes have opened in many areas such Renwick, Muller Village, Basswood Drive, Echo Park, East Bay, and the Sare Road corridor just to mention a few; and the hospital will move to the northeast area of the City by 2020. Thus the mix of travel origins and destinations has changed significantly.

New innovations in transportation have emerged such as Uber and Lyft which have impacted transit ridership in Bloomington and across the country. The prospect of autonomous vehicles is on the near horizon and will bring major changes to travel choices soon. Funding for public transportation has plateaued and at best is increasing only at the rate of inflation. In some cases, funding sources are flat or decreasing. The prospect of new Federal, State or local funding sources for public transit expansion is limited.

This study will evaluate existing service conditions on all Bloomington Transit fixed routes as well as current travel patterns in the Bloomington community. The study will determine where changes are needed to optimize transit service delivery within the current budget framework. The study will consider new innovations such as on-demand bus services, integration of transportation networking companies for last mile/first mile and route deviation service, advanced technologies, and use of autonomous vehicles. Ultimately the goal is to optimize the delivery of public transit services and improve connectivity within the existing budget framework.

Project Timeline: June 2018 to May 2019

Budget
Federal: \$250,000
Local: \$62,750
Total: \$312,750

Maintenance/Operations Facility Condition Assessment Study

The Grimes Lane Maintenance/Operations facility opened in 1997 and is now 21 years old. The facility is beginning to show significant wear and tear and major facility elements are coming up for repair and/or replacement. Key facility elements such as the HVAC boiler system, facility roof, concrete and asphalt pavement, hydraulic lifts, bus wash system, fueling systems, and oil/water separators will need major repairs and/or replacement in the not too distant future.

This study would review and evaluate existing conditions of key elements of the facility and determine remaining useful life and project timeframes/costs for repair and replacement. In this manner, Bloomington Transit can better anticipate and program key repair and replacement activities in its budget for the next 5 to 20 years.

Project Timeline: June 2018 to May 2019

Budget:

Federal: \$75,000

Local: \$18,750

Total: \$93,750

Thank you for your consideration of our request. Please let me know if you have any questions or need additional information.



Memorandum

To: BMCMPO Policy and Technical Committees

From: Lisa Ridge, Monroe County Public Works Director; and,
Chris Myers, CEO of Area 10 Agency on Aging

Date: March 14th, 2018

CC: Pat Martin, Senior Transportation Planner

**Re: FY 2017-2018 Unified Planning Work Program (UPWP) Amendment for Rural Transit (RT)
Consultant Study**

The Bloomington-Monroe County Planning Organization (BMCMPPO) Unified Planning Work Program (UPWP) adopted in June 2016 and subsequently amended by the Policy Committee covers Fiscal Years 2017 and 2018. INDOT formally advised the BMCMPPO staff of large unspent FY 2017 and FY 2018 Purchase Order planning fund balances in mid-February 2018.

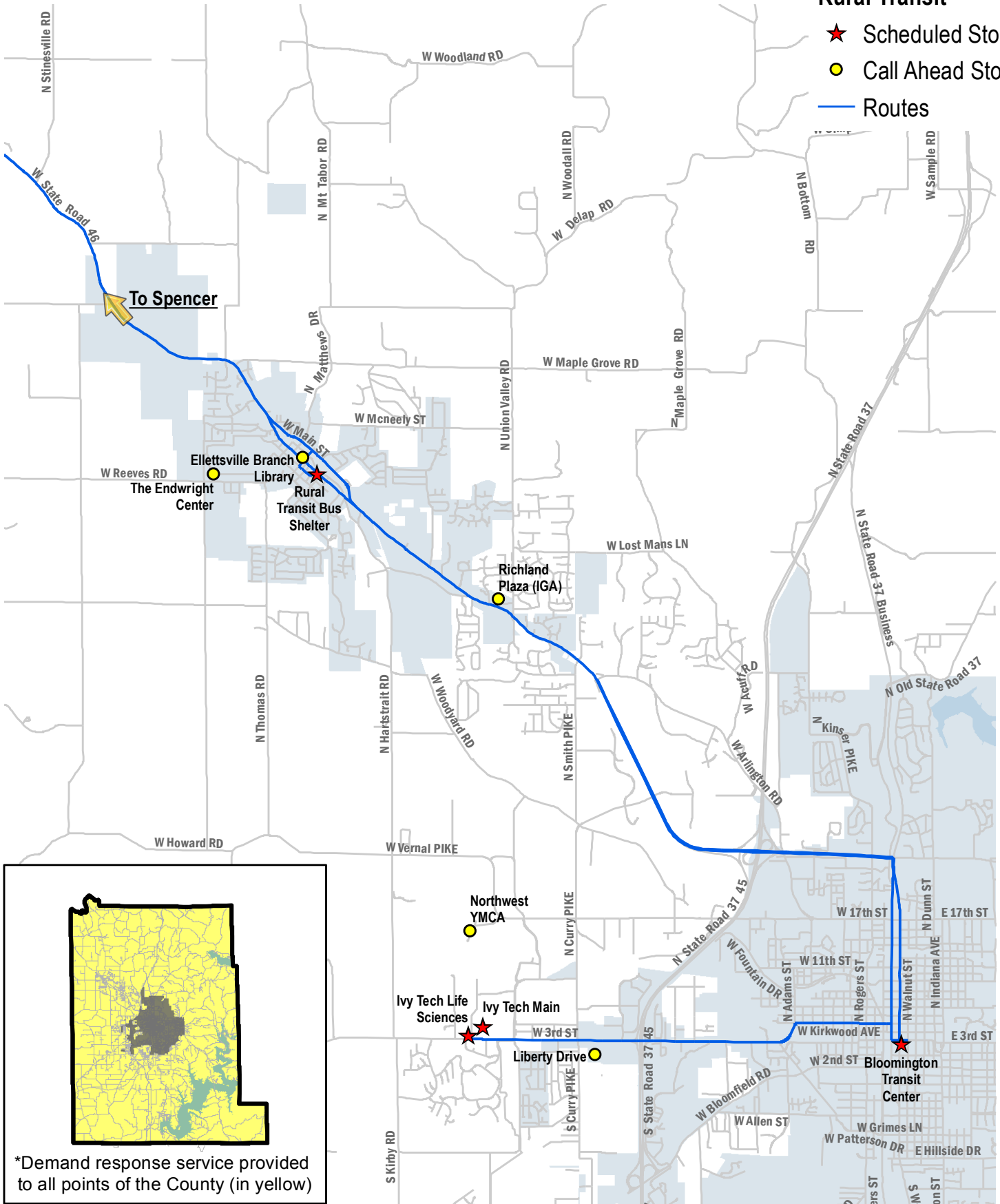
Area 10 Agency on Aging – Rural Transit has requested the reallocation of federal unspent planning funds from the BMCMPPO FY 2017-2018 UPWP for one (1) planning study. The study includes the following:

- **Route Optimization Study** – Rural Transit will evaluate demand for expanded services, re-routing of existing services, commuting patterns on all Rural Transit routes as well as current travel patterns in the Bloomington, Ellettsville and Monroe County Areas. Rural Transit will determine where changes are needed to optimize service delivery within the current budget framework. Rural Transit will consider new innovations such as improved on-demand bus services, community and business collaborative opportunities, and other advanced technologies with the goals of improved mobility, convenience, accessibility, and connectivity in the community. The maximum proposed budget for the Route Optimization Study is \$50,000.

Rural Transit shall use a consultant for the Route Optimization Study and shall have a mandatory completion date deadline of June 1, 2019. Rural Transit in partnership with Monroe County Government will provide total matching funds of \$10,000 for the study.

Rural Transit

- ★ Scheduled Stop
- Call Ahead Stop
- Routes



*Demand response service provided to all points of the County (in yellow)

MONROE COUNTY, INDIANA

Rural Transit Service Areas





Memorandum

To: BMCMPO Policy and Technical Committees

From: Lisa Ridge, Monroe County Public Works Director

Date: March 14th, 2018

CC: Pat Martin, Senior Transportation Planner

Re: FY 2017-2018 Unified Planning Work Program (UPWP) Amendment for Southwestern MPO Corridor Consultant Study

The Bloomington-Monroe County Planning Organization (BMCMPPO) Unified Planning Work Program (UPWP) adopted in June 2016 and subsequently amended by the Policy Committee covers Fiscal Years 2017 and 2018. INDOT formally advised the BMCMPPO staff of large unspent FY 2017 and FY 2018 Purchase Order planning fund balances in mid-February 2018.

