



CITIZENS ADVISORY COMMITTEE

March 27, 2019

6:30 – 8:00 p.m.

McCloskey Room (#135)

*Suggested
Time:*

~6:30 p.m.

- I. Call to Order and Introductions
- II. Approval of Minutes:
 - a. January 23, 2019
 - b. February 27, 2019
- III. Communications from the Chair and Vice Chair
- IV. Reports from Officers and/or Committees
- V. Reports from Staff
 - a. Neighborhood Group Meeting

~6:45 p.m.

- VI. Old Business
 - a. Statewide ISP Drones to monitor existing assets
- VII. New Business
 - a. FY 2020 – 2024 Transportation Improvement Program – Final Document*
 - b. FY 2019 – 2020 Unified Planning Work Program – Final Document*
- VIII. Communications from Committee Members (*non-agenda items*)
 - a. Topic suggestions for future agendas
- IX. Upcoming Meetings
 - a. Policy Committee – April 12, 2019 at 1:30 p.m. (Council Chambers)
 - b. Technical Advisory Committee – April 24, 2019 at 10:00 a.m. (McCloskey Room)
 - c. Citizens Advisory Committee – April 24, 2019 at 6:30 p.m. (McCloskey Room)

~8:00 p.m.

Adjournment

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

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



To: BMCMPPO Technical Advisory Committee and Citizens Advisory Committee

From: Pat Martin
Senior Transportation Planner

Date: February 25, 2019

Re: FY 2018 - 2021 Transportation Improvement Program (TIP) Amendments

The Indiana Department of Transportation (INDOT) requests two amendments to the FY 2018 - 2021 TIP. The proposed amendments include:

CN Phase Funding for INDOT Survey Equipment for various locations and capital oversight (#1900007)

INDOT Survey Equipment & Capital Oversight (#1900007)					
Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2019	STP	\$1,133,000	\$283,376	\$1,416,882
Totals			\$1,133,000	\$283,376	\$1,416,882

CN Phase Funding for INDOT Drone to monitor existing assets (#1900008)

INDOT Drone to Monitor Existing Assets (#1900008)					
Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2019	STP	\$13,576	\$3,394	\$16,972
Totals			\$13,576	\$3,394	\$16,972

CN Phase Funding for Indiana State Police Drones to monitor existing assets (#1900010)

ISP Drones to Monitor Existing Assets (#19000010)					
Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2019	STP	\$60,178	\$15,046	\$75,224
Totals			\$60,178	\$15,046	\$75,224

CN Phase Funding for Indiana State Police Survey Equipment for various locations and capital oversight (#1900008)

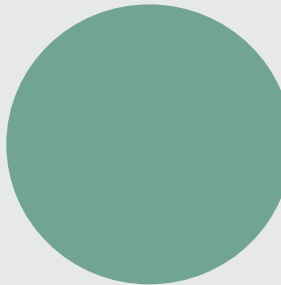
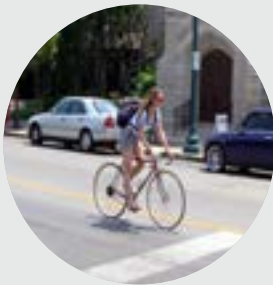
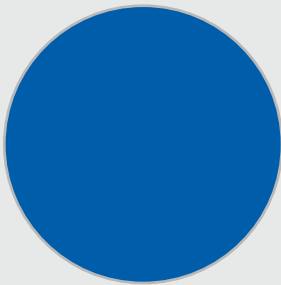
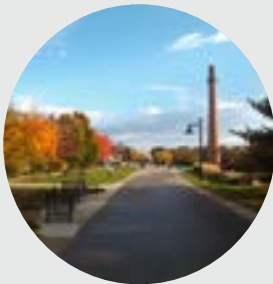
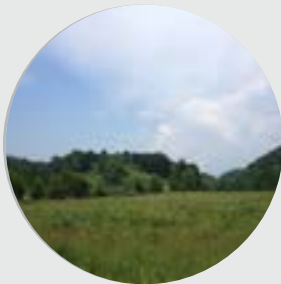
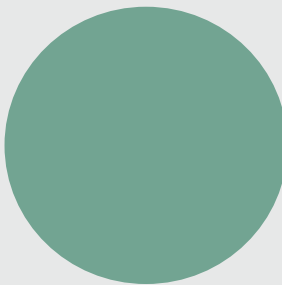
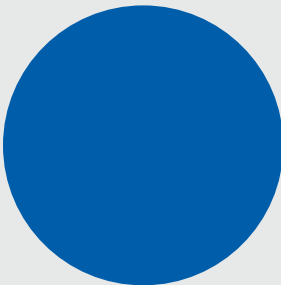
ISP Survey Equipment & Capital Oversight (#1900144)					
Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2019	STP	\$172,042	\$43,011	\$215,063
Totals			\$172,042	\$43,011	\$215,063

Requested Action

Recommend adoption by the BMCMPPO Policy Committee at the March 8, 2019 meeting.

PPM/pm`

DRAFT - TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2020-2024



Review Submission Corrections - March 8, 2019
Projected Adoption - April 12, 2019

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

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Introduction

The Transportation Improvement Program (TIP) is a strategic capital planning document of the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) for transportation projects using federal-aid funds. Pursuant to the most recent transportation legislation, Fixing America's Surface Transportation (FAST), the Fiscal Year 2020 – 2024 TIP includes five (5) fiscal years. The TIP includes the list of priority projects for planning, right-of-way acquisition, construction engineering, construction, transit capital acquisition, or transit operating assistance in each of the documented five (5) year time frame. The TIP must have consistency with the adopted 2040 Metropolitan Transportation Plan, the Transit Development Plan, and other planning studies developed by the BMCMPPO and its local stakeholders.

The Transportation Improvement Program documents the distribution of all BMCMPPO federal-aid transportation funding distributed among the various multi-modal jurisdictional needs of the region. The TIP includes a five-year list of projects within the metropolitan area. Inclusion in the TIP signifies a major milestone in the development process of a project, enabling the project to receive and spend federal transportation funds.

The FY 2020 – 2024 TIP is a capital budgeting tool that specifies an implementation timetable, funding sources and agencies responsible for transportation related projects within the metropolitan planning area. Projects come from any one of the following implementing agencies:

- Town of Ellettsville
- Bloomington Transit
- Rural Transit
- Indiana University Campus Bus
- Monroe County
- City of Bloomington
- Indiana Department of Transportation

The BMCMPPO is responsible for developing plans and programs that provide for the development, management and operation of the transportation network as the designated MPO for the Bloomington and Monroe County Metropolitan Area. The BMCMPPO's current jurisdiction for transportation planning consists of the City of Bloomington, the Town of Ellettsville and the urbanizing area of Monroe County. An online map of the urbanized area is available at https://bloomington.in.gov/sites/default/files/2017-05/map_urbanized_area_boundary.pdf.

Funding the Transportation Improvement Program

The Transportation Improvement Program must balance estimated project expenditures with expected funding revenues to achieve fiscal constraint. In addition, each particular source of funding must have a use consistent with its designated project purpose. The process of balancing expenditures across the portfolio of

available funds requires cooperation and support from all of the BMCMPO stakeholders. The Fiscal Years used for the purposes of the Transportation Improvement Program begin on July 1 and end on June 30. Therefore, Fiscal Year 2020 begins on July 1, 2019 and Fiscal Year 2020 ends on June 30, 2020. The following FY 2020 – 2024 funding tables summarize the projected revenues and expenditures for Fiscal Years 2020 through 2024. These summary tables do not include programmed funds or projects for the State of Indiana, as these are subject to statewide financial constraints beyond the scope of the BMCMPO. Federal revenue forecasts rely upon on past funding allocations, receipts, projections from the FHWA, FTA, and INDOT, and anticipated Federal spending authorization.

The tables that follow summarize the projected revenues and expenditures for fiscal years 2020 through 2024. They do not include programmed funds or projects for the State of Indiana, as these are subject to statewide financial constraints beyond the scope of the BMCMPO. Federal revenue forecasts are based on past receipts, projections from the FHWA, FTA, and INDOT, anticipated Federal spending authorization levels, and consultations with appropriate Federal and State funding agencies. Local funding forecasts are derived from a similar methodology and through extensive coordination with local agencies. Project expenditures are based on realistic cost estimates provided by the implementing agency for each project.

Projected Revenues and Expenditures for Transit Projects

STATE FY 2020										
	FTA 5307	FTA 5310	FTA 5311	FTA 5339	PMTF	STPB	Farebox	Local Match*	Total	
Total Revenue	\$ 2,825,750	\$ 128,000	\$ 698,949	\$ 3,264,000	\$ 2,623,118	\$ -	\$ 1,643,967	\$ 3,975,177	\$ 15,158,961	
Total Expenditure	\$ 2,825,750	\$ 128,000	\$ 698,949	\$ 3,264,000	\$ 2,623,118	\$ -	\$ 1,643,967	\$ 3,975,177	\$ 15,158,961	
Remaining	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
STATE FY 2021										
	FTA 5307	FTA 5310	FTA 5311	FTA 5339	PMTF	STPB	Farebox	Local Match*	Total	
Total Revenue	\$ 2,660,740	\$ 130,560	\$ 698,949	\$ 3,696,960	\$ 2,675,580	\$ -	\$ 1,676,846	\$ 4,185,222	\$ 15,724,857	
Total Expenditure	\$ 2,660,740	\$ 130,560	\$ 698,949	\$ 3,696,960	\$ 2,675,580	\$ -	\$ 1,676,846	\$ 4,185,222	\$ 15,724,857	
Remaining	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
STATE FY 2022										
	FTA 5307	FTA 5310	FTA 5311	FTA 5339	PMTF	STPB	Farebox	Local Match*	Total	
Total Revenue	\$ 2,719,347	\$ 133,171	\$ 698,949	\$ 433,947	\$ 2,729,092	\$ 432,000	\$ 1,710,383	\$ 3,640,204	\$ 12,497,093	
Total Expenditure	\$ 2,719,347	\$ 133,171	\$ 698,949	\$ 433,947	\$ 2,729,092	\$ 432,000	\$ 1,710,383	\$ 3,640,204	\$ 12,497,093	
Remaining	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
STATE FY 2023										
	FTA 5307	FTA 5310	FTA 5311	FTA 5339	PMTF	STPB	Farebox	Local Match*	Total	
Total Revenue	\$ 2,711,995	\$ 135,835	\$ 698,949	\$ 865,846	\$ 2,783,673	\$ -	\$ 1,744,591	\$ 3,791,723	\$ 12,732,612	
Total Expenditure	\$ 2,711,995	\$ 135,835	\$ 698,949	\$ 865,846	\$ 2,783,673	\$ -	\$ 1,744,591	\$ 3,791,723	\$ 12,732,612	
Remaining	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
STATE FY 2024										
	FTA 5307	FTA 5310	FTA 5311	FTA 5339	PMTF	STPB	Farebox	Local Match*	Total	
Total Revenue	\$ 2,839,197	\$ 138,551	\$ 698,949	\$ 1,766,530	\$ 2,839,347	\$ -	\$ 1,779,482	\$ 4,092,129	\$ 14,154,185	
Total Expenditure	\$ 2,839,197	\$ 138,551	\$ 698,949	\$ 1,766,530	\$ 2,839,347	\$ -	\$ 1,779,482	\$ 4,092,129	\$ 14,154,185	
Remaining	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
SUMMARY										
	FTA 5307	FTA 5310	FTA 5311	FTA 5339	PMTF	STPB	Farebox	Local Match*	Total	
Total Revenue	\$13,757,029	\$ 666,117	\$ 3,494,745	\$10,027,283	\$13,650,810	\$ 432,000	\$ 8,555,269	\$ 19,684,455	\$ 70,267,708	
Total Expenditure	\$13,757,029	\$ 666,117	\$ 3,494,745	\$10,027,283	\$13,650,810	\$ 432,000	\$ 8,555,269	\$ 19,684,455	\$ 70,267,708	
Remaining	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

*The Local Match column includes local match funds from Bloomington Transit and Rural Transit, as well as PMTF funds from Rural Transit. The PMTF column only contains funds from BT.

Projected Revenues and Expenditures for State Projects

STATE FY 2020					
	NHPP	HSIP	STPB	State Match	Total
Total Revenue	\$ 7,849,067	\$ 2,139,144	\$ 4,149,200	\$ 3,023,537	\$ 17,160,948
Total Expenditure	\$ 7,849,067	\$ 2,139,144	\$ 4,149,200	\$ 3,023,537	\$ 17,160,948
Remaining	\$ -	\$ -		\$ -	\$ -
STATE FY 2021					
	NHPP	HSIP	STPB	State Match	Total
Total Revenue	\$ 2,047,036	\$ -	\$ 3,720,000	\$ 1,354,407	\$ 7,121,443
Total Expenditure	\$ 2,047,036	\$ -	\$ 3,720,000	\$ 1,354,407	\$ 7,121,443
Remaining	\$ -	\$ -	\$ -	\$ -	\$ -
STATE FY 2022					
	NHPP	HSIP	STPB	State Match	Total
Total Revenue	\$ -	\$ -	\$ 1,680,000	\$ 420,000	\$ 2,100,000
Total Expenditure	\$ -	\$ -	\$ 1,680,000	\$ 420,000	\$ 2,100,000
Remaining	\$ -	\$ -	\$ -	\$ -	\$ -
STATE FY 2023					
	NHPP	HSIP	STPB	State Match	Total
Total Revenue	\$ -	\$ -	\$ 1,680,000	\$ 420,000	\$ 2,100,000
Total Expenditure	\$ -	\$ -	\$ 1,680,000	\$ 420,000	\$ 2,100,000
Remaining	\$ -	\$ -	\$ -	\$ -	\$ -
STATE FY 2024					
	NHPP	HSIP	STPB	State Match	Total
Total Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Total Expenditure	\$ -	\$ -	\$ -	\$ -	\$ -
Remaining	\$ -	\$ -	\$ -	\$ -	\$ -
STATE FY Outlying Years					
	NHPP	HSIP	STPB	State Match	Total
Total Revenue	\$ 1,120,108	\$ -	\$ 1,368,654	\$ 622,123	\$ 3,110,885
Total Expenditure	\$ 1,120,108	\$ -	\$ 1,368,654	\$ 622,123	\$ 3,110,885
Remaining	\$ -	\$ -	\$ -	\$ -	\$ -
SUMMARY					
	NHPP	HSIP	STPB	State Match	Total
Total Revenue	\$ 11,016,211	\$ 2,139,144	\$ 12,597,854	\$ 5,840,067	\$ 31,593,276
Total Expenditure	\$ 11,016,211	\$ 2,139,144	\$ 12,597,854	\$ 5,840,067	\$ 31,593,276
Remaining	\$ -	\$ -	\$ -	\$ -	\$ -

Performance Based Planning and Performance Measures

INDOT has initiatives in place that enable them to invest available funding effectively to achieve their performance goals. The Transportation Asset Management Plan (TAMP) provides detailed information on those initiatives, associated methods for prioritizing projects, agency goals, objectives and investment strategies, and resulting bridge and pavement conditions based on 10-year spending plans.

INDOT also has a Strategic Highway Safety Plan (SHSP) that sets priorities for the primary safety-focused programs and guides the DOTs, MPOs, and other safety partners in addressing safety across the state. The INDOT freight plan and long range transportation plan are also used to inform the TAMP. The Planning Roles, Responsibilities, & Cooperative Operation Manual clarifies roles and responsibilities for transportation planning activities including the performance based planning processes.

For projects using Federal funding, such as National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), and Surface Transportation Block Grant (STBG) funds (excluding urbanized area dedicated funds), along with State Construction funds, INDOT's Divisions of Planning and Statewide Technical Services uses a data-driven process, including performance-based business rules to help prioritize projects for inclusion in the recommended Five-Year State Transportation Improvement Program (STIP). This process evaluates projects based on investment strategies and project prioritizations as outlined in the Indiana Transportation Asset Management Plan (TAMP - April 2018) and results in the elevation of projects that will contribute toward the achievement of INDOT's targets for bridge condition, pavement condition, traffic congestion, travel time reliability for both passenger vehicles and highway freight, and safety. The resulting program of projects is approved by the Program Management Group (PMG) and the executive office for inclusion in the Indiana STIP and the MPO's TIP. Projects specifically designed to make progress toward INDOT's bridge and pavement condition targets are identified by the Pavement and Bridge Asset Management Teams and support the 10-year goals as described in INDOT's TAMP. Projects funded through HSIP are selected by the Safety Asset Management Team to make progress toward INDOT's safety improvement targets, as described in INDOT's SHSP; projects selected to make progress toward meeting INDOT's congestion and travel time reliability targets are selected by the Mobility Asset Management Team; and projects funded through the CMAQ program are selected by the Mobility Asset Management Team to make progress toward meeting INDOT's emission reduction targets. INDOT coordinates the performance targets with the MPOs through monthly meetings with the MPO Council and other ad-hoc meetings.

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

The national performance goals for Federal Highway programs are as follows:

- 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 newly issued Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) transportation planning rules on the statewide and metropolitan transportation planning processes reflect the use of a performance based approach to decision-making in support of the national goals. These processes must document in writing how the Metropolitan Planning Organizations (MPOs), the Indiana Department of Transportation (INDOT), and providers of public transportation shall jointly agree to cooperatively develop and share information related to:

- transportation performance data
- the selection of performance targets
- the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see 23 CFR 450.306(d))
- 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, Pavement Conditions, Bridge Conditions, National Highway System Truck Travel Time Reliability, Interstate

Freight Reliability, and On-Road Mobile Source Emissions. The Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) must reflect this information once Performance Targets are established.

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 Metropolitan Transportation and Statewide Plans linking investment priorities to these performance targets.

Safety Target Performance Measures

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) elected in October 2018 to plan and program projects so that they contribute toward the accomplishment of the Indiana Department of Transportation's 2019 safety targets for the performance measures listed below. The Highway Safety Improvement Program (HSIP) is a primary source of federal funds for qualifying safety improvement projects. HSIP along with other funding sources used to implement safety improvements with the purpose to reduce roadway crashes, and a corresponding reduction in fatalities and serious injuries on all public roads. The five (5) specific 2019 INDOT safety performance measures targets based on five-year rolling averages adopted by the BMCMPPO – and all Indiana MPOs – are as follows:

1. Number of fatalities = 889.6
2. Rate of fatalities per 100 million miles traveled = 1.087
3. Number of serious injuries = 3,501.9
4. Rate of serious injuries per 100 million miles traveled = 4.234
5. Number of non-motorized fatalities and non-motorized serious injuries = 393.6

The BMCMPPO will support the safety targets by incorporating planning activities, programs, and projects in the adopted Metropolitan Transportation Plan (MTP) and the current Transportation Improvement Program (TIP). The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018.

Pavement Condition Target Performance Measures

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) elected in October 2018 to plan and program projects so that they contribute toward the accomplishment of the Indiana Department of Transportation's 2019 safety targets for the performance measures listed below.

1. Percentage of pavements of the Interstate System in Good condition
2. Percentage of pavements of the Interstate System in Poor condition
3. Percentage of pavements of the non-Interstate NHS in Good condition
4. Percentage of pavements of the non-interstate NHS in Poor condition

The BMCMPPO will support the 2019 and 2021 Pavement Condition targets established by the Indiana Department of Transportation for submission to the Federal Highway Administration. The 2019 and 2021 pavement targets based on a certified Transportation Asset Management Plan are:

- 2019 Percent of Interstate pavements in Good condition – 84.24%
- 2019 Percent of Interstate pavements in Poor condition – 0.80%
- 2019 Percent of non-Interstate NHS pavements in Good condition – 78.71%
- 2019 Percent of non-Interstate NHS pavements in Poor condition – 3.10%
- 2021 Percent of Interstate pavements in Good condition – 84.24%
- 2021 Percent of Interstate pavements in Poor condition – 0.80%
- 2021 Percent of non-Interstate NHS pavements in Good condition – 78.71%
- 2021 Percent of non-Interstate NHS pavements in Poor condition – 3.10%

The BMCMPPO will support the Pavement Condition targets by incorporating planning activities, programs, and projects in the adopted Metropolitan Transportation Plan (MTP) and the current Transportation Improvement Program (TIP). The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018.

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) elected in October 2018 to plan and program projects so that they contribute toward the accomplishment of the Indiana Department of Transportation’s 2019 safety targets for the performance measures listed below.

1. Percentage of pavements of the Interstate System in Good condition
2. Percentage of pavements of the Interstate System in Poor condition
3. Percentage of pavements of the non-Interstate NHS in Good condition
4. Percentage of pavements of the non-interstate NHS in Poor condition

The BMCMPPO will support the 2019 and 2021 Pavement Condition targets established by the Indiana Department of Transportation for submission to the Federal Highway Administration. The 2019 and 2021 pavement targets based on a certified Transportation Asset Management Plan are:

- 2019 Percent of Interstate pavements in Good condition – 84.24%
- 2019 Percent of Interstate pavements in Poor condition – 0.80%
- 2019 Percent of non-Interstate NHS pavements in Good condition – 78.71%
- 2019 Percent of non-Interstate NHS pavements in Poor condition – 3.10%
- 2021 Percent of Interstate pavements in Good condition – 84.24%
- 2021 Percent of Interstate pavements in Poor condition – 0.80%
- 2021 Percent of non-Interstate NHS pavements in Good condition – 78.71%
- 2021 Percent of non-Interstate NHS pavements in Poor condition – 3.10%

The BMCMPO will support the Pavement Condition targets by incorporating planning activities, programs, and projects in the adopted Metropolitan Transportation Plan (MTP) and the current Transportation Improvement Program (TIP). The BMCMPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018.

NHS Bridge Condition Target Performance Measures

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) elected in October 2018 to plan and program projects so that they contribute toward the accomplishment of the Indiana Department of Transportation's 2019 and 2021 NHS Bridge Condition targets for the performance measures listed below.

1. Percent of NHS bridges by deck area classified as in Good condition
2. Percent of NHS bridges by deck area classified as in Poor condition

The BMCMPO will support the 2019 and 2021 NHS Bridge Condition targets established by the Indiana Department of Transportation for submission to the Federal Highway Administration. The 2019 and 2021 NHS Bridge Condition targets based on a certified Transportation Asset Management Plan are:

- 2019 Percent of NHS bridges by deck area classified in Good condition - 48.32%
- 2019 Percent of NHS bridges by deck area classified in Poor condition – 2.63%
- 2021 Percent of NHS bridges by deck area classified in Good condition – 48.32%
- 2021 Percent of NHS bridges by deck area classified in Poor condition – 2.63%

The BMCMPO will support the NHS Bridge Condition targets by incorporating planning activities, programs, and projects in the adopted Metropolitan Transportation Plan (MTP) and the current Transportation Improvement Program (TIP). The BMCMPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018.

NHS Truck Travel Time Reliability Target Performance Measures

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) has elected to plan and program projects so that they contribute toward the accomplishment of the Indiana Department of Transportation's 2019 and 2021 NHS Truck Travel Time Reliability targets for the performance measures listed below.

1. Level of Travel Time Reliability on Interstate
2. Level of Travel Time Reliability on non-Interstate NHS

The BMCMPO will support the 2019 and 2021 NHS Truck Travel Time Reliability targets established by the Indiana Department of Transportation for submission to the Federal Highway Administration. The 2019 and

2021 statewide travel time reliability targets based on percent of person miles that are certified as reliable:

- 2019 Percent of person miles reliable on Interstate – 90.5%
- 2021 Percent of person miles reliable on Interstate – 92.8%
- 2021 Percent of person miles reliable on non-Interstate – 89.8%

The BMCMPPO will support the NHS Truck Travel Time Reliability targets by incorporating planning activities, programs, and projects in the adopted Metropolitan Transportation Plan and the current Transportation Improvement Program. The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018.

Interstate Freight Reliability Target Performance Measures

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) has elected to plan and program projects so that they contribute toward the accomplishment of the Indiana Department of Transportation's 2019 and 2021 Interstate Freight Reliability targets for the performance measure listed below.

1. Interstate Freight Reliability

The BMCMPPO agrees to support the 2019 and 2021 Interstate Freight Reliability targets established by the Indiana Department of Transportation for submission to the Federal Highway Administration. The 2019 and 2021 Interstate Freight Reliability targets based on the truck travel time reliability index are:

- 2019 Interstate freight reliability index – 1.27
- 2021 Interstate freight reliability index – 1.24

The BMCMPPO will support the Interstate Freight Reliability targets by incorporating planning activities, programs, and projects in the Metropolitan Transportation Plan and the current Transportation Improvement Program. The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018.

On-Road Mobile Source Emission Target Performance Measures

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) has elected to plan and program projects so that they contribute toward the accomplishment of the Indiana Department of Transportation's 2019 and 2021 On-Road Mobile Source Emission targets for the performance measures listed below.

1. CMAQ project reduction of volatile organic compounds (VOC)
2. CMAQ project reduction of carbon monoxide (CO)
3. CMAQ project reduction of oxides of nitrogen (NOx)
4. CMAQ project reduction of particulate matter less than 10 microns (PM10)
5. CMAQ project reduction of particulate matter less than 2.5 microns (PM2.5)

The BMCMPPO will support the 2019 and 2021 On-Road Mobile Source Emission reduction targets established by the Indiana Department of Transportation for submission to the Federal Highway Administration. The 2019 and 2021 On-Road Mobile Source Emission reduction targets based on kilograms per day are:

- 2019 Volatile Organic Compounds (VOCs) reduction of 1,600 kilograms per day
- 2019 Carbon Monoxide (CO) reduction of 200 kilograms per day
- 2019 Oxides of Nitrogen (NOx) reduction of 1,600 kilograms per day
- 2019 Particulate Matter (PM10) less than 10 microns reduction of 0.30 kilograms per day
- 2019 Particulate Matter (PM2.5) less than 2.5 microns reduction of 20 kilograms per day
- 2021 Volatile Organic Compounds (VOCs) reduction of 2,600 kilograms per day
- 2021 Carbon Monoxide (CO) reduction of 400 kilograms per day
- 2021 Oxides of Nitrogen (NOx) reduction of 2,200 kilograms per day
- 2021 Particulate Matter (PM10) less than 10 microns reduction of 0.50 kilograms per day
- 2021 Particulate Matter (PM2.5) less than 2.5 microns reduction of 30 kilograms per day

The BMCMPPO will support the On-Road Mobile Source Emission reduction targets by incorporating planning activities, programs, and projects in the Metropolitan Transportation Plan and the current Transportation Improvement Program. The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on October 12, 2018.

PROJECTS

Most projects in the TIP categorize project phases by fiscal year along with the associated Federal funding source accompanied by its appropriate local match as is necessary. Project phases are represented in the following tables chronologically:

1. Preliminary Engineering (PE)
2. Right-of-Way Acquisition (RW)
3. Construction Engineering (CE)
4. Construction (CN)

Projects are funded by various Federal sources based on the type of project. In most circumstances, each Federal funding source requires a certain percentage of local or State matching funding. Many of the Federal funding sources are briefly described in Table 1.

Table 1: Funding Programs

Federal Funding Source Descriptions		
Funding Program*	Abbreviation	Brief Description**
Surface Transportation Program	STPB	Funds projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge/tunnel project on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including bus terminals
Transportation Alternatives Program	TAP	Funds a variety of alternative transportation projects such as transportation enhancements, recreational trails, and Safe Routes to School
Highway Safety Improvement Program	HSIP	Funds projects with the goal of achieving a significant reduction in traffic fatalities and serious injuries on all public roads including non-State-owned public roads
Recreational Trails Program	RTP	Funds projects that develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses
Bridge Programs	Local Bridge	Funds bridge safety, inspection and improvement projects
Public Mass Transit Fund	PMTF	Funds projects that promote and develop public transportation in Indiana and are targeted to increase local financial involvement and encourage the delivery of efficient, effective transportation
National Highway Performance Program	NHPP	Funds construction of new facilities on the National Highway System and to ensure that investments in Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the National Highway System
*Note: Not all funding programs for transit related projects in this TIP are displayed in this table.		
**Note: Descriptions of funding programs are adapted from the U.S. Department of Transportation Federal Highway Administration (https://fhwa.dot.gov/).		