Monroe County has requested the reallocation of federal unspent planning funds from the BMCMPPO FY 2017-2018 UPWP for one (1) planning study. The study includes the following:

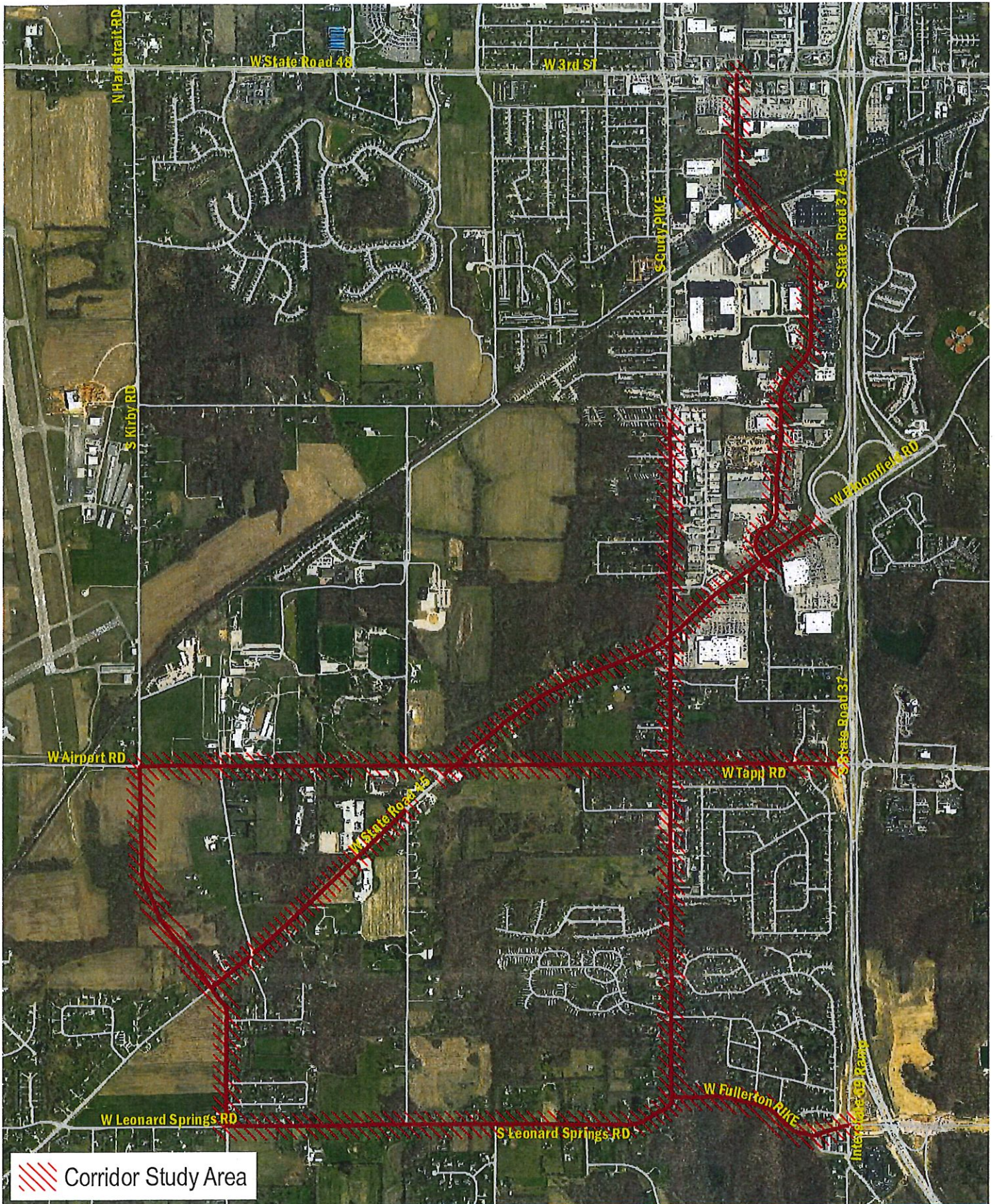
- **Southwestern MPO Corridor Study** – Monroe County, in cooperation with the City of Bloomington and the State of Indiana, will evaluate existing travel conditions and seek recommended actions to improve transportation throughout the Southwestern MPO area. The study will focus on the areas immediately surrounding the intersection of SR 45 and Curry Pike/Leonard Springs and Liberty Drive including the Intersections with SR 45 and SR 48. The study will also assess the feasibility and potential benefit of the extension of Tapp Road to Airport Road and the Kirby Road realignment to SR 45 as identified in the current Monroe County Thoroughfare Plan. Additionally, the areas of the Leonard Springs/Fullerton Pike intersection and Fullerton Pike to I69 will be considered.

Key factors driving the need for this study include:

- The Monroe County Thoroughfare Plan has identified roadways that are experiencing congestion on the west side of Bloomington. The roadways are in the area bounded by I-69 to the east, SR 48 to the north, Kirby Road to the west and Fullerton Pike to the south.
- The roadways experiencing congestion are: Liberty Drive, Curry Pike, Leonard Springs (between SR 45 and Fullerton Pike) and SR 45.
- Intersections experiencing congestion are: SR 48 at Liberty Drive, SR 45 at Liberty Drive and SR 45 at Curry Pike/Leonard Springs.
- With the completion of interchanges on I-69 at Tapp Road and Fullerton Pike, these roads will see an increase in traffic volumes and Curry Pike and Leonard Springs will provide connectivity for the west side to these roadways. Traffic volumes will increase at the Leonard Springs/Tapp Road and Leonard Springs/Fullerton Pike intersections.
- The Monroe County Thoroughfare Plan has identified future roadway links that will help with improved mobility, improved traffic circulation and congestion relief. These links include the extension of Tapp Road from Leonard Springs to the intersection of SR 45 and Airport Road and the extension of Kirby Road from Airport Road to an intersection with SR 45.
- A traffic study is needed to evaluate the traffic conditions in the area and to make recommendations in regards to short term and long term improvements that would provide congestion relief. The study would also provide recommendations for future improvements that will be needed to handle growth in the area and to provide improved traffic circulation and connectivity to arterial roadways and the I-69 corridor.

Overall, the project seeks to identify opportunities for improved mobility, congestion relief, greater traffic circulation, accessibility, and connectivity in the community resulting from projected traffic increases associated with the I-69 project. The maximum proposed budget for the Corridor Study is \$50,000.

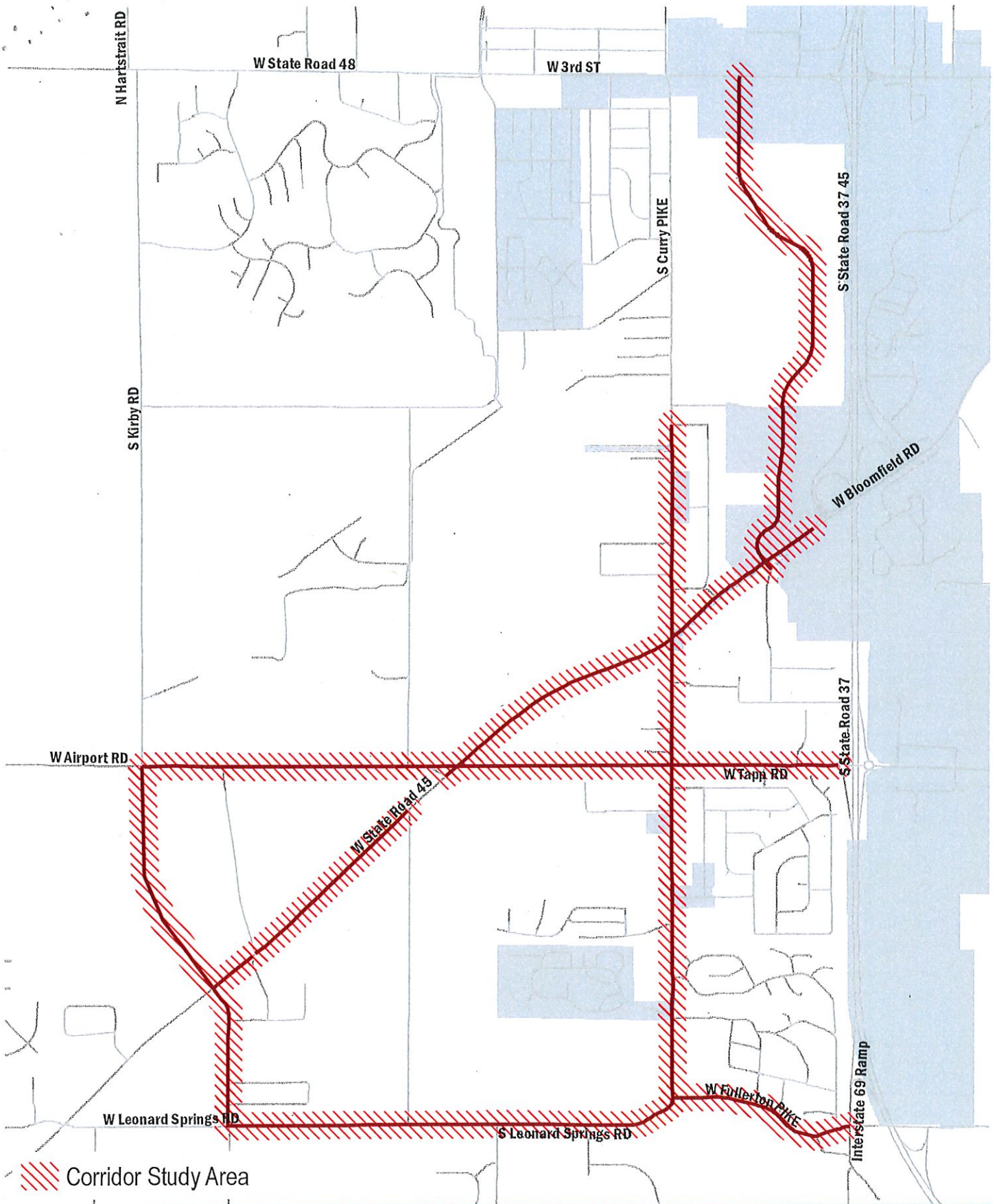
Monroe County shall use a consultant for the Corridor Study and shall have a mandatory completion date deadline of June 1, 2019. Monroe County Government will provide total matching funds of \$10,000 for the study.