PROJECT LIST FY 2020-2024
MONROE COUNTY



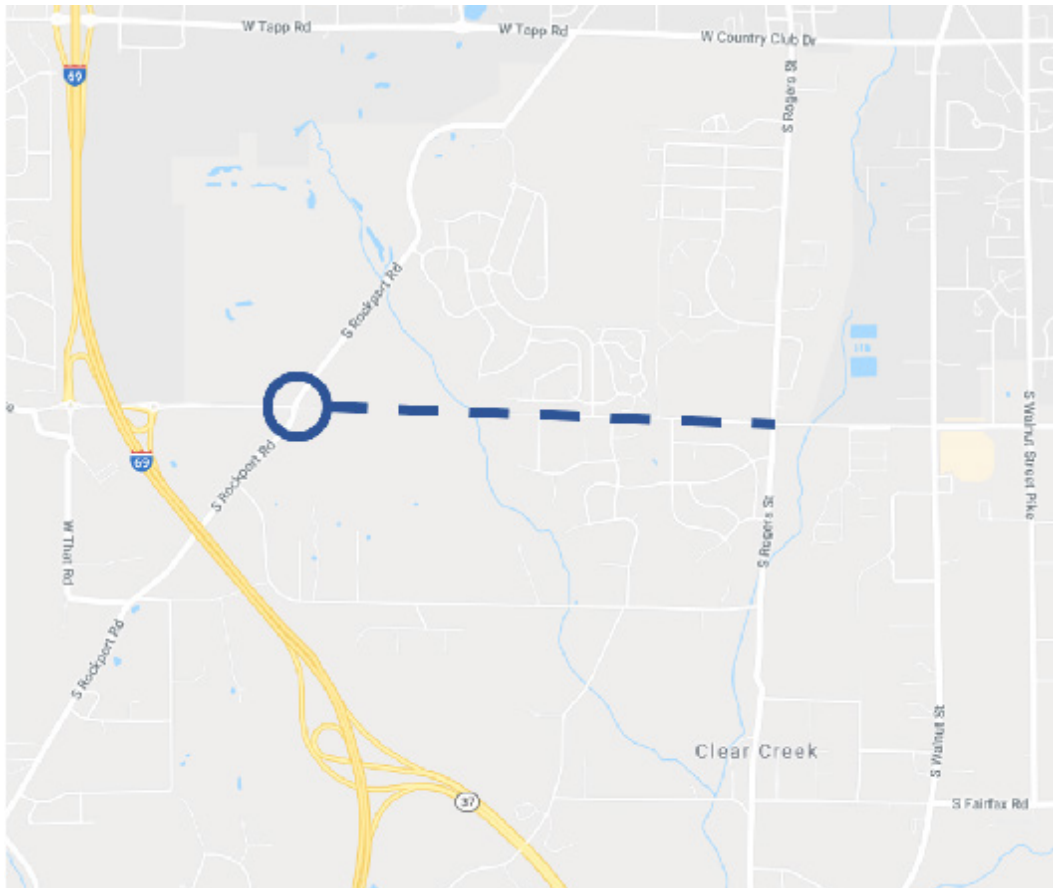
FULLERTON PIKE PHASE 3 WITH BRIDGE

DES# 1802977

LETTING DATE: FALL 2023

Continue two lane roadway from western terminus of Phase 2 to the roundabout intersection of West Fullerton Pike and South Rockport Road. New bridge over west fork of Clear Creek. Sidewalk will be constructed on the south side of the road and multiuse path on the north.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
PE	2020	STPB PYB	\$450,000	\$112,500	\$562,500
	2021	Local		\$600,000	\$600,000
	2022	Local		\$377,000	\$377,000
	2023	Local		\$100,000	\$100,000
	2024	Local		\$10,000	\$10,000
RW	2022	STPB	\$421,934	\$578,066	\$1,000,000
CE	2024	Local		\$1,500,000	\$1,500,000
CN	2024	STPB	\$2,750,133	\$9,796,000	\$12,546,133
TOTAL			\$3,622,067	\$13,073,566	\$16,695,633



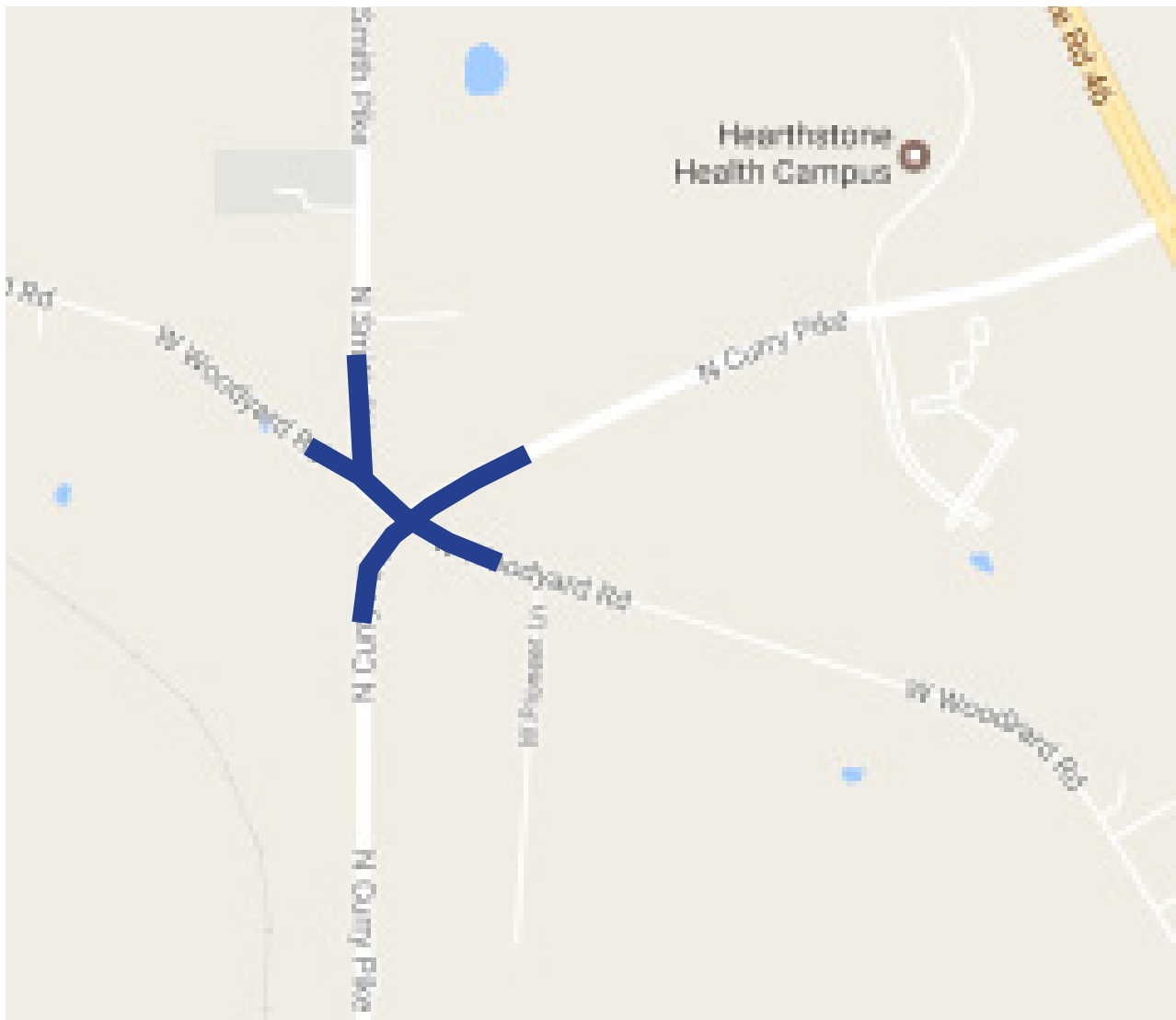
CURRY PIKE/WOODYARD ROAD/SMITH PIKE ROUNDABOUTS

DES# 1700733

LETTING DATE: DECEMBER 9, 2020

Replacement of the Curry Pike/Woodyard Road/Smith Pike intersections with a “dogbone” roundabout configuration for safety improvement.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
RW	2020	Local		\$200,000	\$200,000
CE	2021	Local		\$150,000	\$150,000
CN	2021	STPB	\$550,133	\$1,399,867	\$1,950,000
TOTAL			\$550,133	\$1,749,867	\$2,300,000



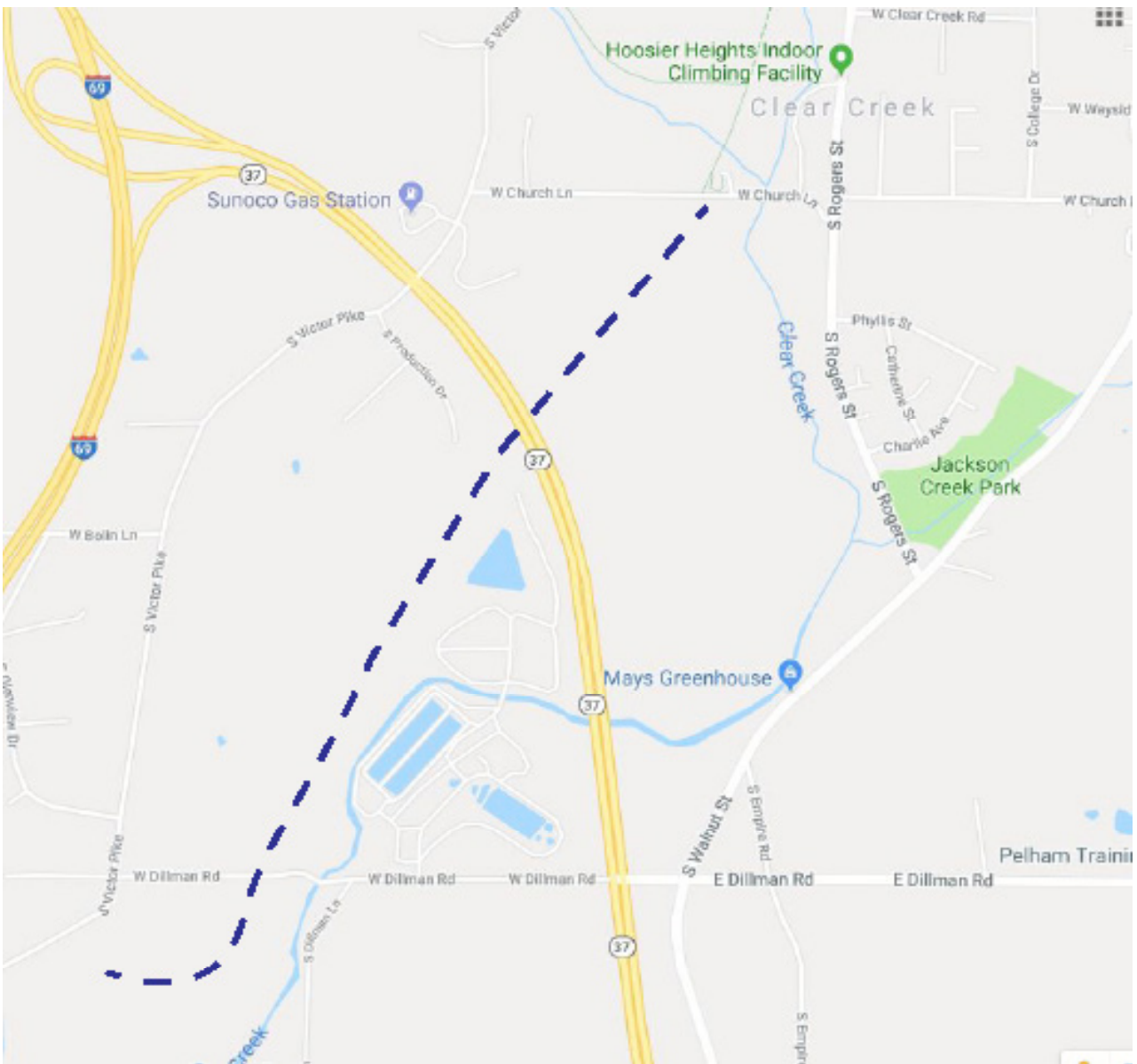
ILLINOIS CENTRAL TRAIL

DES# 1592323

LETTING DATE: FEBRUARY 2019

Construction of a multiuse trail from Church Lane south to the INDOT I-69 mitigation site at Victor Pike.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
PE	2020	RTP	\$34,850	\$8,713	\$43,563
CN	2020	RTP	\$100,000	\$25,000	\$125,000
TOTAL			\$134,850	\$33,713	\$168,563



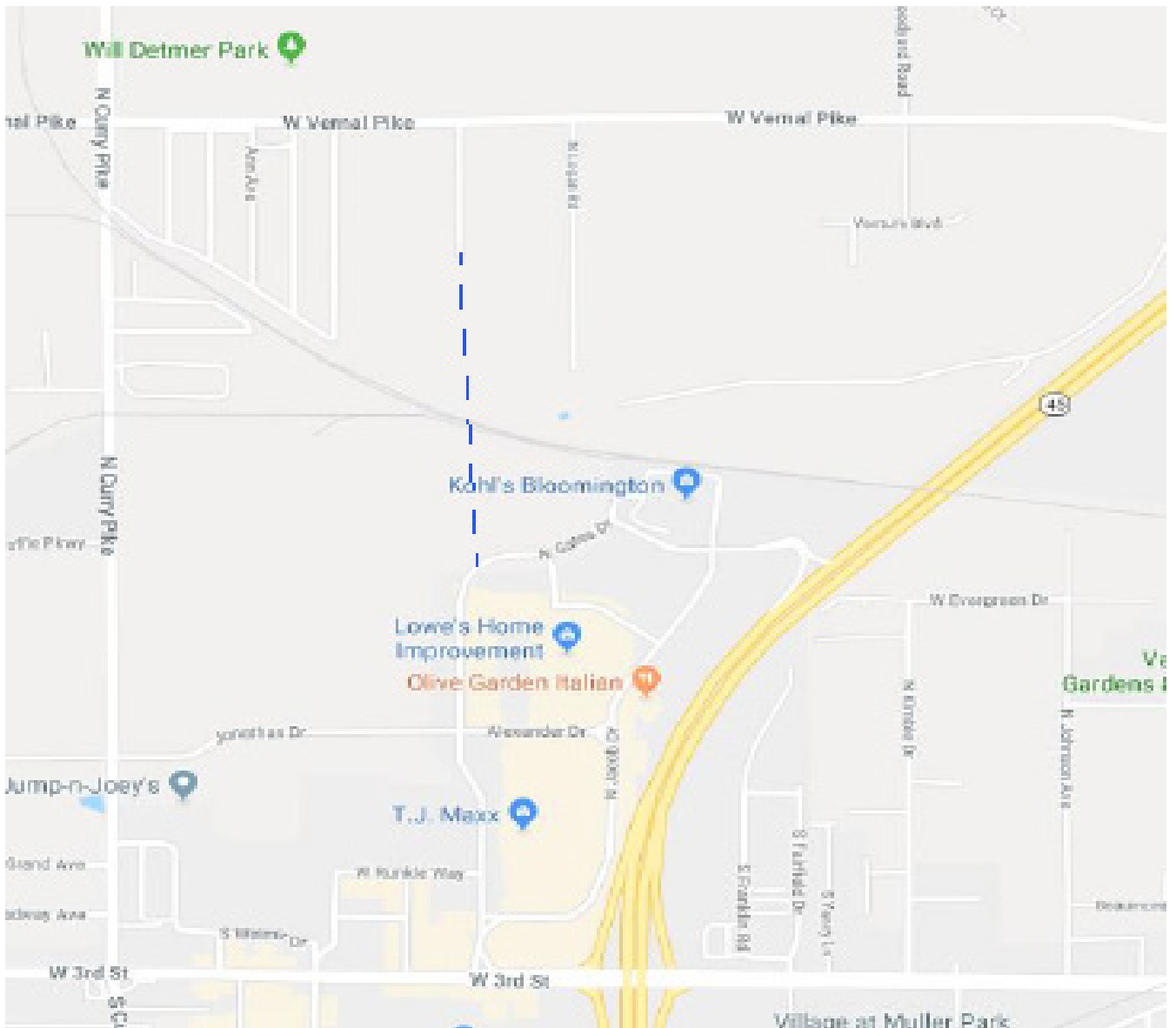
VERNAL PIKE CONNECTOR

DES# 1702957

LETTING DATE: NOVEMBER 17, 2021

New roadway construction from Vernal pike southward to the new segment of Profile Parkway/Gates Drive. Includes a new bridge over the Indiana Railroad tracks. The roadway will include a sidewalk and multiuse path.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
RW	2021	Local		\$1,045,000	\$1,045,000
TOTAL			\$0	\$1,045,000	\$1,045,000