MONROE COUNTY, INDIANA
 Southwest Corridor Study



Monroe County Planning Department
 March 14, 2018



MONROE COUNTY, INDIANA
 Southwest Corridor Study



Monroe County Planning Department
 March 14, 2018



MEMORANDUM

To: BMCMPO Policy Committee
From: Anna Dragovich
Date: April 5, 2018
Re: Draft FY 2019 - 2020 Unified Planning Work Program (UPWP)

The MPO is in the process of developing its Fiscal years 2019 – 2020 Unified Planning Work program (UPWP). A draft document follows this memo. Below is an overview of the budget and planning emphasis areas (PEAs) as well as two project proposed by Monroe County that would utilized large unspent PL (planning) funding balances.

Budget

The budget for the FY 2019 – 2020 UPWP is as follows:

	Federal (PL)	Local	Total
FY 2019	\$ 226,149	\$ 66,537	\$ 332,686
FY 2020	\$ 266,149	\$ 66,537	\$ 332,686
Total	\$ 532,298	\$ 133,075	\$ 665,373

Planning Emphasis Areas (PEAs)

These PEAs prioritize key tasks and policies for implementation by MPOs in their Unified Planning Work Programs. The PEAs are largely untrained from the previous year. The fulfillment of these tasks and policies implement the provisions of Fixing America’s Surface Transportation Act (FAST Act). The following paragraphs summarize Planning Emphasis Areas for the BMCMPO FY 2019-20208 UPWP.

1. Title VI Program Management

Metropolitan Planning Organizations (MPOs) ensure that jurisdictional local public agencies (LPAs) 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 continually monitor Title VI status going forward and to move toward limiting funding to those entities that are not meeting their requirements as federal-aid recipients. The BMCMPO will address this PEA through Element 601 of the UPWP.

2. Ladders of Opportunity

The MPO must identify transportation connectivity gaps in access to essential services as part of the planning process. These essential services include housing, employment, health care, schools/education, and recreation. The identification of these deficiencies may occur through the creation of performance measures used to specifically measure such gaps. Work Element 602 (Coordinate Human Services Public Transit Plan) and development of the new BMCMPO 2045 Metropolitan Transportation Plan (Work Element 401) shall identify transportation connectivity gaps in access to essential services.

3. Performance-Based Planning Measures & Targets

This PEA emphasizes the transition that all MPOs must make to performance based planning and programming. MAP-21 and the FAST Act require the development of national, state, and MPO performance measures. MPOs must create systems of planning and programming that direct local efforts to achieving nationally-established performance measures. The BMCMPPO first addressed this requirement with adoption of the 2040 Metropolitan Transportation Plan completed in calendar year 2017. The BMCMPPO shall continue addressing this requirement through the development of the 2045 Metropolitan Transportation Plan (Work Element 401) with a completion date in calendar year 2019. The BMCMPPO will implement guidance from the Metropolitan Transportation Plan throughout the MPO's planning and programming operations. UPWP Work Element 306 addresses the development of the BMCMPPO's specific performance targets.

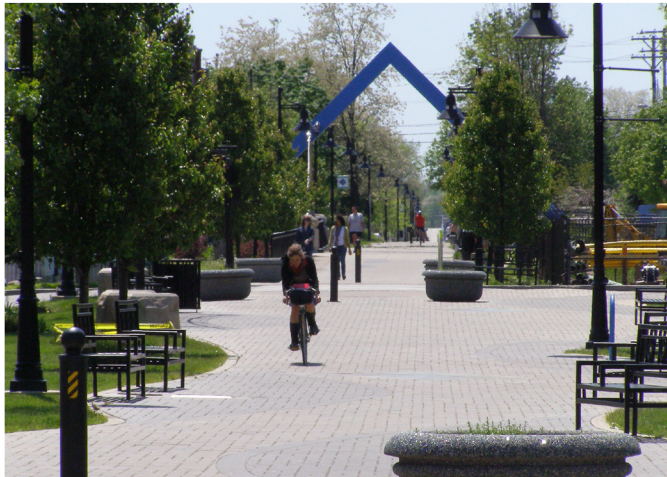
4. Programming of Highway Safety Improvement Program (HSIP)

Funds

The programming of Highway Safety Improvement Program (HSIP) funds emphasizes low-cost systemic projects as well as safety planning project activities. The MPO shall encourage and assist the LPAs in identifying and developing such projects through the Federal-aid process. This will occur as part of the BMCMPPOs administration of HSIP funds (Work Element 302). These projects will focus on addressing the causes of crashes on a system-wide basis rather than simply making infrastructure improvements to the location of crashes. FHWA and INDOT will provide the BMCMPPO with eligible project types for this purpose. In addition, up to 15% of the BMCMPPOs HSIP allocation allows for planning programming purposes including Road Safety Audits (RSAs).

Requested Action

Make comments to staff regarding the Draft FY 2019 – 2020 UPWP.



Unified Planning Work Program

Fiscal Years
2019 & 2020

Adopted:

TBD 2018

Amended:

TBD

BLOOMINGTON • MONROE COUNTY

mpo

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.

Table of Contents

Introduction

<i>Overview</i>	4
<i>MPO Organization & Composition</i>	5
<i>Planning Emphasis Areas</i>	6

Budget

<i>Fiscal Year 2019-2020 MPO Budget</i>	10
<i>Budget Use by Matching Agency</i>	10
<i>Object Class Budget by Funding Source</i>	11
<i>Summary Budget by Funding Source</i>	12
<i>Contract Service Agreements</i>	13

Work Elements

<i>100 Administration & Public Participation</i>	15
<i>200 Data Collection & Analysis</i>	21
<i>300 Short Range Planning & Management Systems</i>	25
<i>400 Long Range Planning</i>	35
<i>500 Transit & Active Transportation</i>	39
<i>600 Other Planning Initiatives & Special Projects</i>	45

Appendices

<i>A MPO Committee Membership</i>	49
<i>B Transit Operator Local Match Assurance</i>	55
<i>C Abbreviations</i>	57
<i>D BMCMPPO Metropolitan Planning Area Map</i>	59
<i>E Planning Emphasis Areas</i>	61
<i>F Adoption Resolution & Approval Letter</i>	67

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Introduction

Overview

In March 1982, 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. 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.

Federal transportation policy and programs relating to MPOs are guided by Moving Ahead for Progress in the 21st Century (MAP-21), the Federal legislation that succeeded the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for Users (SAFETEA – LU) in 2012. MAP-21 provides eight planning factors that guide the programs and policies of all MPOs:

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; and

System Preservation: Emphasize the preservation of the existing transportation system.

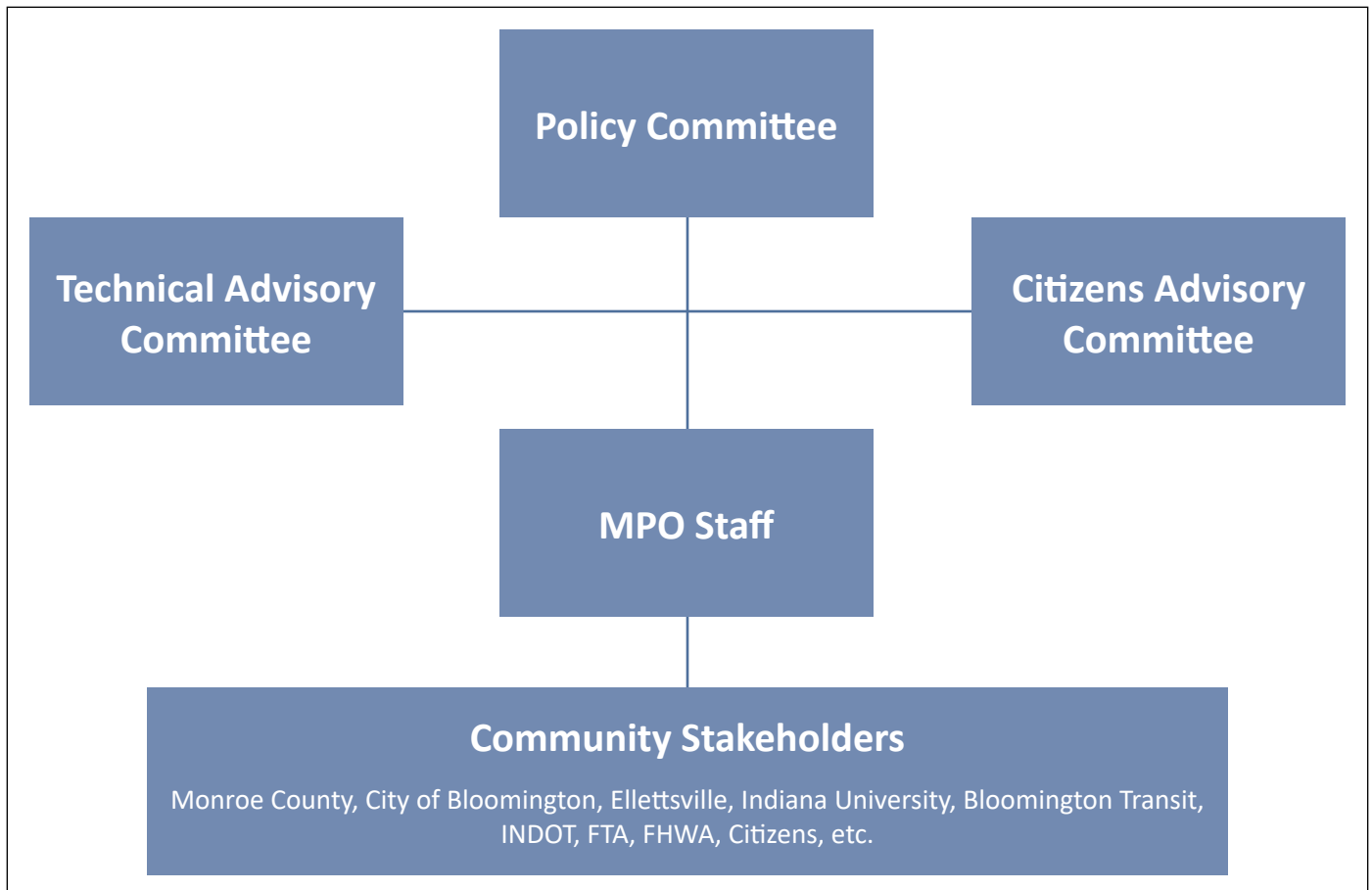
One of the requirements of the urban transportation planning process for an MPO involves the development of a Unified Planning Work Program (UPWP) that describes all planning activities anticipated in the urbanized area over the programming years, and documents the work performed with federal planning funds. The FY 2019-2020 UPWP satisfies the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) work program requirement for Fiscal Years 2019 and 2020 (July 1, 2018 to June 30, 2020).