KARST FARM GREENWAY, PHASE II - B, SECTION 1

DES# TBD

LETTING DATE: FALL 2023

Beginning at the northern trailhead of Phase I of the Karst Farm Greenway extending north approximately 300 feet along the west side of North Loesch Road.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
PE	2021	Local		\$30,000	\$30,000
RW	2022	Local		\$10,000	\$10,000
CE	2024	Local		\$20,000	\$20,000
CN	2024	TAP	\$155,801	\$38,950	\$194,751
TOTAL			\$155,801	\$98,950	\$254,751



BICYCLE SAFETY INLET REPAIR

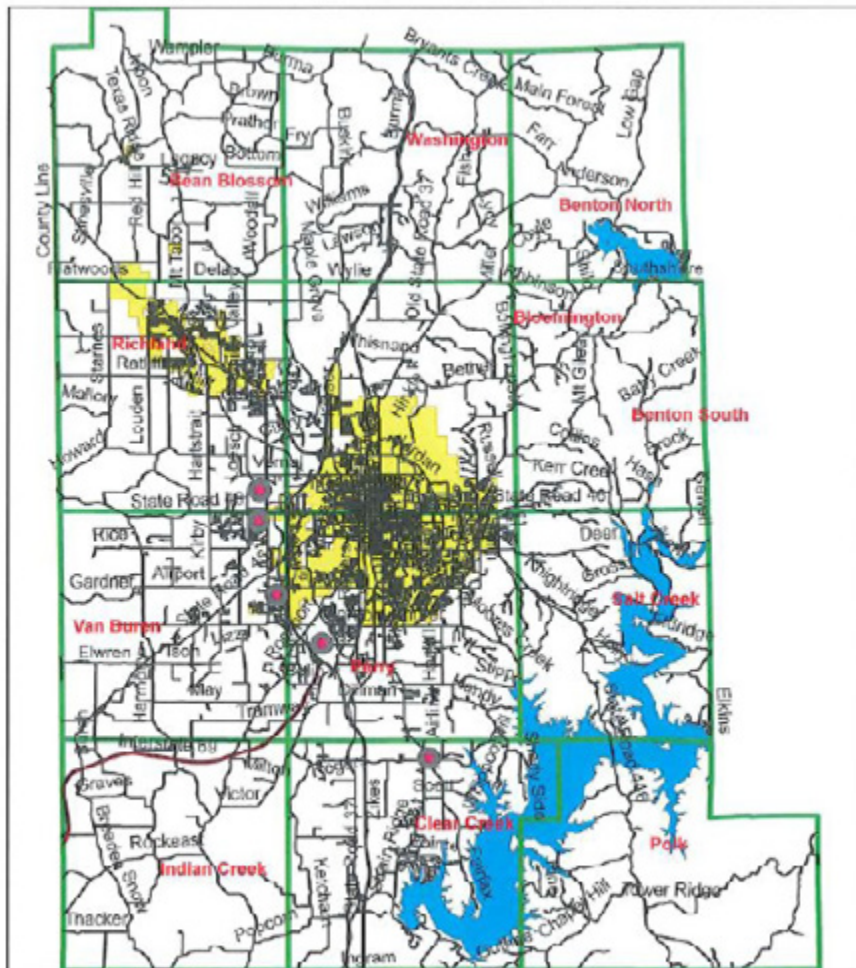
DES# TBD

LETTING DATE: FALL 2023

The project will remove non-bicycle safe curb inlet castings and replace them with bicycle safe inlet castings. In some cases the inlet casting can be replaced, but older castings may require casting and frame replacement along with curb and gutter and inlet structure repair. The inlet castings to be replaced with this project are the only remaining non-bicycle safe inlet castings left within Monroe County's jurisdiction.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
CN	2024	HSIP	\$88,184	\$9,800	\$97,984
TOTAL			\$88,184	\$9,800	\$97,984

Bicycle Safety Inlet Repair Locations



Legend
 - - - - - vacu DBOMuCo_Road_Centersline
 - - - - - Township
 - - - - - Corporate Boundaries
 - - - - - Lakes



BRIDGE SAFETY INSPECTION & INVENTORY

DES# 1500210 (BR-NBIS)

LETTING DATE: N/A

Bridge safety inspections and ratings for various locations in Monroe County.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
PE	2020	Local Bridge	\$98,501	\$24,624	\$123,125
	2021	Local Bridge	\$6,013	\$1,503	\$7,516
	2022	Local Bridge	\$105,395	\$26,349	\$131,744
	2023	Local Bridge	\$6,434	\$1,608	\$8,042
	2024	Local Bridge	\$112,773	\$28,193	\$140,966
TOTAL			\$329,116	\$82,277	\$411,393

SUMMARY OF PROGRAMMED EXPENDITURES FOR MONROE COUNTY

Funding Source	2020	2021	2022	2023	2024	TOTAL
STPB		\$550,133	\$421,934		\$2,750,133	\$3,722,200
STPB PYB	\$450,000					\$450,000
TAP					\$155,801	\$155,801
TAP PYB						
HSIP					\$88,184	\$88,184
HSIP PYB						
Local Bridge	\$98,501	\$6,013	\$105,395	\$6,434	\$112,773	\$329,116
RTP	\$134,850					\$134,850
Total Federal	\$683,351	\$556,146	\$527,329	\$6,434	\$3,106,891	\$4,880,151
Total Local	\$370,837	\$3,226,370	\$991,415	\$101,608	\$11,402,943	\$16,093,173
TOTAL	\$1,054,188	\$3,782,516	\$1,518,744	\$108,042	\$14,509,834	\$20,973,324

PROJECT LIST FY 2020-2024
CITY OF BLOOMINGTON



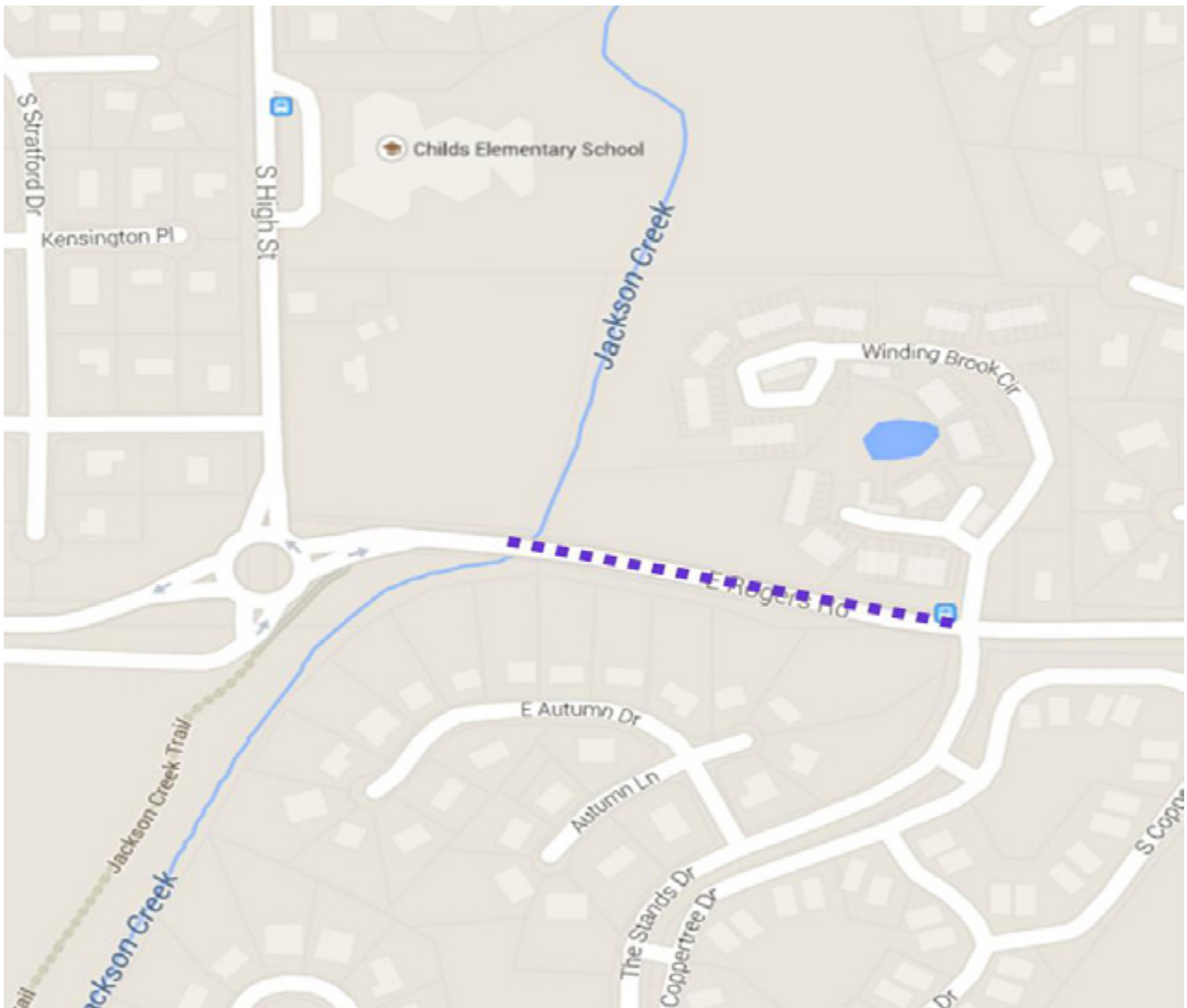
ROGERS ROAD MULTIUSE PATH

DES# 1500382

LETTING DATE: NOVEMBER 14, 2019

Multiuse path construction on East Rogers Road from approximately the Jackson Creek Bridge to The Stands Drive, potentially including associated intersection improvements.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
CE	2020	Local		\$91,000	\$91,000
CN	2020	STPB PYB	\$548,000	\$152,000	\$700,000
TOTAL			\$548,000	\$243,000	\$791,000



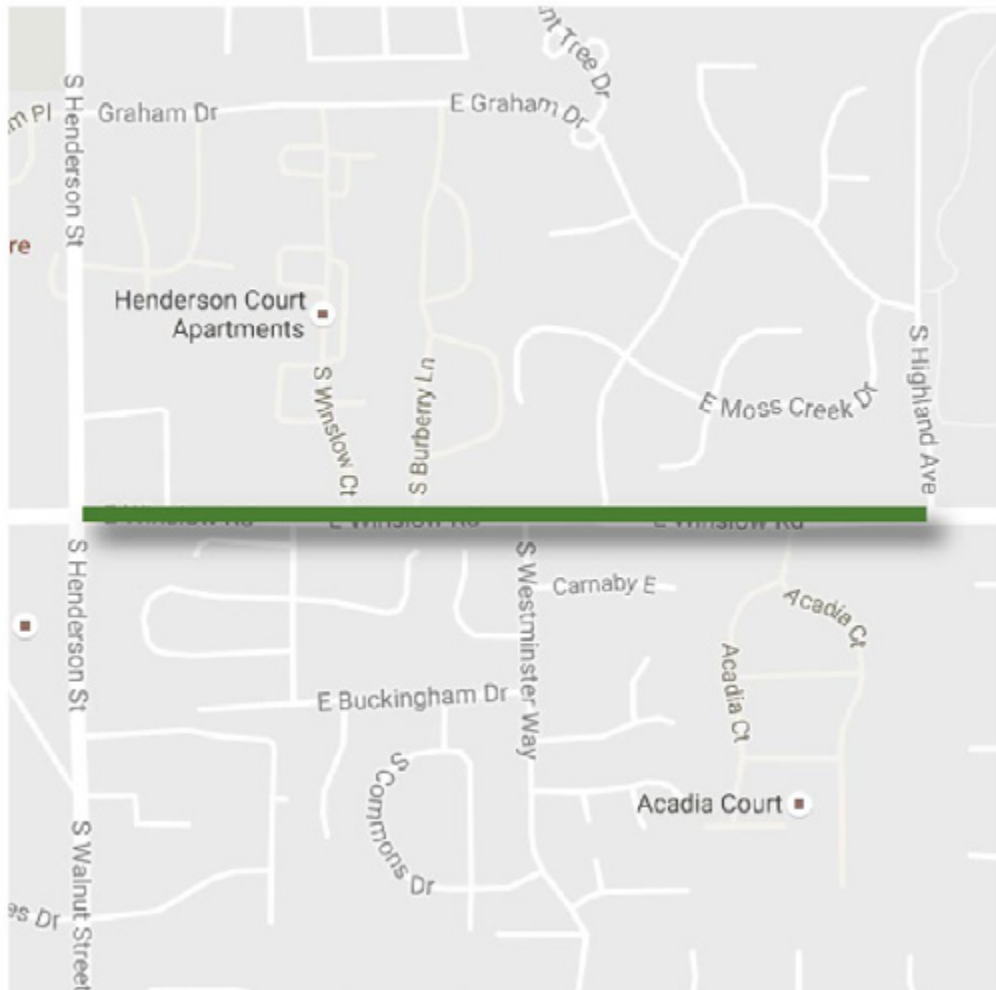
WINSLOW ROAD MULTIUSE PATH

DES# 1500383

LETTING DATE: NOVEMBER 14, 2019

Multiuse path construction on Winslow Road from approximately Henderson Street to Highland Avenue, potentially including associated intersection improvements.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
CE	2020	Local		\$110,500	\$110,500
CN	2020	STPB	\$590,000	\$180,000	\$850,000
		STPB PYB	\$80,000		
TOTAL			\$670,000	\$290,500	\$960,500