MPO Organization & Composition

The Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) 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 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 technical planning staff, and citizen representatives. Appendix A illustrates the representative membership.

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



Planning Emphasis Areas

The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Indiana Department of Transportation (INDOT) annually issue a set of Planning Emphasis Areas (PEAs) to Indiana MPOs in addition to the general planning factors discussed previously.

These PEAs prioritize key tasks and policies for implementation by MPOs in their Unified Planning Work Programs. The fulfillment of these tasks and policies implement the provisions of Fixing America's Surface Transportation Act (FAST Act). The following paragraphs summarize Planning Emphasis Areas for the BMCMPPO FY 2019-20208 UPWP.

Title VI Program Management

Metropolitan Planning Organizations (MPOs) ensure that jurisdictional local public agencies (LPAs) 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 continually monitor Title VI status going forward and to move toward limiting funding to those entities that are not meeting their requirements as federal-aid recipients. The BMCMPPO will address this PEA through Element 601 of the UPWP.

Ladders of Opportunity

The MPO must identify transportation connectivity gaps in access to essential services as part of the planning process. These essential services include housing, employment, health care, schools/education, and recreation. The identification of these deficiencies may occur through the creation of performance measures used to specifically measure such gaps. Work Element 602 (Coordinate Human Services Public Transit Plan) and development of the new BMCMPPO 2045 Metropolitan Transportation Plan (Work Element 401) shall identify transportation connectivity gaps in access to essential services.

Performance-Based Planning Measures & Targets

This PEA emphasizes the transition that all MPOs must make to performance-based planning and programming. MAP-21 and the FAST Act require the development of national, state, and MPO performance measures. MPOs must create systems of planning and programming that direct local efforts to achieving nationally-established performance measures. The BMCMPPO first addressed this requirement with adoption of the 2040 Metropolitan Transportation Plan completed in calendar year 2017. The BMCMPPO shall continue addressing this requirement through the development of the 2045 Metropolitan Transportation Plan (Work Element 401) with a completion date in calendar year 2019. The

BMCMPO will implement guidance from the Metropolitan Transportation Plan throughout the MPO's planning and programming operations. UPWP Work Element 306 addresses the development of the BMCMPO's specific performance targets.

Programming of Highway Safety Improvement Program (HSIP) Funds

The programming of Highway Safety Improvement Program (HSIP) funds emphasizes low-cost systemic projects as well as safety planning project activities. The MPO shall encourage and assist the LPAs in identifying and developing such projects through the Federal-aid process. This will occur as part of the BMCMPOs administration of HSIP funds (Work Element 302). These projects will focus on addressing the causes of crashes on a system-wide basis rather than simply making infrastructure improvements to the location of crashes. FHWA and INDOT will provide the BMCMPO with eligible project types for this purpose. In addition, up to 15% of the BMCMPOs HSIP allocation allows for planning programming purposes including Road Safety Audits (RSAs).

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Budget

FISCAL YEAR 2019-2020 MPO BUDGET

These funds are available on a 20% local match basis, thereby requiring a total local match assurance of \$284,920 should all funds be used. The combined total of federal assistance and local match that may be used for programming in the FY 2019-2020 UPWP is \$712,299. This budget is split between the two Fiscal Years, with \$356,149 allocated for FY 2019 and \$356,149 allocated for FY 2020.

FUND USE BY MATCHING AGENCY

The table below summarizes FY 2019-2020 funding allocations based on the agency using the programmed funds. The figures in the MPO column represent BMCMPPO staff time spent per work element, including fringe and indirect costs. The Bloomington Transit and Consultant columns identify funds set aside for consultant services, purchase of equipment, and other direct MPO expenses (separate from staff costs). The CSA column shows funds identified for use by partner agencies through Contract Service Agreements. Later sections of the BMCMPPO FY 2019-2020 UPWP further identify cost breakdowns of each work element.

Work Element	MPO Staff	BT	Cons/Supp	CSA	Total	
100	Administration & Public Participation					
	FY 2019	\$124,892	\$0	\$4,550	\$0	\$129,442
	FY 2020	\$124,892	\$0	\$4,550	\$0	\$129,442
200	Data Collection & Analysis					
	FY 2019	\$23,320	\$0	\$0	\$15,000	\$38,320
	FY 2020	\$23,320	\$0	\$0	\$15,000	\$38,320
300	Short Range Planning & Management Systems					
	FY 2019	\$61,157	\$0	\$0	\$27,000	\$88,157
	FY 2020	\$61,157	\$0	\$0	\$27,000	\$88,157
400	Long Range Planning					
	FY 2019	\$45,274	\$0	\$1,300	\$0	\$46,574
	FY 2020	\$45,274	\$0	\$1,300	\$0	\$46,574
500	Transit & Active Transportation					
	FY 2019	\$13,200	\$4,000	\$3,098	\$0	\$20,298
	FY 2020	\$13,200	\$4,000	\$3,098	\$0	\$20,298
600	Other Planning Initiatives & Special Projects					
	FY 2019	\$9,569	\$0	\$0	\$0	\$9,569
	FY 2020	\$9,569	\$0	\$0	\$0	\$9,569
	TOTAL					
	FY 2019	\$277,413	\$4,000	\$8,948	\$42,000	\$332,361
	FY 2020	\$277,413	\$4,000	\$8,948	\$42,000	\$332,361
	TOTAL	\$554,825	\$8,000	\$17,896	\$84,000	\$664,721

OBJECT CLASS BUDGET BY FUNDING SOURCE

The Object Class Budget table below summarizes FY 2019-2020 UPWP funding allocations by object class and funding source. Fringe and Indirect expenses are calculated rates found in the FY 2019 Cost Allocation Plan. Funding allocations for BMCMPPO staff, Bloomington Transit, Consultants/Other, and CSA 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 2019</i>	\$92,282	\$23,071	\$115,353
<i>FY 2020</i>	\$92,282	\$23,071	\$115,353
Fringe Expenses			
<i>FY 2019</i>	\$79,095	\$19,774	\$98,869
<i>FY 2020</i>	\$79,095	\$19,774	\$98,869
Indirect Expenses			
<i>FY 2019</i>	\$50,552	\$12,638	\$63,190
<i>FY 2020</i>	\$50,552	\$12,638	\$63,190
Bloomington Transit			
<i>FY 2019</i>	\$3,200	\$800	\$4,000
<i>FY 2020</i>	\$3,200	\$800	\$4,000
Consultants/Supplies			
<i>FY 2019</i>	\$7,158	\$1,790	\$8,948
<i>FY 2020</i>	\$7,158	\$1,790	\$8,948
Contract Service Agreements			
<i>FY 2019</i>	\$33,600	\$8,400	\$42,000
<i>FY 2020</i>	\$33,600	\$8,400	\$42,000
TOTAL			
<i>FY 2019</i>	\$265,889	\$66,472	\$332,361
<i>FY 2020</i>	\$265,889	\$66,472	\$332,361
TOTAL	\$531,777	\$132,944	\$664,721

SUMMARY BUDGET BY FUNDING SOURCE

The table below summarizes the FY 2019-2020 budget for each of the work elements in the Unified Planning Work Program with elemental federal funding/ local match splits highlights. As illustrated in this summary table, the FY 2019 and 2020 funding allocations fall within the total available funding noted previously.

Work Element		Federal	Local	Total
100	Administration & Public Participation			
	<i>FY 2019</i>	\$103,554	\$25,888	\$129,442
	<i>FY 2020</i>	\$103,554	\$25,888	\$129,442
200	Data Collection & Analysis			
	<i>FY 2019</i>	\$30,656	\$7,664	\$38,320
	<i>FY 2020</i>	\$30,656	\$7,664	\$38,320
300	Short Range Planning & Management Systems			
	<i>FY 2019</i>	\$70,526	\$17,631	\$88,157
	<i>FY 2020</i>	\$70,526	\$17,631	\$88,157
400	Long Range Planning			
	<i>FY 2019</i>	\$37,259	\$9,315	\$46,574
	<i>FY 2020</i>	\$37,259	\$9,315	\$46,574
500	Transit & Active Transportation			
	<i>FY 2019</i>	\$16,238	\$4,060	\$20,298
	<i>FY 2020</i>	\$16,238	\$4,060	\$20,298
600	Other Planning Initiatives & Special Projects			
	<i>FY 2019</i>	\$7,655	\$1,914	\$9,569
	<i>FY 2020</i>	\$7,655	\$1,914	\$9,569
	TOTAL			
	<i>FY 2019</i>	\$265,889	\$66,472	\$332,361
	<i>FY 2020</i>	\$265,889	\$66,472	\$332,361
	TOTAL	\$531,777	\$132,944	\$664,721

CONTRACT SERVICE AGREEMENTS

The Bloomington/Monroe County Metropolitan Planning Organization enters into annual Contract Service Agreements (CSA) with the City of Bloomington Public Works Department, the Town of Ellettsville, and the Monroe County Highway Department in order to assist with the completion of certain UPWP work elements. Each CSA provides a mechanism of coordination thereby avoiding the duplication of transportation planning services. Each CSA will follow the scope of work detailed within this Unified Planning Work Program and will have approval by the BMCMPPO Policy Committee. Each non-MPO government entity entering into a CSA with the BMCMPPO is responsible for all “up-front” costs detailed within a CSA. The table below summarizes the funding allocated to CSAs for each local agency within the MPO.

Agency	Federal	Local	Total
City of Bloomington			
<i>FY 2019</i>	\$15,200	\$3,800	\$19,000
<i>FY 2020</i>	\$15,200	\$3,800	\$19,000
Monroe County			
<i>FY 2019</i>	\$8,800	\$2,200	\$11,000
<i>FY 2020</i>	\$8,800	\$2,200	\$11,000
Town of Ellettsville			
<i>FY 2019</i>	\$9,600	\$2,400	\$12,000
<i>FY 2020</i>	\$9,600	\$2,400	\$12,000
TOTAL			
<i>FY 2017</i>	\$33,600	\$8,400	\$42,000
<i>FY 2018</i>	\$33,600	\$8,400	\$42,000
<i>TOTAL</i>	\$67,200	\$16,800	\$84,000

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Work Elements

ADMINISTRATION & PUBLIC PARTICIPATION

100

101 Intergovernmental Coordination

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

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

Every four years, each MPO must undergo a certification review by the Federal Highway Administration. The last BMCMPO certification review completed in May 2016, places the BMCMPO on a calendar year 2020 scheduled review timetable.

Responsible Agency and End Product(s)

- MPO Staff to conduct up to ten (10) Policy Committee meetings per fiscal year. [Estimated Completion: Monthly]
- MPO Staff to conduct up to ten (10) Technical Advisory Committee meetings per fiscal year. [Estimated Completion: Monthly]
- MPO Staff to conduct up to ten (10) Citizens Advisory Committee meetings per fiscal year. [Estimated Completion: Monthly]
- MPO Staff to attend up to twelve (12) MPO Council monthly meetings per fiscal year. [Estimated Completion: Monthly]
- MPO Staff to participate in Federal MPO Certification Review [Estimated Completion: Q4/FY20]

102 Unified Planning Work Program (UPWP)

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

MPO Staff will administer the FHWA and FTA planning grants associated with the FY 2019-2020 UPWP. The staff shall prepare and provide Quarterly progress reports, billing statements, and the financial status of the FY 2019-2020 UPWP to the Policy Committee and to the member agencies for the measurement of MPO activity progress pursuant to the completion of the UPWP.

Responsible Agency and End Product(s)

- MPO Staff to develop amendment(s) to FY 2019-2020 Unified Planning Work Program (UPWP). [Estimated Completion: Q1/FY19 through Q3/FY20]
- MPO Staff to develop FY 2021-2022 Unified Planning Work Program (UPWP). [Estimated Completion: Q4/FY20]
- MPO Staff to develop the FY 2020 Cost Allocation Plan as part of the FY 2019-2020 UPWP. [Estimated Completion: Q3/FY19]
- MPO Staff to prepare and submit the FY 2018 Annual Completion Report to INDOT. [Estimated Completion: Q1/FY19]
- MPO Staff to prepare and submit the FY 2019 Annual Completion Report to INDOT. [Estimated Completion: Q1/FY20]
- MPO Staff to prepare and submit the FY 2019 Self Certification Review Statement to INDOT/FHWA/FTA representatives. [Estimated Completion: Q4/FY19, with TIP]
- MPO Staff to prepare and submit the FY 2020 Self Certification Review Statement to INDOT/FHWA/FTA representatives. [Estimated Completion: Q4/FY20, with TIP]
- MPO Staff to prepare and submit eight (8) quarterly progress reports to INDOT for review. [Estimated Completion: FY19 & FY20 Quarterly]
- MPO Staff to prepare and submit eight (8) quarterly billing statements to INDOT for reimbursement. [Estimated Completion: FY19 & FY20 Quarterly]

103 Staff Training and Education

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

Responsible Agency and End Product(s)

- MPO Staff to attend the annual Indiana MPO Conference. [Estimated Completion: FY19 & FY20 Annually]
- MPO Staff to attend the annual Purdue Road School. [Estimated Completion: FY19 & FY20 Annually]
- MPO Staff to renew professional membership dues to the American Planning Association and other relevant professional organizations. [Estimated Completion: On-going]
- MPO Staff to attend 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: On-going]

104 Public Outreach

The BMCMPO will continue to implement its Public Participation Plan (PPP) to ensure that appropriate public participation occurs for all MPO activities and programs. The BMCMPO staff will post meeting notices, agendas, minutes and MPO documents on-line and in hard copy for access by interested citizens. Staff will assist the CAC with recruitment materials, such as a brochure and letter to local organizations, to provide diverse representation among CAC participants.

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

Responsible Agency and End Product(s)

- MPO Staff to post MPO Committee agendas, minutes, and MPO documents on-line. [Estimated Completion: On-going]
- MPO Staff to implement all procedures required to ensure compliance with the MPO's Public Participation Process. [Estimated Completion: On-going]
- 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: On-going]
- MPO Staff to employ alternative methods of outreach (e.g. social media) to better engage the public. [Estimated Completion: On-going]

Work Element 100 Budget

Task		FY 2019	FY 2020	Total
101	Intergovernmental Coordination			
	<i>Federal Share</i>	\$56,040	\$56,040	\$112,079
	<i>Local Share</i>	\$14,010	\$14,010	\$28,020
	Total	\$70,049	\$70,049	\$140,099
102	Unified Planning Work Program			
	<i>Federal Share</i>	\$17,343	\$17,343	\$34,686
	<i>Local Share</i>	\$4,336	\$4,336	\$8,672
	Total	\$21,679	\$21,679	\$43,358
103	Staff Training & Education			
	<i>Federal Share</i>	\$16,097	\$16,097	\$32,194
	<i>Local Share</i>	\$4,024	\$4,024	\$8,049
	Total	\$20,122	\$20,122	\$40,243
104	Public Outreach			
	<i>Federal Share</i>	\$14,074	\$14,074	\$28,148
	<i>Local Share</i>	\$3,518	\$3,518	\$7,037
	Total	\$17,592	\$17,592	\$35,185
	TOTAL FEDERAL SHARE	\$103,554	\$103,554	\$207,108
	TOTAL LOCAL SHARE	\$25,888	\$25,888	\$51,777
	TOTAL	\$129,442	\$129,442	\$258,885

Work Elements

DATA COLLECTION & ANALYSIS

200

201 Traffic Volume Counting

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

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

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

Responsible Agency and End Product(s):

- City of Bloomington Planning & Transportation Staff to perform approximately 150 coverage counts. [Estimated Completion: Annually]
- Town of Ellettsville staff to perform approximately 80 coverage counts [Estimated Completion. Annually]
- City of Bloomington Planning & Transportation Staff to perform one-third of the required HPMS traffic counts for INDOT. [Estimated Completion: Annually]
- City of Bloomington Planning & Transportation staff to purchase traffic counting equipment, software and supplies to support annual traffic counting program needs. [Estimated Completion: As needed]

202 Annual Crash Report

The Bloomington/Monroe County MPO produces an Annual Crash Report. The report identifies hazardous intersections and corridors within the MPO study area. The analysis of crash data allows local jurisdictions to undertake roadway safety improvements and to establish longitudinal measures of effectiveness for the evaluation of alternative actions over time. The Annual Crash Report additionally assists the BMCMPPO with the identification of project locations that may have Highway Safety Improvement Program (HSIP) eligibility.

Responsible Agency and End Product(s):

- MPO Staff to produce the Calendar Years 2014-2016 Crash Report.
[Estimated Completion: Q4/FY19]
- MPO Staff to produce the Calendar Years 2015-2017 Crash Report
[Estimated Completion: Q4/FY20]

Work Element 200 Budget

Task		FY 2018	FY 2020	Total
201	Traffic Volume Counting			
	<i>Federal Share</i>	\$23,714	\$23,714	\$47,429
	<i>Local Share</i>	\$5,929	\$5,929	\$11,857
	Total	\$29,643	\$29,643	\$59,286
202	Annual Crash Report			
	<i>Federal Share</i>	\$6,942	\$6,942	\$13,884
	<i>Local Share</i>	\$1,735	\$1,735	\$3,471
	Total	\$8,677	\$8,677	\$17,355
	TOTAL FEDERAL SHARE	\$30,656	\$30,656	\$61,313
	TOTAL LOCAL SHARE	\$7,664	\$7,664	\$15,328
	TOTAL	\$38,320	\$38,320	\$76,641

Work Elements

SHORT RANGE PLANNING & MANAGEMENT SYSTEMS

300

301 Transportation Improvement Program (TIP)

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

Responsible Agency and End Product(s)

- MPO Staff, in concert with Local Public Agencies, will develop the Fiscal Years 2020-2023 Transportation Improvement Program. [Estimated Completion: Q4/FY19]
- MPO Staff to administer the TIP through coordination with LPAs, management of the Change Order Policy, and processing of TIP amendments as needed. [Estimated Completion: On-going]
- MPO Staff to assist LPAs with development of Red Flag Investigations for new transportation projects for addition to the TIP. [Estimated Completion: On-going]
- MPO Staff to administer the Quarterly Project Tracking Program for local projects in the TIP, including quarterly meetings with LPAs, design consultants, INDOT and FHWA. [Estimated Completion: Quarterly]
- MPO Staff to produce the Fiscal Year 2018 Annual List of Obligated Projects. [Estimated Completion: Q1/FY19]
- MPO Staff to produce the Fiscal Year 2010 Annual List of Obligated Projects. [Estimated Completion: Q1/FY19]
- MPO Staff to attend City Projects Team meetings for interagency coordination and participation. [Estimated Completion: Monthly]

302 Highway Safety Improvement Program (HSIP)

The BMCMPO has an established local Highway Safety Improvement Program (HSIP) in compliance with MAP-21 and the directives of INDOT. Going forward, the BMCMPO staff will administer procedures whereby appropriate projects solicited from LPAs and HSIP funding awards will depend upon project compliance with HSIP selection criteria. The MPO will encourage LPAs to implement low-cost systemic improvements to treat the factors contributing to severe crashes in the community. Opportunities will also seek the programming of HSIP funds for Road Safety Audits and other INDOT/FHWA approved planning purposes.