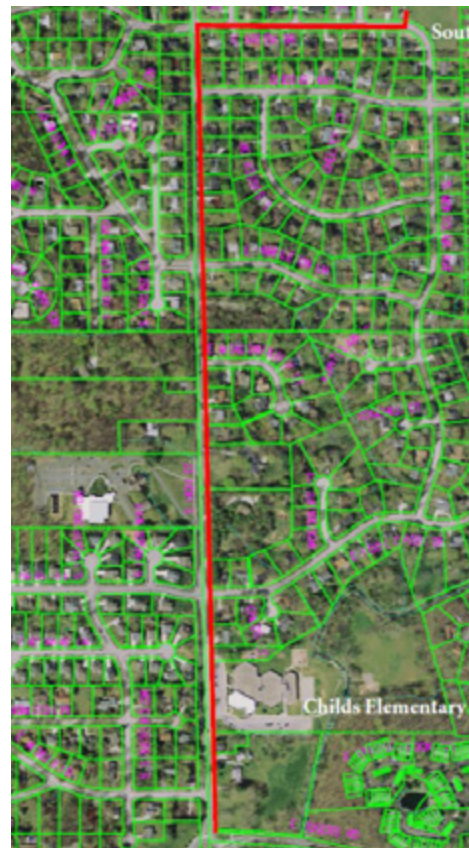
JACKSON CREEK TRAIL

DES# 1500398

LETTING DATE: NOVEMBER 11, 2020

Multiuse trail/path construction, potentially including associated intersection improvements. The northern section is approximately located on Arden Drive between the Southeast Park entrance and High Street, on High Street between Arden Drive and Rogers Road connecting to the Sherwood Oaks Park/Goat Farm at the High Street and Winslow Road roundabout. The southern section is approximately located between the existing southern terminus of Jackson Creek Trail and Rhorer Road, and on Rhorer Road between Jackson Creek and Sare Road. A short additional connection may also link to the Jackson Creek Middle School.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
RW	2020	TAP	\$155,801	\$143,199	\$299,000
CE	2021	Local		\$270,000	\$270,000
CN	2021	STPB	\$1,050,000	\$594,199	\$1,800,000
		TAP	\$155,801		
TOTAL			\$1,361,602	\$1,007,398	\$2,369,000



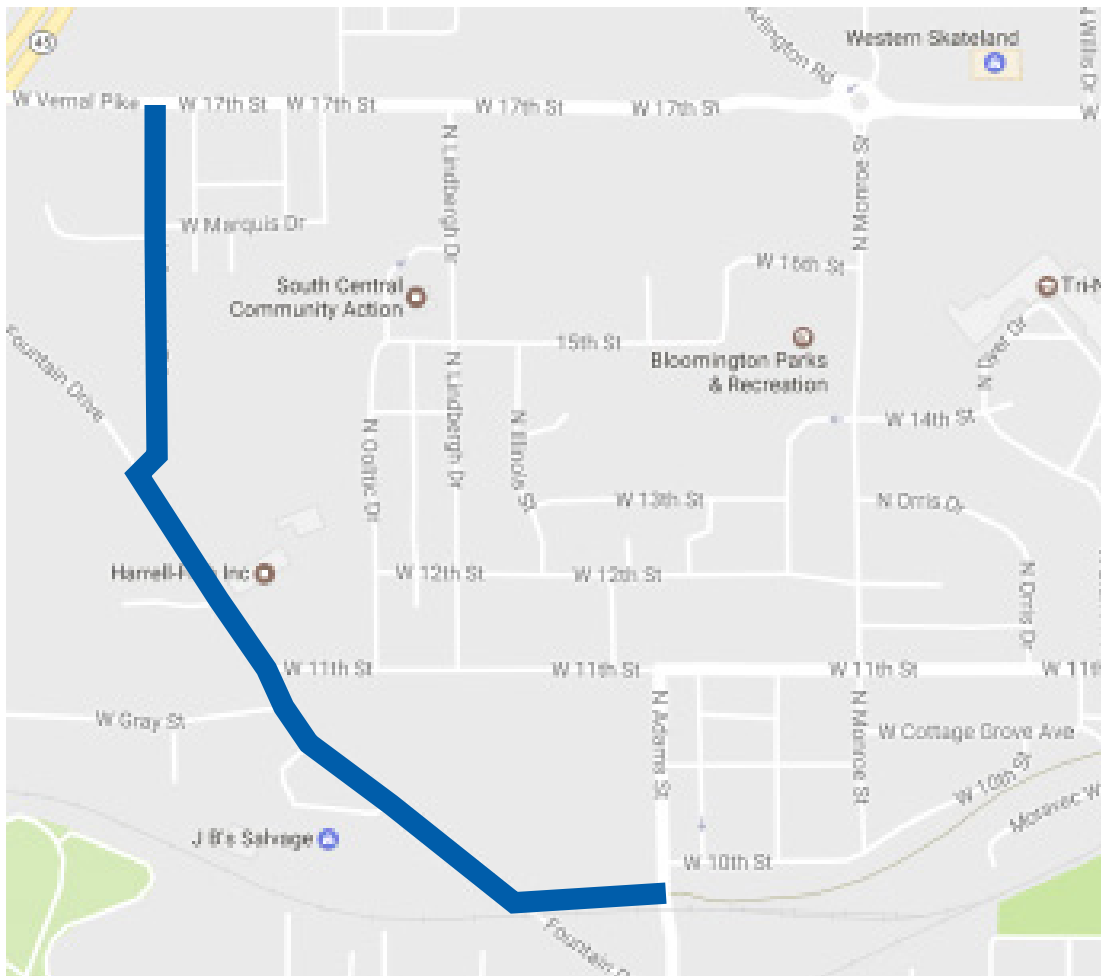
B-LINE TRAIL EXTENSION

DES# 1700735

LETTING DATE: NOVEMBER 11, 2020

Project will connect the existing B-Line Trail terminus at Adams Street with the multiuse path on the 17th Street I-69 overpass. The project is expected to follow the railroad corridor from Adams Street to Fountain Drive, Fountain Drive from the railroad corridor to Crescent Road, and Crescent Road from Fountain Drive to 17th Street. Alternate routes may be pursued.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
RW	2020	Local		\$630,000	\$630,000
CE	2021	Local		\$225,000	\$225,000
CN	2021	STPB	\$1,150,000	\$650,000	\$1,800,000
TOTAL			\$1,150,000	\$1,505,000	\$2,655,000



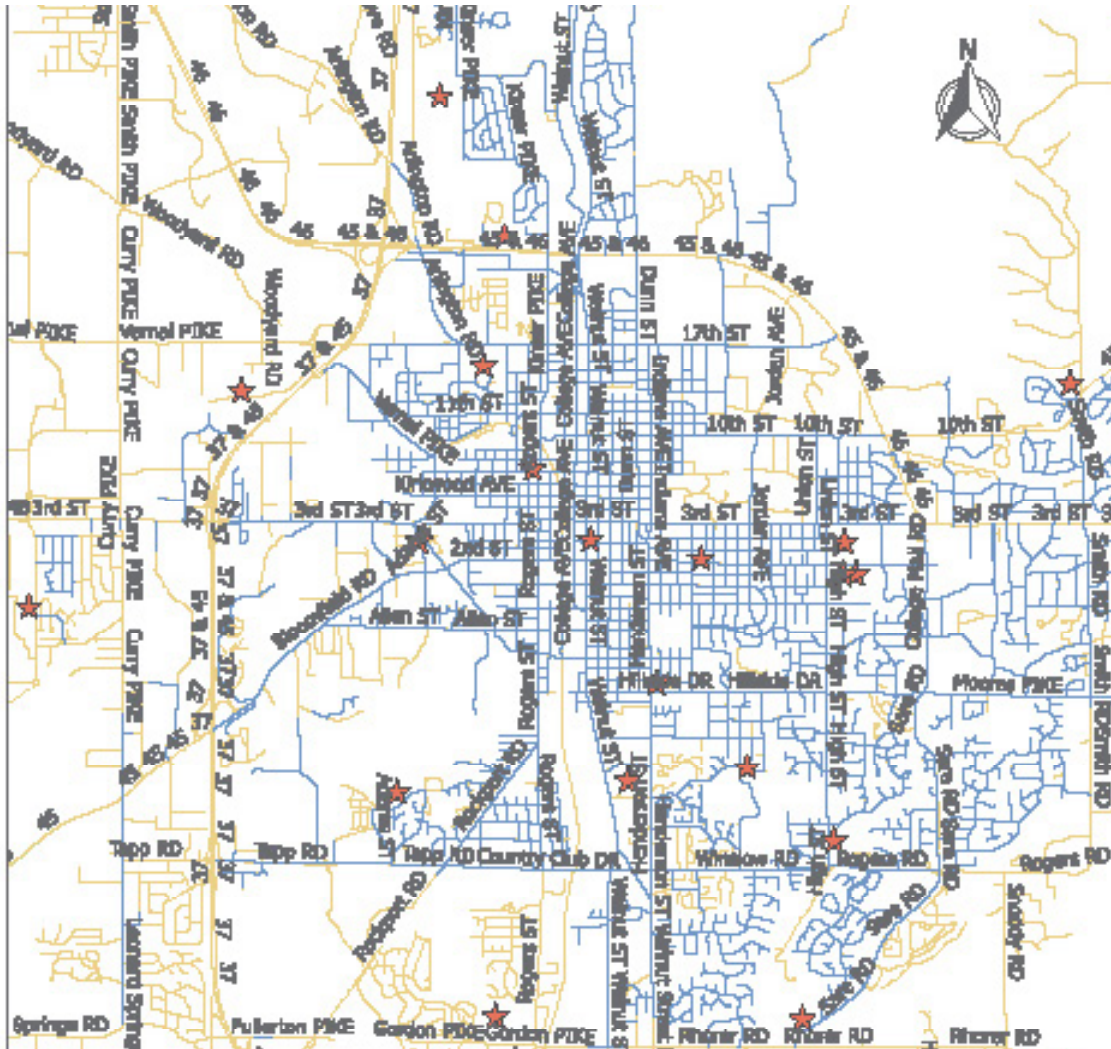
SCHOOL ZONE ENHANCEMENTS

DES# 1700974

LETTING DATE: DECEMBER 11, 2019

Installation or improvement of school zones and school-related pedestrian crossings throughout the City, potentially including pedestrian crosswalks, pedestrian curb ramps, pedestrian refuge areas, and associated traffic control devices. (Locations to be identified during the preliminary engineering phase).

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
CE	2020	HSIP	\$60,684	\$9,316	\$70,000
CN	2020	HSIP	\$410,000	\$90,000	\$500,000
TOTAL			\$470,684	\$99,316	\$570,000



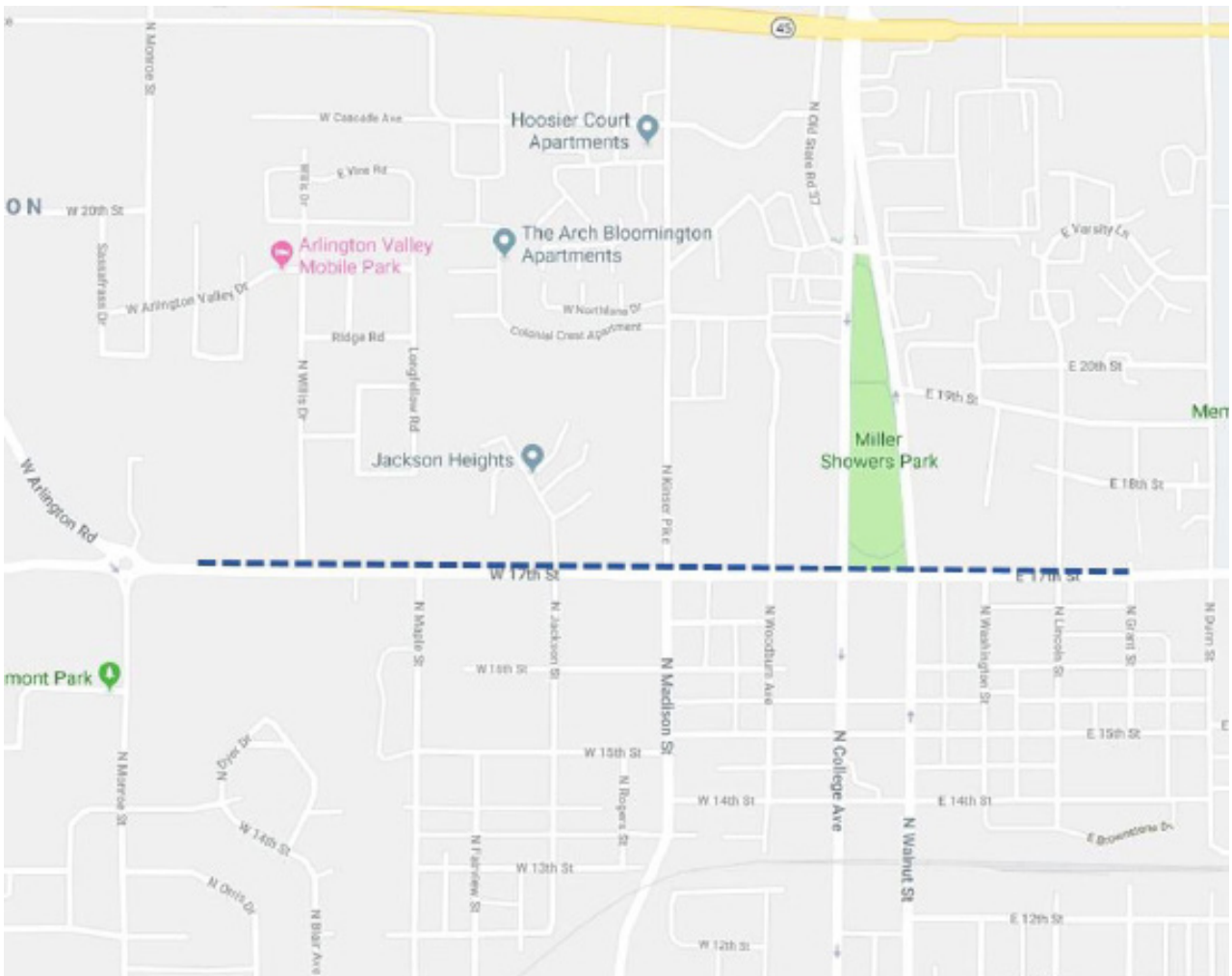
17TH STREET MULTIMODAL IMPROVEMENTS

DES# 1900402

LETTING DATE: OCTOBER 14, 2021

Multise path construction on 17th Street from Monroe Street to Grant Street with intersection enhancements along the route as needed to facilitate street crossings..