Responsible Agency and End Product(s)

- MPO Staff to administer the FY 2019 HSIP funding call for projects. [Estimated Completion: Q2/FY19]
- MPO Staff to administer the FY 2020 HSIP funding call for projects. [Estimated Completion: Q2/FY20]

FY 2017 PEA

See Appendix E for detailed requirements.

303 Transportation Alternatives Program (TAP)

The Bloomington/Monroe County MPO has an established local Transportation Alternatives Program (TAP in compliance with MAP-21, FAST Act and the directives of INDOT. With the adoption of the new FAST Act legislation, program revisions will reflect the new Transportation Alternatives Program (TAP). The BMCMPPO staff will administer procedures for the solicitation and funding of LPAs projects in compliance with TAP selection criteria.

Responsible Agency and End Product(s)

- A. MPO Staff to administer the FY 2019 TAP funding call for projects.
[Estimated Completion: Q2/FY19]
- A. MPO Staff to administer the FY 2020 TAP funding call for projects.
[Estimated Completion: Q2/FY20]

304 Infrastructure Management Systems

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

Responsible Agency and End Product(s):

- City of Bloomington to maintain Five-Year Pavement Management Plan and provide quarterly status reports. [Estimated Completion: On-going, Annually]
- Monroe County to maintain Five-Year Pavement Management Plan and provide quarterly status reports. [Estimated Completion: On-going, Annually]
- Town of Ellettsville to maintain Five-Year Pavement Management Plan and provide quarterly status reports. [Estimated Completion: On-going, 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 Urban 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(s):

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

306 Performance Measures

306 Performance Measures

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

National performance goals for Federal Highway programs:

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

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

FY 2018 PEA

See Appendix E for detailed requirements.

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).

FTA has performance measures for Transit Asset Management, and final regulations are published and in effect. FHWA has performance measures and final regulations published for Safety, Bridge and Pavement Conditions, Congestion Reduction and System Reliability, but only the Safety Performance Measure regulation is in effect at present. INDOT along with the MPOs and FHWA will continue to collaborate 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.

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

Responsible Agency and End Product(s):

- MPO Staff to develop, and MPO Policy Committee to adopt, Performance Measures in accordance with Federal Rules. [Estimated Completion: Q4/2020] MPO Staff to develop, and MPO Policy Committee to adopt, Performance Measures in accordance with Federal Rules. [Estimated Completion: Q4/2020]

Work Element 300 Budget

Task		FY 2019	FY 2020	Total
301	Transportation Improvement Program			
	<i>Federal Share</i>	\$33,484	\$33,484	\$66,969
	<i>Local Share</i>	\$8,371	\$8,371	\$16,742
	Total	\$41,855	\$41,855	\$83,711
302	Highway Safety Improvement Program			
	<i>Federal Share</i>	\$7,655	\$7,655	\$15,310
	<i>Local Share</i>	\$1,914	\$1,914	\$3,827
	Total	\$9,569	\$9,569	\$19,137
303	Transportation Alternatives Program			
	<i>Federal Share</i>	\$2,095	\$2,095	\$4,190
	<i>Local Share</i>	\$524	\$524	\$1,047
	Total	\$2,619	\$2,619	\$5,237
304	Infrastructure Management Systems			
	<i>Federal Share</i>	\$24,140	\$24,140	\$48,279
	<i>Local Share</i>	\$6,035	\$6,035	\$12,070
	Total	\$30,174	\$30,174	\$60,349
305	ITS Architecture Maintenance			
	<i>Federal Share</i>	\$752	\$752	\$1,505
	<i>Local Share</i>	\$188	\$188	\$376
	Total	\$941	\$941	\$1,881
306	Performance Measures			
	<i>Federal Share</i>	\$2,400	\$2,400	\$4,800
	<i>Local Share</i>	\$600	\$600	\$1,200
	Total	\$3,000	\$3,000	\$6,000
	TOTAL FEDERAL SHARE	\$70,526	\$70,526	\$141,052
	TOTAL LOCAL SHARE	\$17,631	\$17,631	\$35,263

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Work Elements

LONG RANGE PLANNING

400

FY 2017 PEA

See Appendix E for detailed requirements.

401 2040 Metropolitan Transportation Plan (MTP)

Federal requirements mandate that the Metropolitan Transportation Plan (MTP) shall maintain a minimum twenty-year time horizon. The BMCMPPO adopted a 2040 Metropolitan Transportation Plan in December 2017. The BMCMPPO staff will initiate a 2045 Metropolitan Transportation Plan update process during FY 2019 and FY 2020 and expects to complete adoption in the second quarter of FY 2020. The new 2045 Metropolitan Transportation Plan will largely include new public outreach/input as the significant component of the plan's development. The plan will look beyond automobile travel needs to encompass all modes of travel in its evaluation of long-term transportation needs for the region.

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

Responsible Agency and End Product(s)

- MPO Staff to develop the 2045 Metropolitan Transportation Plan. [Estimated Completion: Q2/FY20]
- MPO to pay annual TransCAD license fees. [Estimated Completion: Annually]

Work Element 400 Budget

LONG RANGE PLANNING

Task		FY 2019	FY 2020	Total
401	2040 Metropolitan Transportation Plan			
	<i>Federal Share</i>	\$37,259	\$37,259	\$74,518
	<i>Local Share</i>	\$9,315	\$9,315	\$18,630
	Total	\$46,574	\$46,574	\$93,148
	TOTAL FEDERAL SHARE	\$37,259	\$37,259	\$74,518
	TOTAL LOCAL SHARE	\$9,315	\$9,315	\$18,630
	TOTAL	\$46,574	\$46,574	\$93,148

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Work Elements

TRANSIT & ACTIVE TRANSPORTATION

500

501 Bicycle & Pedestrian Coordination

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

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

Responsible Agency and End Product(s):

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

The MPO Staff works with the Bloomington Public Works Department to maintain a GIS sidewalk inventory. This inventory identifies missing sidewalk segments and helps to prioritize sidewalk improvement projects. The sidewalk inventory incorporates sidewalk data on condition, width, and ADA compliance for integration into asset management software.

Responsible Agency and End Product(s):

- MPO Staff to conduct seven-day seasonal baseline counts (spring, summer, and fall) on multi-use trails and bike lane facilities to establish baseline data for bicycle and pedestrian volume counts. [Estimated Completion: Q4/FY19, Q4/FY20]
- MPO Staff to report on the results of the seasonal coverage counts conducted under Element 502(A). [Estimated Completion: Q4/FY19, Q4/FY20]
- MPO Staff to produce annual Sidewalk Inventory Project. [Estimated Completion: Q4/FY19, Q4/FY20]

503 Bloomington Transit Studies

Bloomington Transit is required to prepare plans and studies as mandated by Federal authorities in the coming fiscal years. The implementation of performance measures as required by MAP-21 and the FAST Act shall necessitate the completion of specific studies by Bloomington Transit. The first is an Asset Management Plan that sets a foundation for managing the service's fleet and operations infrastructure in the future. The second is a Safety Plan that provides policy and operational guidance for protecting the safety of Bloomington Transit customers and employees. Planning consultants will assist with both studies.

Responsible Agency and End Product(s):

- Bloomington Transit to produce an Asset Management Plan with the assistance of a consultant. [Estimated Completion: Q4/FY19]
- Bloomington Transit to produce a Safety Plan with the assistance of a consultant. [Estimated Completion: Q4/FY19]
- Bloomington Transit to produce a *Route Optimization Study* that evaluates existing service conditions on all Bloomington Transit fixed routes as well as current travel patterns in the Bloomington community; Determines where changes are needed to optimize service delivery within the current budget framework; Considers new innovations such as on-demand bus services, integration of transportation networking companies for last mile/first mile service, advanced technologies, and use of autonomous vehicles, and; improves mobility, convenience, accessibility, and connectivity in the community. [Estimated Completion: Q4/FY19]
- Bloomington Transit to produce a *Maintenance/Operations Facility Condition Assessment Study* that reviews and evaluates existing conditions of key elements of the Grimes Lane operations/maintenance facility, and determines remaining useful life in key elements of the facility and project timeframes and costs for repair and replacement. [Estimated Completion: Q4/FY19]

504 Transit Ridership Counts

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

Responsible Agency and End Product(s):

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

Work Element 500 Budget

Task		FY 2019	FY 2020	Total
501	Bicycle & Pedestrian Coordination			
	<i>Federal Share</i>	\$6,774	\$7,527	\$14,301
	<i>Local Share</i>	\$1,694	\$1,882	\$3,575
	Total	\$8,468	\$9,408	\$17,876
502	Bicycle/Pedestrian Counts			
	<i>Federal Share</i>	\$6,264	\$5,512	\$11,776
	<i>Local Share</i>	\$1,566	\$1,378	\$2,944
	Total	\$7,830	\$6,890	\$14,720
503	Bloomington Transit Studies			
	<i>Federal Share</i>	\$0	\$0	\$0
	<i>Local Share</i>	\$0	\$0	\$0
	Total	\$0	\$0	\$0
504	Transit Ridership Counts			
	<i>Federal Share</i>	\$3,200	\$3,200	\$6,400
	<i>Local Share</i>	\$800	\$800	\$1,600
	Total	\$4,000	\$4,000	\$8,000
	TOTAL FEDERAL SHARE	\$16,238	\$16,238	\$32,477
	TOTAL LOCAL SHARE	\$4,060	\$4,060	\$8,119
	TOTAL	\$20,298	\$20,298	\$40,596

Work Elements

OTHER PLANNING INITIATIVES & SPECIAL PROJECTS

600

FY 2018 PEA

See Appendix E for detailed requirements.

601 Title VI Plans

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

Responsible Agency and End Product(s):

- MPO Staff to assist LPAs in complying with Title VI as part of TIP development process and in the development of Title VI Plans as needed. [Estimated Completion: Q4/FY19]

602 Coordinated Human Services Public Transit Plan

SAFETEA-LU created new funding opportunities for public transportation programs, including the Jobs Access Reverse Commute (JARC) program and the New Freedom program. MAP-21 eliminated those programs, but their eligible activities are incorporated into the 5307 Urban Formula Grant Program. Certain eligibilities are additionally included in the 5310 Enhanced Mobility of Seniors and Individuals with Disabilities grant program. In order for local transit operators to use these funding sources, any proposed project funding must have inclusion in a locally developed Coordinated Human Services Public Transit Plan, which the MPO originally completed in 2007. A significant update to this plan was completed in February 2012. This update expanded the list of eligible transportation providers, identified new transportation needs in the community, and provided new strategies for addressing those needs. In Fiscal Years 2019 and 2020, MPO staff will continue to assist local transportation providers with the implementation of key projects outlined in the local Plan.

Responsible Agency and End Product(s):

- MPO Staff to assist local transit and human services providers with the implementation of projects specified in the Coordinated Human Services Public Transit Plan. [Estimated Completion: As needed]

FY 2019 PEA

See Appendix E for detailed requirements.

Work Element 600 Budget

Task		FY 2019	FY 2020	Total
601	Title VI Plans			
	<i>Federal Share</i>	\$1,570	\$1,570	\$3,140
	<i>Local Share</i>	\$393	\$393	\$785
	Total	\$1,963	\$1,963	\$3,925
602	Coordinated Human Services Public Transit Plan			
	<i>Federal Share</i>	\$6,085	\$6,085	\$12,170
	<i>Local Share</i>	\$1,521	\$1,521	\$3,042
	Total	\$7,606	\$7,606	\$15,212
	TOTAL FEDERAL SHARE	\$7,655	\$7,655	\$15,310
	TOTAL LOCAL SHARE	\$1,914	\$1,914	\$3,827
	TOTAL	\$9,569	\$9,569	\$19,137

Appendix A

MPO COMMITTEE MEMBERSHIP

MPO Committee Membership

Policy Committee

Member	Title	Representing
Lisa Ridge, <i>Chair</i>	Director of Public Works	Monroe County
Kent McDaniel, <i>Vice Chair</i>	Board of Directors Member	Bloomington Public Transportation Corporation
John Hamilton	Mayor	City of Bloomington
Isabel Piedmont-Smith	Common Council Member	City of Bloomington
Brad Wisler	Plan Commission Member	City of Bloomington
Adam Wason	Director of Public Works	City of Bloomington
Jason Banach	Director of Real Estate	Indiana University
Amanda Barge	County Commissioner	Monroe County
Geoff McKim	County Council Member	Monroe County
Margaret Clements	Plan Commission	Monroe County
Kevin Tolloty	Town Council Member (<i>Designee</i>)	Town of Ellettsville
Sarah Ryterband	Chair, Citizens Advisory Committee	Citizens Advisory Committee
Tony McClellan	Deputy Commissioner	INDOT Seymour District
Antonio Johnson	Community Planner, Indiana Division	Federal Highway Administration (<i>non-voting</i>)
Susan Weber	Regional Administrator, Region V	Federal Transit Administration (<i>non-voting</i>)

MPO Committee Membership (cont.)

Technical Advisory Committee

Member	Title	Representing
Andrew Cibor, <i>Chair</i>	Transportation & Traffic Engineer	City of Bloomington
Jane Fleig, <i>Vice Chair</i>	Assistant Engineer, Utilities Department	City of Bloomington
Lew May	General Manager	Bloomington Transit
David Walter	Vice Chair, CAC	Citizens Advisory Committee
Dave Williams	Director of Operations, Parks Department	City of Bloomington
Terri Porter	Director, Planning & Transportation Dept.	City of Bloomington
Jeff Underwood	Controller	City of Bloomington
Laura Haley	GIS Coordinator	City of Bloomington
Joe VanDeventer	Director of Street Operations	City of Bloomington
Catherine Smith	Auditor	Monroe County
Kelli Witmer	Director, Parks & Recreation Department	Monroe County
Larry Wilson	Director, Planning Department	Monroe County
Kurt Babcock	GIS Coordinator	Monroe County
S. Bruce Payton	Executive Director, Monroe County Airport	Monroe County Airport
Chris Ciolli	Director of Building Operations	Monroe County Community Schools Corp.
Mike Wilcox	Superintendent	Richland-Bean Blossom Comm. Schools Corp.
Chris Meyers	Manager	Rural Transit
Danny Stalcup	Street Department	Town of Ellettsville
Kevin Tolloty	Director, Planning Department	Town of Ellettsville
Perry Maull	Operations Director, IU Transportation	Indiana University
Paul Satterly	Monroe County Highway Engineer	Monroe County
Jim Ude	Special Projects Engineer	Indiana Department of Transportation, Seymour
Emmanuel Nsonwu	Transportation Planner/MPO Liaison	Indiana Department of Transportation
Brian Jones	Project Manager, Transit	Indiana Department of Transportation
Reggie Arkell	Region 5	Federal Transit Administration (<i>non-voting</i>)
Antonio Johnson	Community Planner, Indiana Division	Federal Highway Administration (<i>non-voting</i>)

MPO Committee Membership (cont.)

Citizens Advisory Committee

Member	Representing
Sarah Ryterband, <i>Chair</i>	Prospect Hill Neighborhood
David Walter, <i>Vice Chair</i>	Sixth & Ritter Neighborhood
Paul Ash	McDoel Gardens Neighborhood
Nick Carder	Citizen
Laurel Cornell	Prospect Hill Neighborhood
Mary Jane Hall	Bloomington Board of Realtors
Lillian Henegar	Citizen
Joan Keeler	Citizen
John Kennedy	Council of Neighborhood Associations

MPO Committee Membership (cont.)

MPO Staff

Name	Position
Scott Robinson, AICP	Planning Services Manager
Pat Martin	Senior Transportation Planner
Anna Dragovich	Transportation Planner
Beth Rosenbarger, AICP	Bicycle & Pedestrian Coordinator
Paul Kehrberg	Planning Technician
Hannah Duncan	Administrative Assistant