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
RW	2020	Local		\$1,590,000	\$1,590,000
CE	2022	Local		\$355,000	\$355,000
CN	2022	STPB	\$1,896,199	\$550,000	\$2,602,000
		TAP	\$155,801		
TOTAL			\$2,052,000	\$2,495,000	\$4,547,000



GUARDRAIL IMPROVEMENT PROJECT

DES# 1900404

LETTING DATE: OCTOBER 14, 2021

Numerous locations throughout the City of Bloomington that require new or improved guardrails.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
PE	2021	Local		\$38,000	\$38,000
CE	2022	HSIP	\$50,716	\$5,636	\$56,352
CN	2022	HSIP	\$338,110	\$37,568	\$375,678
TOTAL			\$388,826	\$81,204	\$470,030

DOWNTOWN CURB RAMPS PHASE 3

DES# 1900403

LETTING DATE: OCTOBER 13, 2022

Numerous locations in and near downtown Bloomington that require accessible curb ramps.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
PE	2022	HSIP	\$81,858	\$9,096	\$90,954
CE	2023	HSIP	\$61,393	\$6,822	\$68,215
CN	2023	HSIP	\$409,291	\$45,477	\$454,768
TOTAL			\$552,542	\$61,395	\$613,937

SIGNAL TIMING PROJECT

DES# 1900400

LETTING DATE: N/A. PROJECT IS PE ONLY AND HAS NO LETTING.

Signalized intersections, including pedestrian hybrid beacons, located throughout the City of Bloomington.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
PE	2024	HSIP	\$382,500	\$42,500	\$425,000
TOTAL			\$382,500	\$42,500	\$425,000

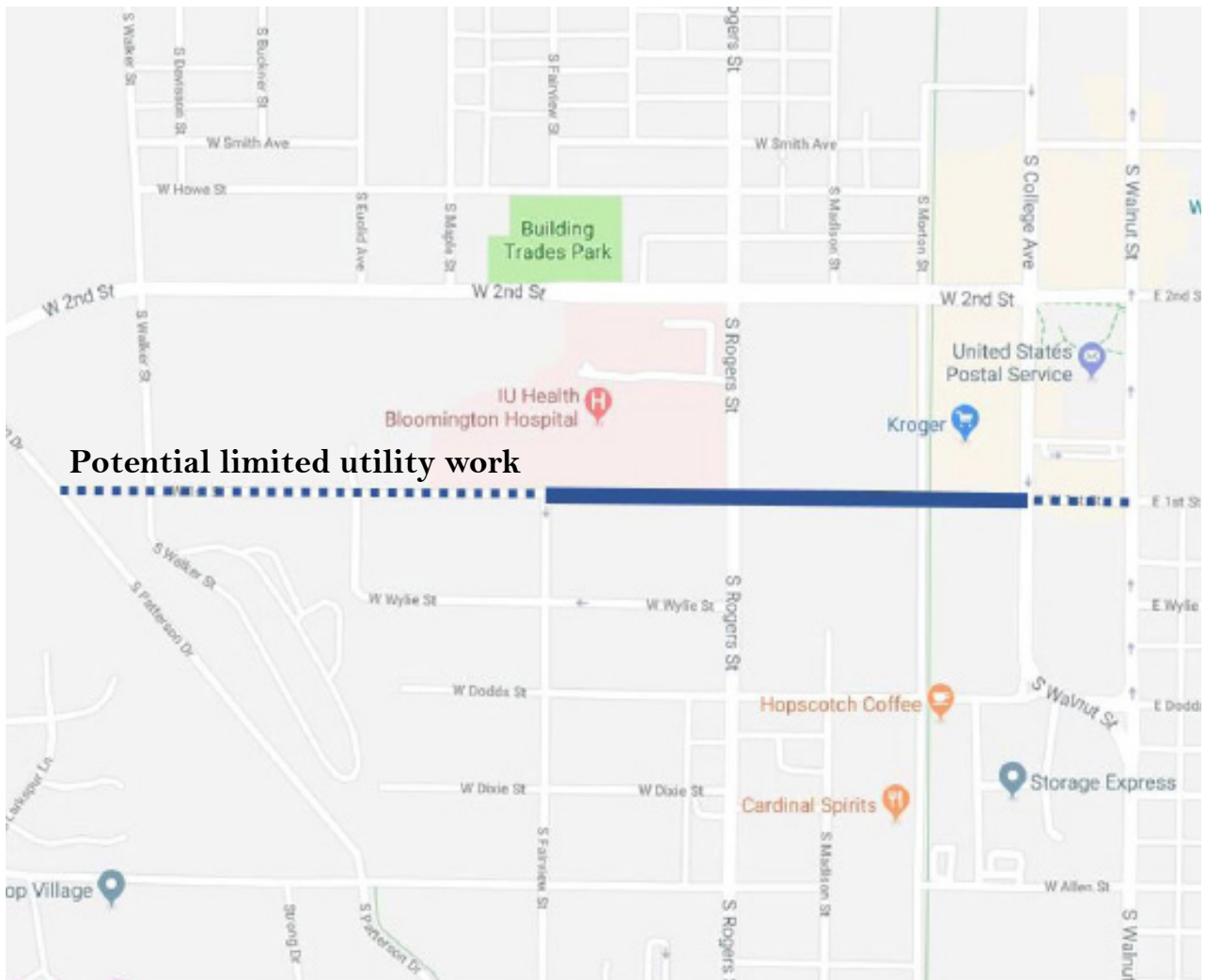
1ST STREET RECONSTRUCTION

DES# 1900399

LETTING DATE: TBD

1st Street from Fairview Street to College Avenue (some utility and infrastructure work may extend west as far as Patterson Drive or as far east as Walnut Street depending on detailed design).

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
PE	2021	Local		\$700,000	\$700,000
RW	2022	Local		\$90,000	\$90,000
CE	2023	Local		\$475,000	\$475,000
CN	2023	STPB	\$2,750,133	\$744,066	\$3,650,000
		TAP	\$155,801		
TOTAL			\$2,905,934	\$2,009,066	\$4,915,000



CROSSWALK IMPROVEMENTS

DES# 1700976

LETTING DATE: DECEMBER 9, 2020

Installation of crosswalk improvements throughout the City, potentially including items such as pedestrian curb ramps, pedestrian refuge areas, and associated traffic control devices. (NOTE: Locations to be identified during the preliminary engineering phase and may include roughly 25 crosswalks).

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
PE	2020	Local		\$100,000	\$100,000
CE	2021	HSIP	\$60,684	\$9,316	\$70,000
CN	2021	HSIP	\$410,000	\$90,000	\$500,000
TOTAL			\$470,684	\$199,316	\$670,000

SUMMARY OF PROGRAMMED EXPENDITURES FOR CITY OF BLOOMINGTON

Funding Source	2020	2021	2022	2023	2024	TOTAL
STPB	\$2,750,133	\$2,200,000	\$1,896,199	\$2,750,133		\$9,596,465
STPB PYB	\$823,199					\$823,199
TAP	\$155,801	\$155,801	\$155,801	\$155,801		\$623,204
TAP PYB						
HSIP	\$470,684	\$470,684	\$470,684	\$470,684	\$382,500	\$1,882,736
HSIP PYB						
Bridge						
RTP						
Total Federal	\$4,199,817	\$2,826,485	\$2,522,684	\$3,376,618	\$382,500	\$13,308,104
Total Local	\$4,300,183	\$2,576,515	\$1,047,300	\$1,271,365	\$42,500	\$9,237,863
TOTAL	\$8,500,000	\$5,403,000	\$3,569,984	\$4,647,983	\$425,000	\$22,545,967

PROJECT LIST FY 2020-2024
BLOOMINGTON TRANSIT



OPERATIONAL ASSISTANCE FOR BT ACCESS SERVICE

DES# 1500497, 1500498, 1700763, 1700764

LETTING DATE: 2020 - 2024

Federal, State and Local Assistance for the operation of BT's fixed route & Access Service.

Funding Source	2020	2021	2022	2023	2024	TOTAL
5307	\$2,341,970	\$2,388,809	\$2,436,586	\$2,485,317	\$2,535,024	\$12,187,706
5310						\$0
PMTF	\$2,623,118	\$2,675,580	\$2,729,092	\$2,783,673	\$2,839,347	\$13,650,810
Fares	\$1,643,967	\$1,676,846	\$1,710,383	\$1,744,591	\$1,779,482	\$8,555,269
Total Local	\$2,287,065	\$2,441,192	\$2,600,568	\$2,765,342	\$2,820,649	\$12,914,816
TOTAL	\$8,896,120	\$9,182,427	\$9,476,629	\$9,778,923	\$9,974,502	\$47,308,601

PURCHASE OF MAJOR VEHICLE COMPONENTS (ENGINE/TRANSMISSION)

DES# 1500493, 1500494, 1700766, 1700767

LETTING DATE: 2020 - 2024

Capitalize purchase of Engine/Transmission rebuilds, hybrid energy and battery units, and tires.

Funding Source	2020	2021	2022	2023	2024	TOTAL
5307	\$163,780	\$170,331	\$177,145	\$184,230	\$191,600	\$887,086
Local Match	\$40,945	\$42,583	\$44,286	\$46,057	\$47,900	\$221,771
TOTAL	\$204,725	\$212,914	\$221,431	\$230,287	\$239,500	\$1,108,857

PURCHASE BT ACCESS VEHICLES

DES# 1500495, 1500496, 1700768, 1700769

LETTING DATE: 2020 - 2024

Purchase BT Access vehicles for vehicles ranging in age 2014 to 2017.

Funding Source	2020	2021	2022	2023	2024	TOTAL
5310	\$128,000	\$130,560	\$133,171	\$135,835	\$138,551	\$666,117
Local Match	\$32,000	\$32,640	\$33,293	\$33,959	\$34,638	\$166,530
TOTAL	\$160,000	\$163,200	\$166,464	\$169,794	\$173,189	\$832,647

SUPPORT VEHICLE REPLACEMENT

DES# 1500502, 1500503, 1700770

LETTING DATE: 2020 - 2022

Replacement of support vehicles including vans and SUVs of ages 2006 and 2008, as well as a 1998 fork lift.

Funding Source	2020	2021	2022	2023	2024	TOTAL
5307	\$56,000	\$60,800	\$64,000			\$180,800
Local Match	\$14,000	\$15,200	\$16,000			\$45,200
TOTAL	\$70,000	\$76,000	\$80,000	\$0	\$0	\$226,000

35 FOOT REPLACEMENT BATTERY ELECTRIC BUSES

DES# 1500505, 1500506, 1700771, 1700772

LETTING DATE: 2020, 2021, 2023, 2024

Purchase of 35-foot electric buses, charging stations, and charging station installation services to serve as replacement buses for diesel and hybrid buses ranging in age from 2006 to 2009.

Funding Source	2020	2021	2022	2023	2024	TOTAL
5339	\$3,264,000	\$2,496,960	\$433,947	\$865,846	1,766,530	8,827,283
STPB			\$432,000			\$432,000
Local Match	\$816,000	\$624,240	\$216,486	\$216,586	\$441,632	\$2,314,944
TOTAL	\$4,080,000	\$3,121,200	\$1,082,433	\$1,082,432	\$2,208,162	\$11,574,227

REPLACE FARE COLLECTION EQUIPMENT

DES# 1500507

LETTING DATE: 2021

Replace Fare Collection System on vehicles including electronic fareboxes, data system, and currency/ coin vaults and storage systems. Provide electronic pass scanners, swipe cards, currency validators, stored value card printing and reading equipment, transfer issuance equipment, and mobile bus pass issuance and reading equipment.

Funding Source	2020	2021	2022	2023	2024	TOTAL
5339		\$1,200,000				\$1,200,000
Local Match		\$300,000				\$300,000
TOTAL	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000

PURCHASE OF TWO (2) 25-FOOT BUSES

DES# 1700695

LETTING DATE: 2020, 2024

Purchase of two (2) 25-foot buses between 2020 and 2024, one (1) of which to be purchased in 2020, and one (1) to be purchased in 2024 These would replace 2015 and 2020 vehicles.

Funding Source	2020	2021	2022	2023	2024	TOTAL
5307	\$64,000				\$69,276	\$133,276
Local Match	\$16,000				\$17,319	\$33,319
TOTAL	\$80,000	\$0	\$0	\$0	\$86,595	\$166,595

AUTOMATIC PASSENGER COUNTER TECHNOLOGY

DES# PENDING

LETTING DATE: 2020 - 2024

Install Automatic Passenger Technology on buses.

Funding Source	2020	2021	2022	2023	2024	TOTAL
5307	\$160,000					\$160,000
Local Match	\$40,000					\$40,000
TOTAL	\$200,000	\$0	\$0	\$0	\$0	\$200,000

GRIMES LANE OPERATIONS AND MAINTENANCE FACILITY REPAIR AND REPLACEMENT OF KEY ELEMENTS

DES# 1700696, 1700775, 1700776, 1700777

LETTING DATE: 2020 - 2014

Repair and replacement of key elements including roof, HVAC components, overhead doors, in-ground vehicle lifts/hoists, air compressors, pavement, oil/water separators, electric/plumbing/mechanical components, lighting, windows, fencing/gates, structural components, interior/exterior finishes, fire protection, fueling equipment and tanks, and other key equipment and components.

Funding Source	2020	2021	2022	2023	2024	TOTAL
5307	\$40,000	\$40,800	\$41,616	\$42,448	\$43,297	\$208,161
Local Match	\$10,000	\$10,200	\$10,404	\$10,612	\$10,824	\$52,040
Total	\$50,000	\$51,000	\$52,020	\$53,060	\$54,121	\$260,201

SUMMARY OF PROGRAMMED EXPENDITURES FOR BLOOMINGTON TRANSIT

Funding Source	2020	2021	2022	2023	2024	TOTAL
5307	\$2,825,750	\$2,660,740	\$2,719,347	\$2,711,995	\$2,839,197	\$13,757,029
5310	\$128,000	\$130,560	\$133,171	\$135,835	\$138,551	\$666,117
5339	\$3,264,000	\$3,696,960	\$433,947	\$865,846	\$1,766,530	\$10,027,283
PMTF	\$2,623,118	\$2,675,580	\$2,729,092	\$2,783,673	\$2,839,347	\$13,650,810
STPB			\$432,000			\$432,000
Fares	\$1,643,967	\$1,676,846	\$1,710,383	\$1,744,591	\$1,779,482	\$8,555,269
Total Local	\$3,256,010	\$3,466,055	\$2,921,037	\$3,072,556	\$3,372,962	\$16,088,620
TOTAL	\$13,740,845	\$14,306,741	\$11,078,977	\$11,314,496	\$12,736,069	\$63,177,128

PROJECT LIST FY 2020-2024

RURAL TRANSIT



OPERATION OF RURAL TRANSIT

DES# 1802840, 1802841, 1802842, 1802843, 1802844

Operating budget assistance for operation in Monroe, Owen, Lawrence & Putnam counties.