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Appendix B

TRANSIT OPERATOR LOCAL MATCH ASSURANCE

Transit Operator Local Match Assurance

To be included

Appendix C

ABBREVIATIONS

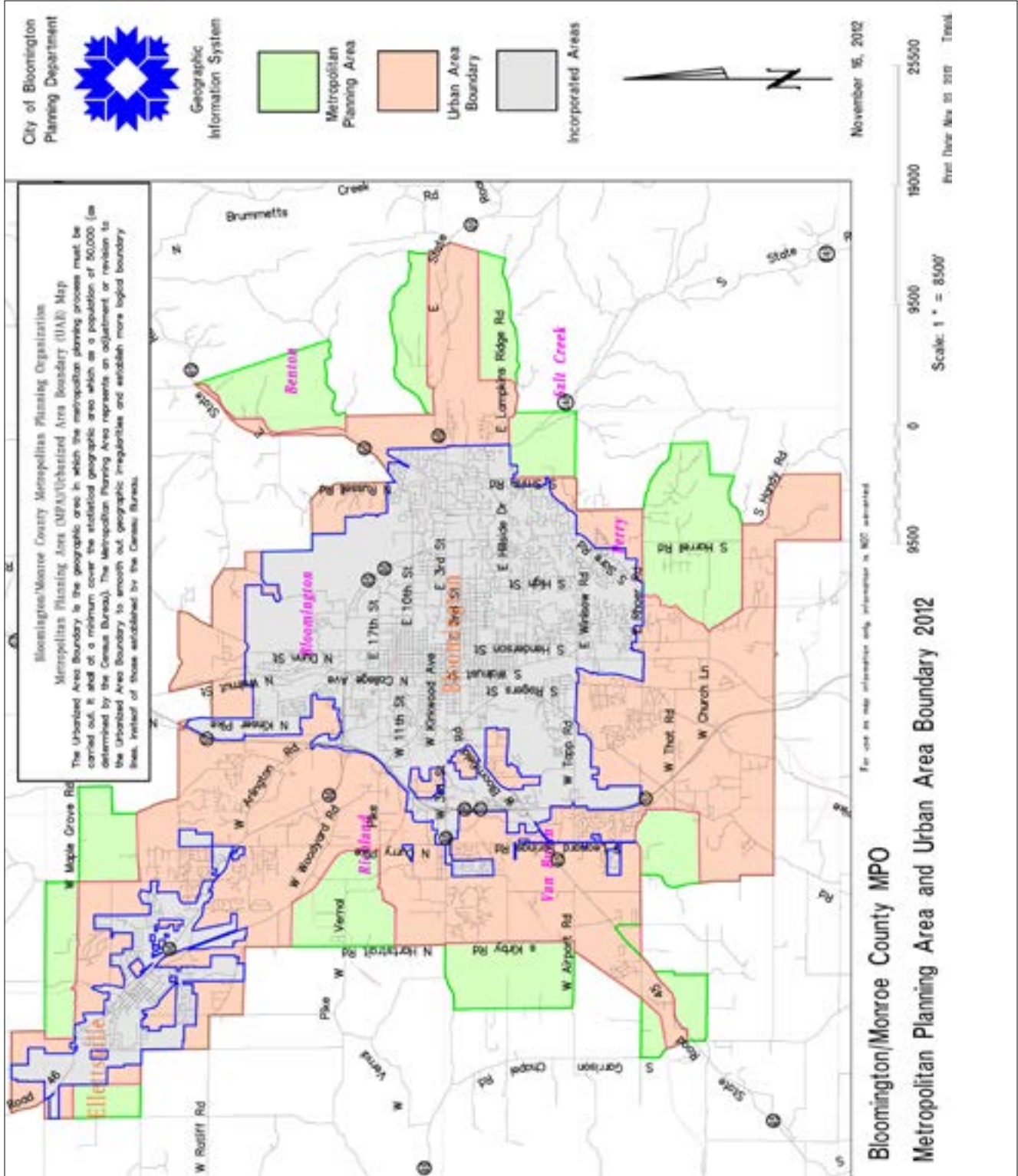
Abbreviations

3-C	Continuing, Comprehensive, and Cooperative Planning Process
ADA	Americans with Disabilities Act
BBPSC	Bloomington Bicycle and Pedestrian Safety Commission
BMCMPO	Bloomington-Monroe County MPO
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)
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
INDOT	Indiana Department of Transportation
INSTIP	Indiana State Transportation Improvement Program
ITS	Intelligent Transportation System
IU	Indiana University
LPA	Local Public Agency
MAP-21	Moving Ahead for Progress in the 21st Century
MCCSC	Monroe County Community School Corporation
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
PDP	Program development Process
PL	Planning
SAFETEA-LU	Safe, Affordable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
STBG	Surface Transportation Block Grant
TAP	Transportation Alternatives Program
TAC	Technical Advisory Committee
TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
VMT	Vehicle Miles of Travel

Appendix D

BMCMPO METROPOLITAN PLANNING AREA MAP

BMCMPO Metropolitan Planning Area Map



Appendix E

PLANNING EMPHASIS AREAS

Planning Emphasis Areas



U.S. Department of Transportation
Federal Highway Administration

Indiana Division
February 8, 2018

575 N. Pennsylvania St., Room 260
Indianapolis, IN 46204
317-226-7475
317-226-7344

In Reply refer to:
HDA-18

Dear Indiana MPO Directors and INDOT:

The Indiana Division of Federal Highway Administration (FHWA) and Federal Transit Administration Region V (FTA) are issuing its annual planning emphasis areas (PEAs) for FY 2019. For the most part, the PEAs remain the same as last year – to continue efforts in implementing the Fixing America's Surface Transportation (FAST) Act and the Title VI program. We are also encouraging INDOT and the MPOs to ensure the participation plans are FAST Act compliant.

Per the May 21, 2016 *Statewide and Nonmetropolitan Transportation Planning: Metropolitan Transportation Planning Regulation*, INDOT and the MPOs need to continue to develop, and document in writing or by agreement, and develop and share information related to the transportation performance data, selection of performance targets, the reporting of performance targets, the collection of performance to be used in tracking the progress to total attainment of critical elements for the regions of the MPOs, and the collection of data for the state asset management plan for the National Highway System (see 23 CFR 450.101(h)). Written provisions are due on or after May 1, 2019 for payment of budget performance measures (PM 2 rule) and system performance measures (PM 3 rule).

As part of implementing planning regulations, the MPOs' participation plans need to include coordination with public ports and providers of transportation (see 23 CFR 450.516 (a)). INDOT needs to update its public participation plan and update its documented process with nonmetropolitan local officials reflecting a higher level of participation (see 23 CFR 239.21 (b)) to be FAST Act compliant.

Transit Asset Management Plans are due October 1, 2018. MPOs are to ensure its Catastrophic Human Service Public Transportation Plans are up to date per the planning regulations. If you have any questions, please contact either this year FHWA Planning Program Manager, or Susan Weber, FTA Community Planner.

Sincerely,

Jorge L. Newland
Planning Program Manager
FHWA Indiana Division

Sincerely,

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

cc:
Indiana MPO Council
Ray Stumaly, INDOT
Larry Buckel, INDOT
Susan Weber, FTA

Planning Emphasis Areas (cont.)



U.S. Department
of Transportation
Federal Highway
Administration

Indiana Division

575 N. Pennsylvania St, Room 254
Indianapolis, IN 46204
317-226-7475
317-226-7341

January 30, 2017

In Reply Refer To:
HDA-IN

Dear Indiana MPO Directors and INDOT:

The Indiana Division Office of Federal Highway Administration (FHWA) and Federal Transit Administration Region V (FTA) are issuing its annual planning emphasis areas (PEAs) for FY 2018. The PEAs will need to be addressed in the metropolitan planning organizations' (MPOs') and the Indiana Department of Transportation's (INDOT's) future work programs. The purpose of the PEAs is to focus our efforts on implementing the final rulemakings for Moving Ahead for Progress in 21st Century Act (MAP-21) and Fixing America's Surface Transportation Act (FAST Act).

The FY 2018 PEAs are:

- Implementing the National Transportation Performance Management final rulemakings and final planning regulation
- Continuing compliance efforts for Title VI Program Management

As you know, FHWA and FTA published the final rule for *Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Regulation* on May 27, 2016 which updates the regulations to reflect the passage of MAP-21 and the FAST Act. Accordingly, the final rule establishes that the statewide and metropolitan transportation planning processes must provide for the use of a performance based approach to decision-making in support of the national goals described in 23 USC 150(b) and the general purposes described in 49 USC 5301. INDOT, the MPOs, and the operators of public transportation must together establish targets in key national performance areas, coordinate the targets that they set for key areas, including data collection, and describe the anticipated effect of their respective transportation improvement plans and programs toward achieving their targets.

The final planning rule has a phase-in requirement of two years from the date of the published rule (see 23 CFR 450.226 and 23 CFR 450.340). Prior to May 27, 2018, INDOT and the MPOs may respectively adopt a long-range statewide transportation plan, Metropolitan Transportation Plans (MTPs), Statewide Transportation Improvement Program (STIP) and Transportation Improvement Programs (TIPs) using the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requirements. On or after May 27, 2018, FHWA and FTA may only approve a STIP update or amendment that has been developed

Planning Emphasis Areas (cont.)

2

according to the provisions and requirements of this regulation, regardless of when the INDOT developed the STIP.

The new planning rule add new section, 23 CFR 450.314(h), that requires the MPOs, INDOT, and the operators of public transportation to jointly agree and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking the progress toward attainment of critical outcomes for the regions of the MPOs, (see 23 CFR 450.306(d)) and the collection of data for the state asset management plan for the National Highway System. INDOT and the MPOs can decide to either update their planning Memorandums of Agreements (MOAs) or some other means outside of the MOAs to adhere to this new rule.

National Performance Management Measures – All of the National Performance Measures for key areas such as safety, infrastructure conditions, congestion, system reliability, emissions, freight movement, as well as public transit safety and state-of-good repair have been issued. As referenced above, the INDOT and the MPOs must work cooperatively together to set performance measures and targets. We commend INDOT and the MPOs for establishing a committee to set safety targets and recommend this format be continued for the other performance areas.

Title VI Program Management – We continue our emphasis on the Title VI Program Management. When considering federal-aid highway funding for a local transportation project, the MPOs need to be able to ensure the Local Public Agencies (LPAs) complies with their Title VI nondiscrimination requirements. MPOs should survey local governments and 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 impacts from the LPA's programs and projects. If a plan is not in place with the project sponsor (a city, town, or county) steps should be taken to provide technical assistance for the development and implementation of such a plan. Please contact FHWA or INDOT for any training needs. This will have the effect of better ensuring that programs and projects adhere to the principles of nondiscrimination, as well as making the MPO's nondiscrimination self-certifications accurate. The FHWA expects INDOT and the MPOs to monitor Title VI plan implementation and begin moving toward limiting funding to those entities that are not meeting their requirements as federal-aid recipients.

If you have any questions, please contact either me, your FHWA Planning and Environmental Specialist, or Susan Weber, FTA Community Planner, at (312) 353-3888.

Sincerely,



Joyce E. Newland
Planning Program Manager
FHWA Indiana Division

Sincerely,



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

Planning Emphasis Areas (cont.)

3

ccc:
Indiana MPO Council
Roy Nunnally, INDOT
Larry Buckel, INDOT
Susan Weber, FTA

Appendix F

ADOPTION RESOLUTIONS

Adoption Resolutions

Adoption Resolutions (cont.)

Adoption Resolutions (cont.)

Adoption Resolutions (cont.)