Funding Source	2020	2021	2022	2023	2024	TOTAL
5311	\$698,949	\$698,949	\$698,949	\$698,949	\$698,949	\$3,494,745
Local Match & PMTF	\$719,167	\$719,167	\$719,167	\$719,167	\$719,167	\$3,595,835
TOTAL	\$1,418,116	\$1,418,116	\$1,418,116	\$1,418,116	\$1,418,116	\$7,090,580

SUMMARY OF PROGRAMMED EXPENDITURES FOR RURAL TRANSIT

Funding Source	2020	2021	2022	2023	2024	TOTAL
5311	\$698,949	\$698,949	\$698,949	\$698,949	\$698,949	\$3,494,745
Total Local & PMTF	\$719,167	\$719,167	\$719,167	\$719,167	\$719,167	\$3,595,835
TOTAL	\$1,418,116	\$1,418,116	\$1,418,116	\$1,418,116	\$1,418,116	\$7,090,580

PROJECT LIST FY 2020-2024
INDIANA DEPARTMENT OF TRANSPORTATION



STATE ROAD 45/W ISON ROAD AND STATE ROAD 45/S BUNGER ROAD

DES# 1800198

LETTING DATE: TBD

Intersection improvement with added turn lanes (passing blisters).

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
RW	2021	NHPP	\$20,000	\$5,000	\$25,000
CN	Outlying Years	NHPP	\$654,579	\$163,645	\$818,224
TOTAL			\$674,579	\$168,645	\$843,224



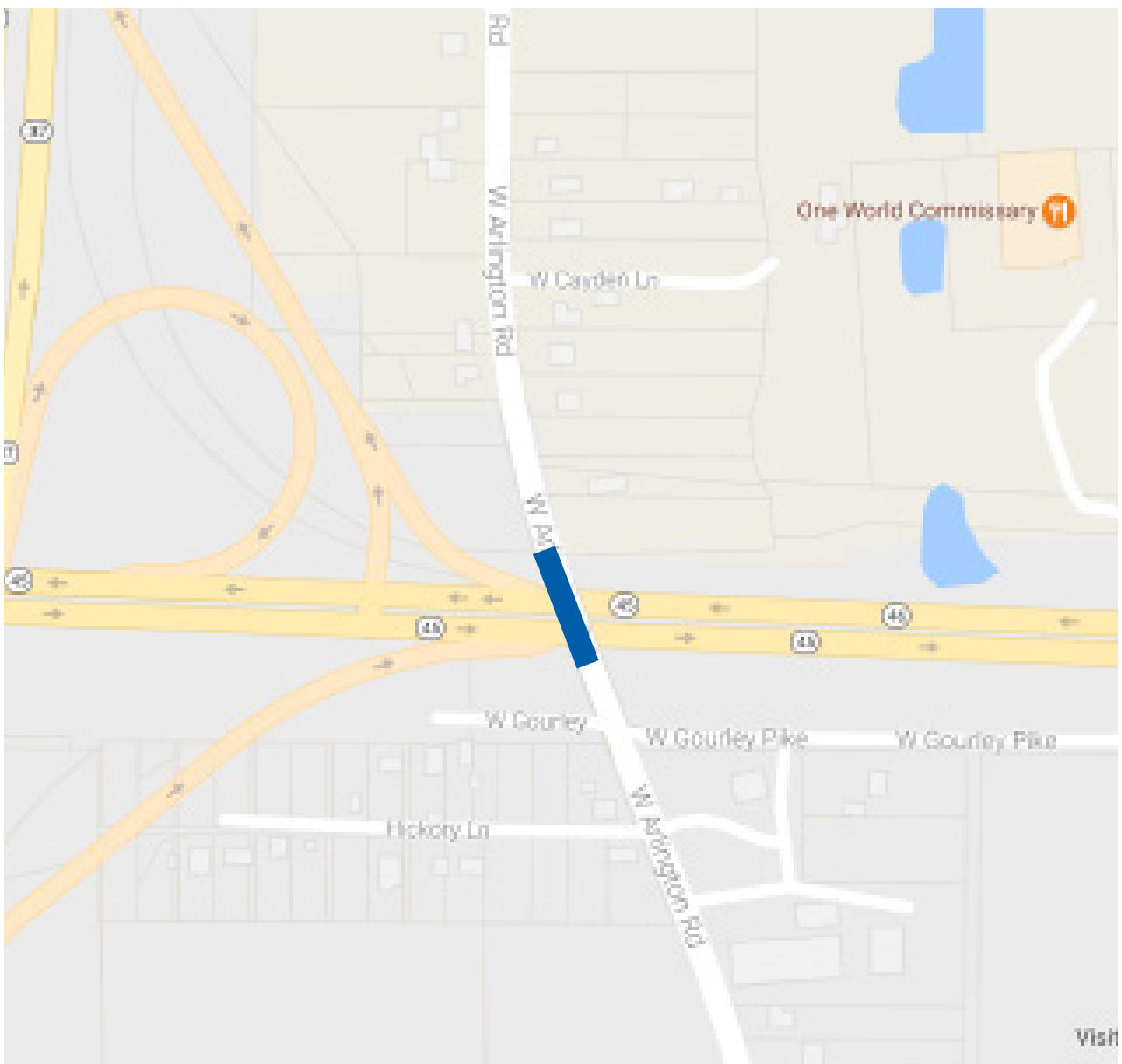
STATE ROAD 45/46 - 0.15 MILE E OF SR 37 (ARLINGTON RD) OVER SR 45/46 BRIDGE PAINTING

DES# 1602142

LETTING DATE: TBD

Painting of the existing Old State Road 46 (Arlington Road) bridge structure over State Road 45/46.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
PE	2020	NHPP	\$24,000	\$6,000	\$30,000
CN	2020	NHPP	\$256,000	\$64,000	\$320,000
TOTAL			\$280,000	\$70,000	\$350,000



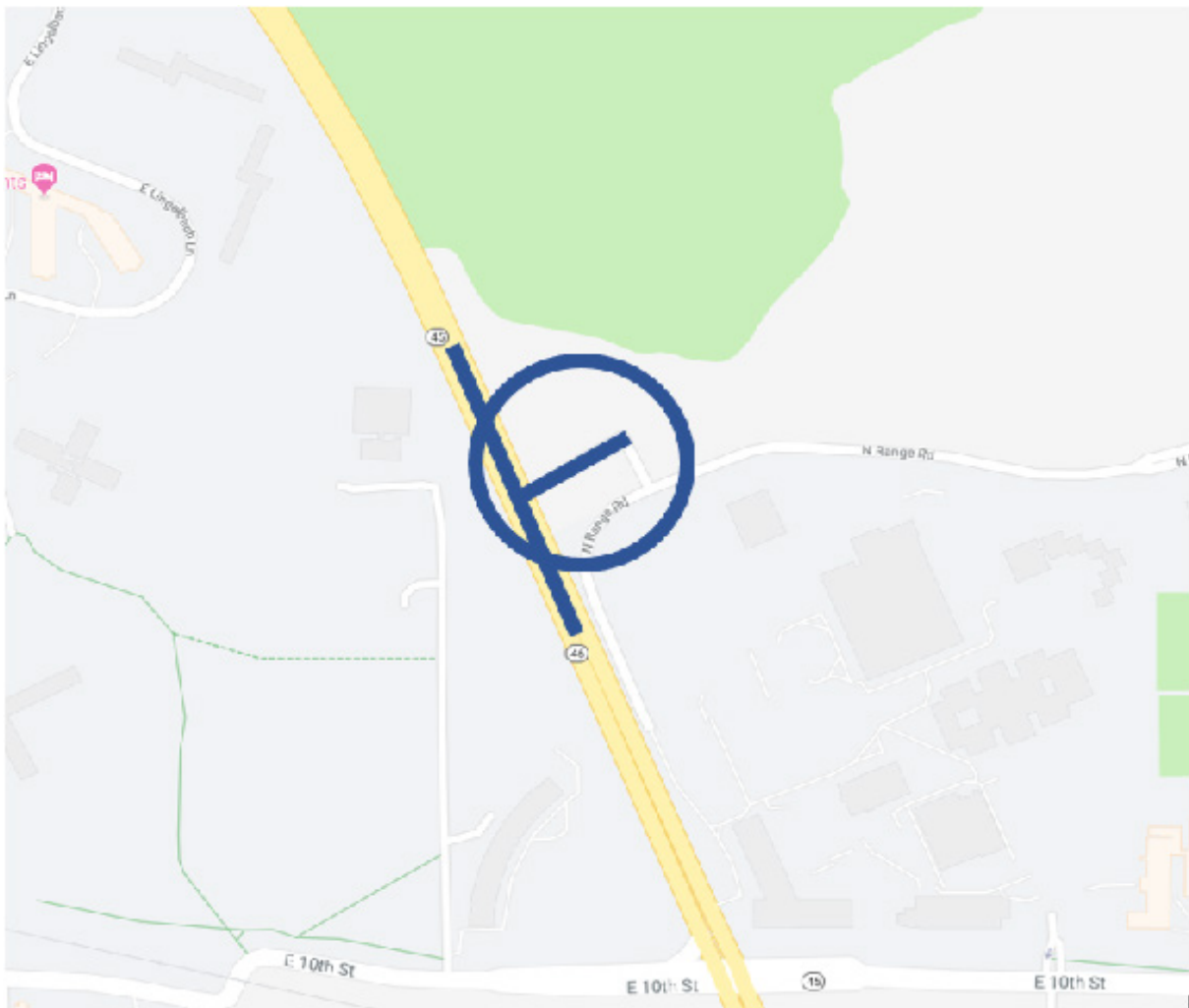
STATE ROAD 45/46 AT THE INTERSECTION OF 14TH STREET

DES# 1801525

LETTING DATE: TBD

Intersection improvement with added turn lanes.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
RW	2020	NHPP	\$8,000	\$2,000	\$10,000
CN	2021	STPB	\$2,000,000	\$500,000	\$2,500,000
TOTAL			\$2,008,000	\$502,000	\$2,510,000



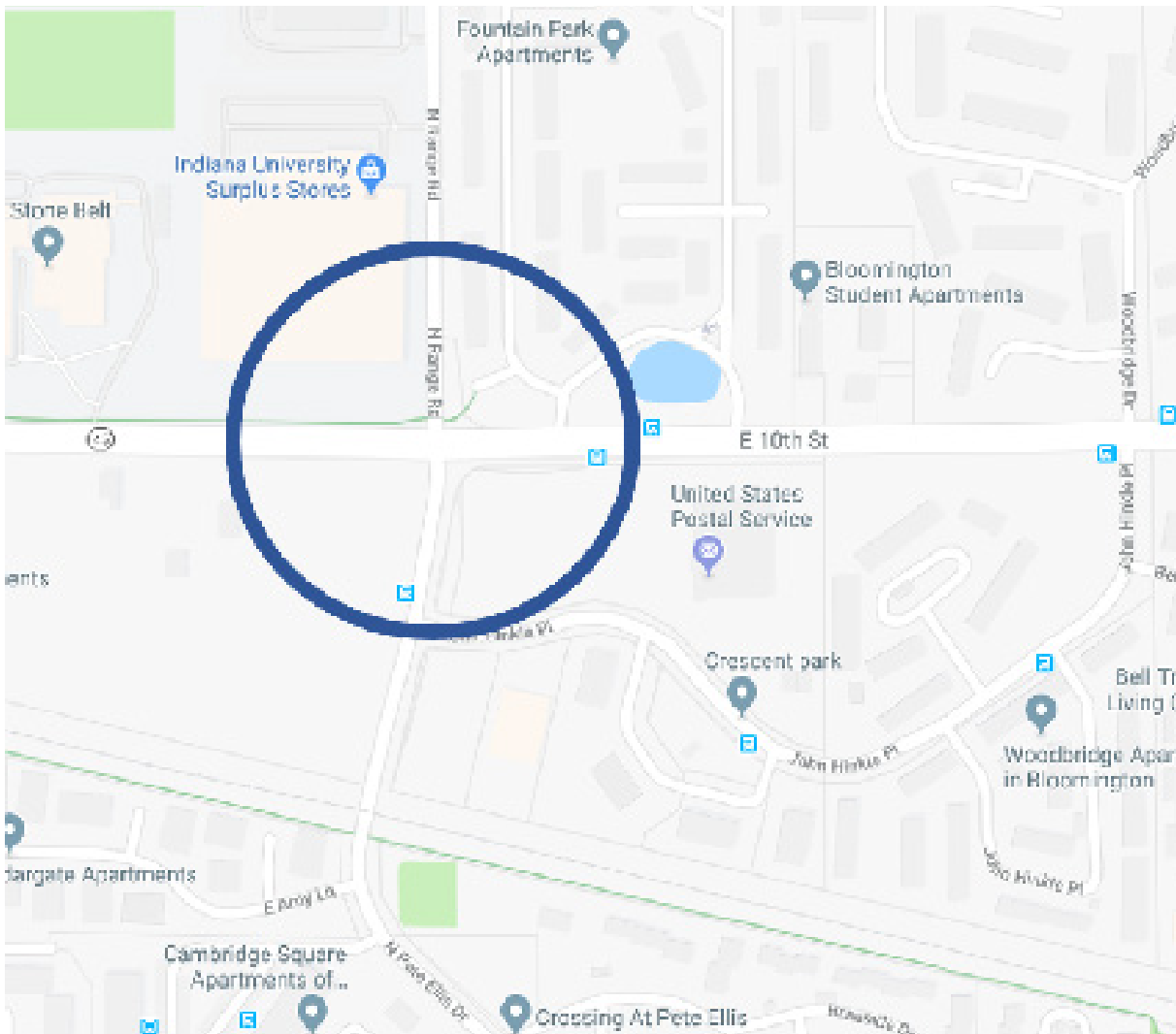
STATE ROAD 45 AT THE INTERSECTION OF PETE ELLIS DRIVE

DES# 1800199

LETTING DATE: TBD

Intersection improvement with added turn lanes.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
RW	2021	STPB	\$40,000	\$10,000	\$50,000
CN	Outlying Years	STPB	\$1,368,654	\$342,163	\$1,710,817
TOTAL			\$1,408,654	\$352,163	\$1,760,817



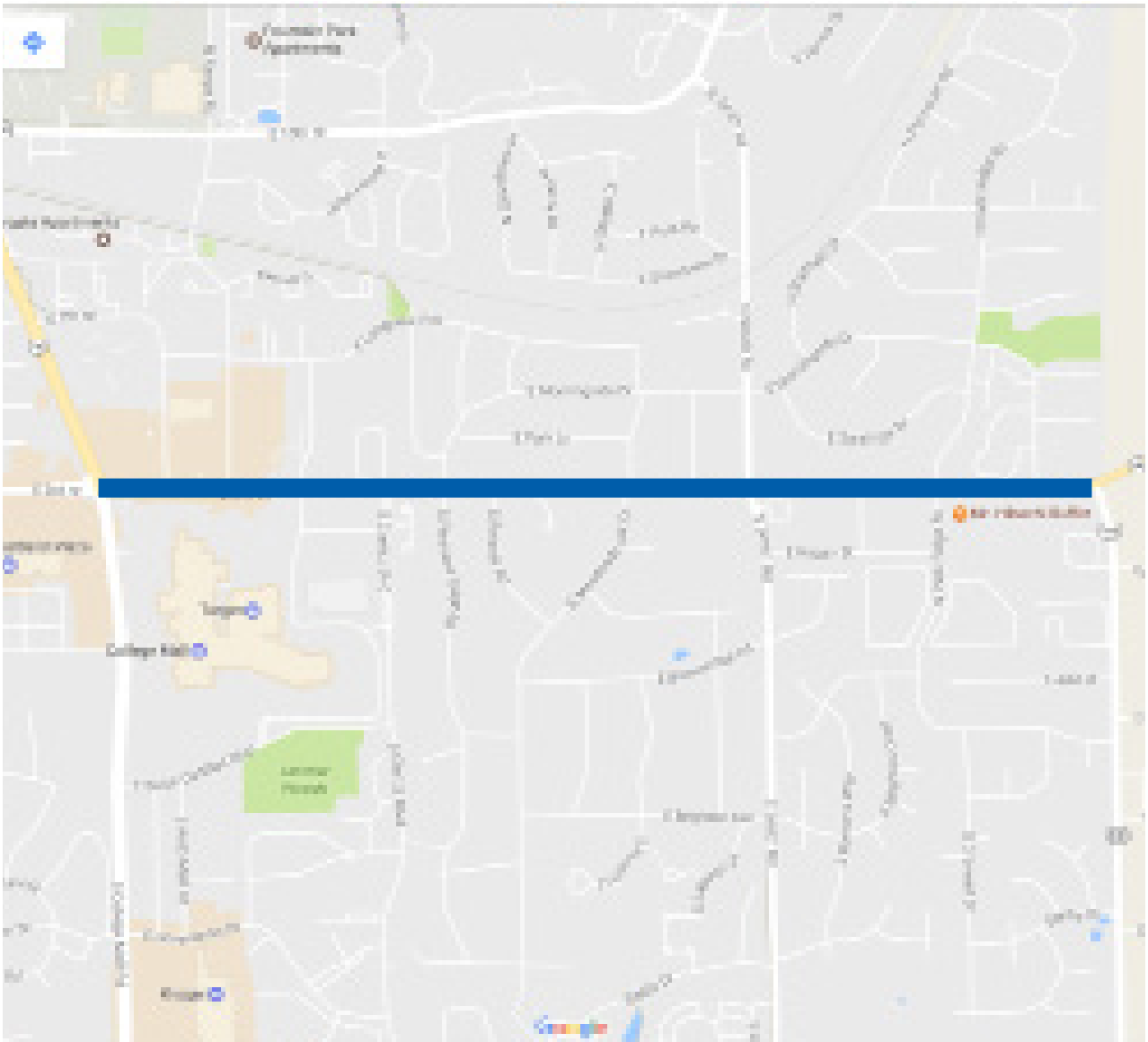
STATE ROAD 46 PAVEMENT OVERLAY

DES# 1602147

LETTING DATE: TBD

Pavement overlay of State Road 46 from College Mall Road to State Road 446.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
CN	2020	NHPP	\$526,955	\$58,551	\$585,506
TOTAL			\$526,955	\$58,551	\$585,506



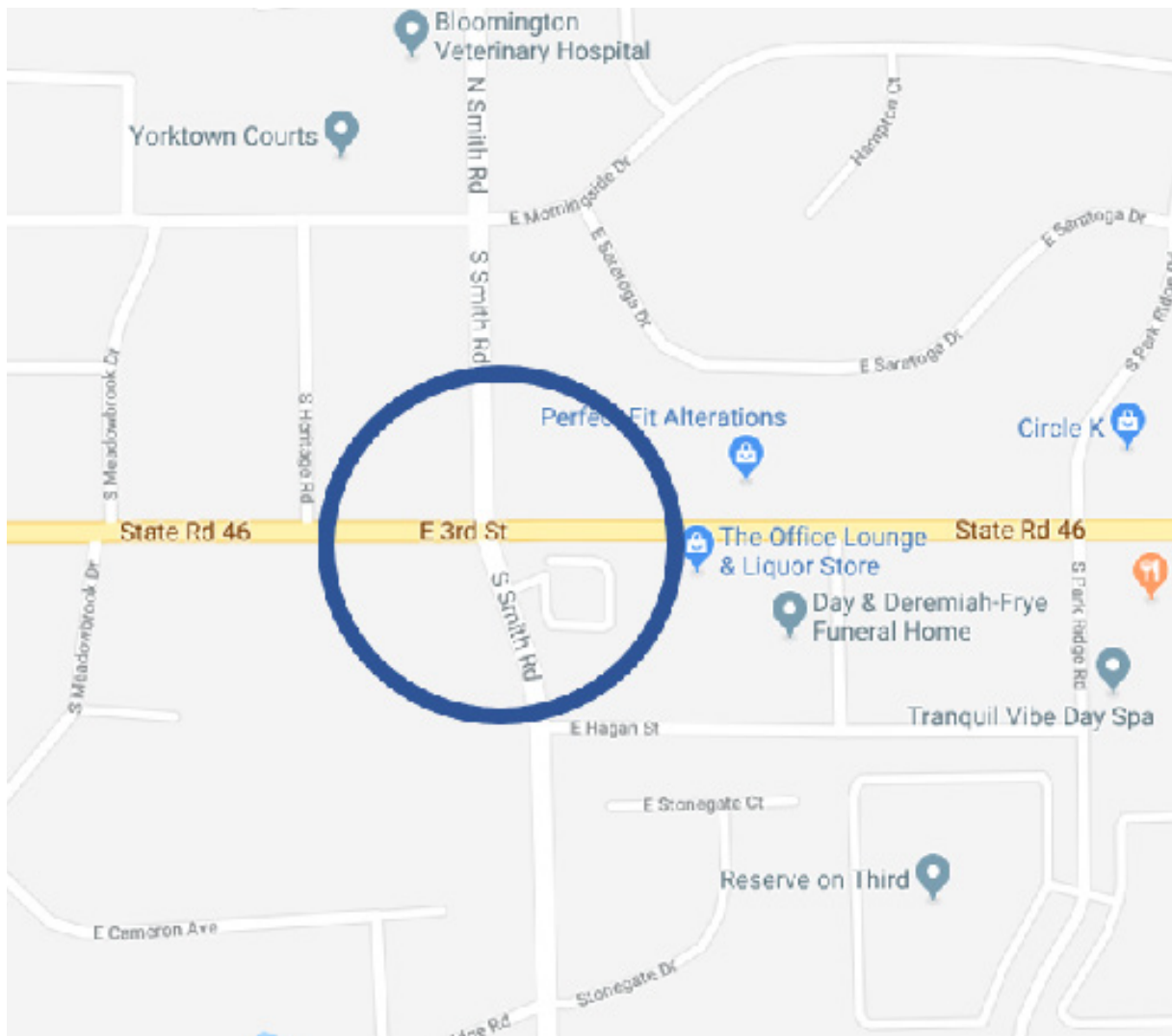
STATE ROAD 46 AT THE INTERSECTION OF SMITH ROAD

DES# 1800208

LETTING DATE: TBD

Intersection improvement with added turn lanes.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
RW	2021	NHPP	\$40,000	\$10,000	\$50,000
CN	Outlying Years	NHPP	\$465,259	\$116,315	\$581,844
TOTAL			\$505,259	\$126,315	\$631,844



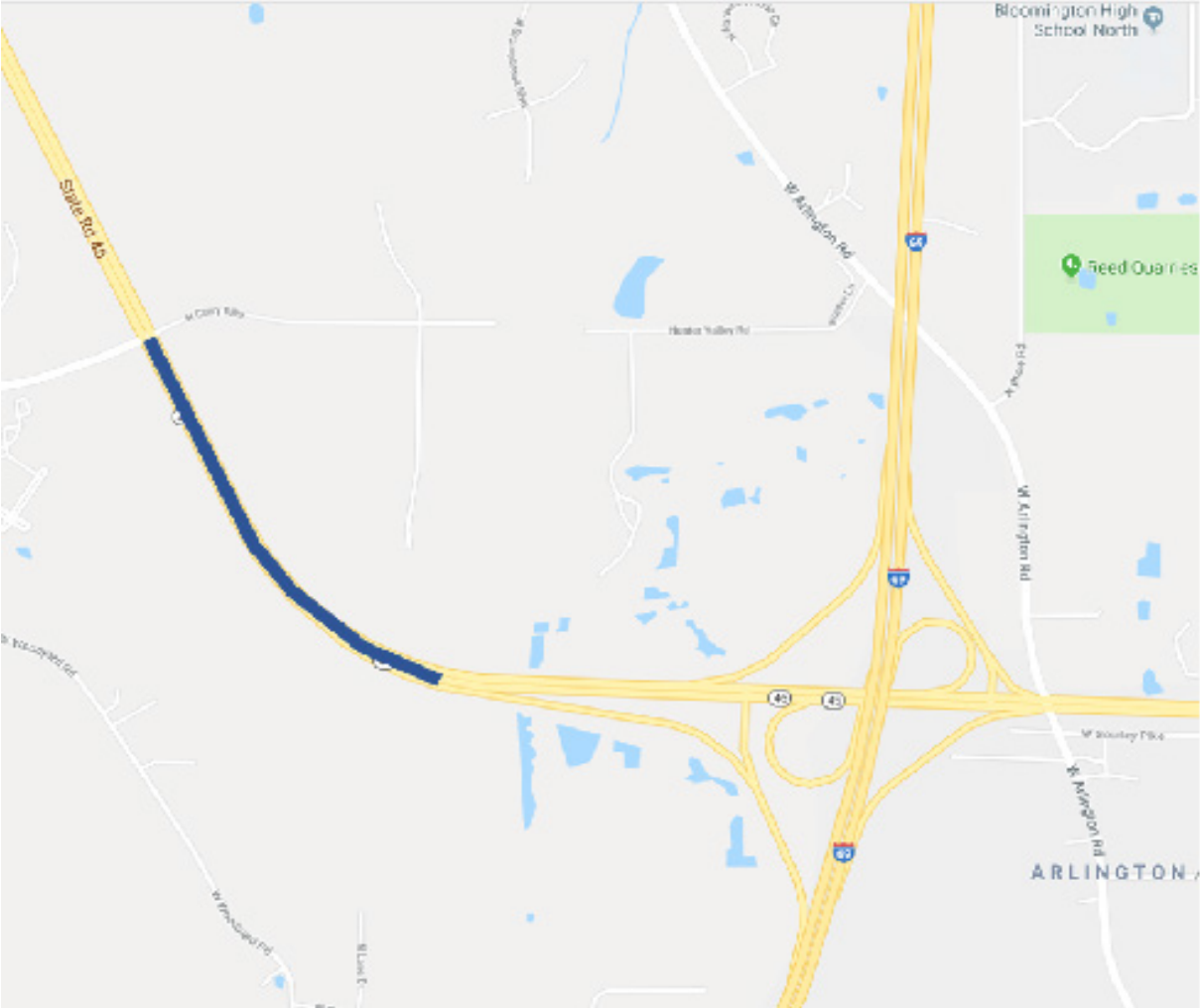
STATE ROAD 46 FROM 0.44 MILES W OF I-69 TO I-69

DES# 1801945

LETTING DATE: TBD

Pavement replacement, new pavement concrete construction (PCC).

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
CN	2020	NHPP	\$2,200,000	\$550,000	\$2,750,000
TOTAL			\$2,200,000	\$550,000	\$2,750,000



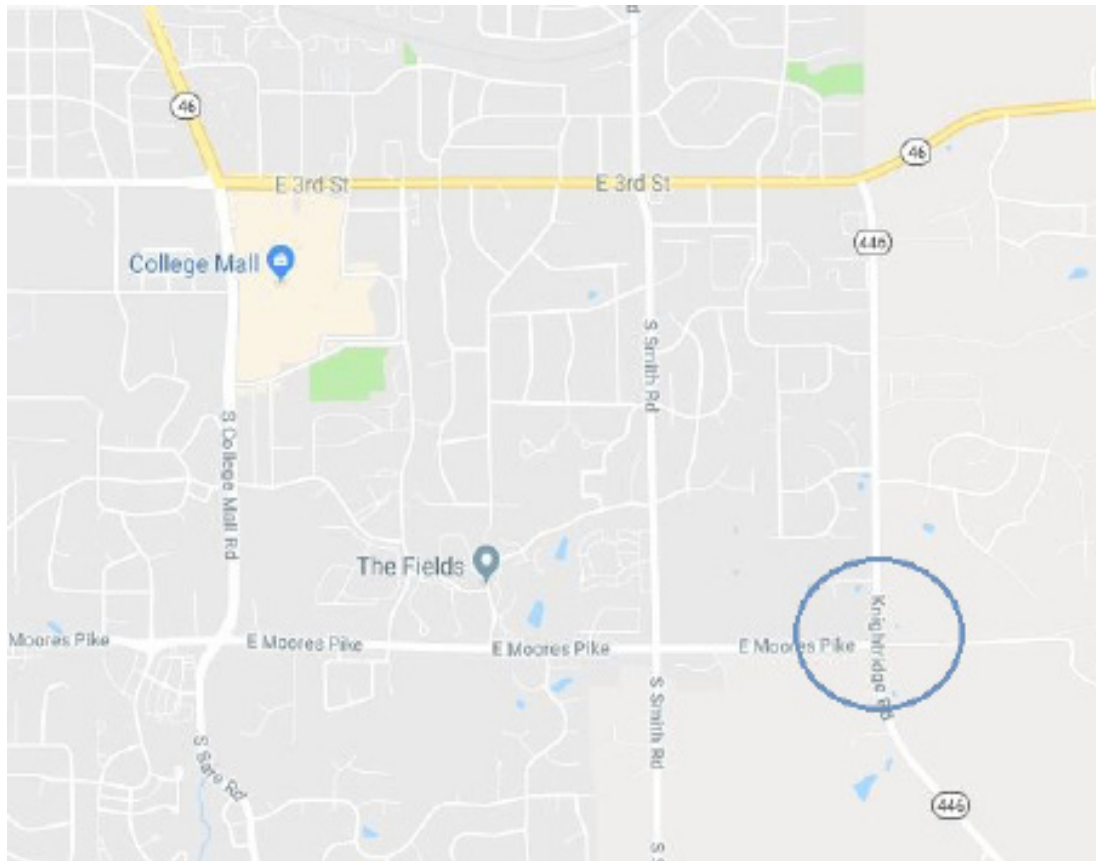
SR446 AT LAMPKINS RIDGE ROAD SAFETY PROJECT

DES# 1700317

LETTING DATE: TBD

This project will fund construction of un-signalized intersection sign and visibility marking safety improvements at the intersection of SR446 with Lampkins ridge Road and at various locations throughout the Seymour District.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
CN	2020	STPB	\$300,000		\$300,000
TOTAL			\$300,000	\$0	\$300,000



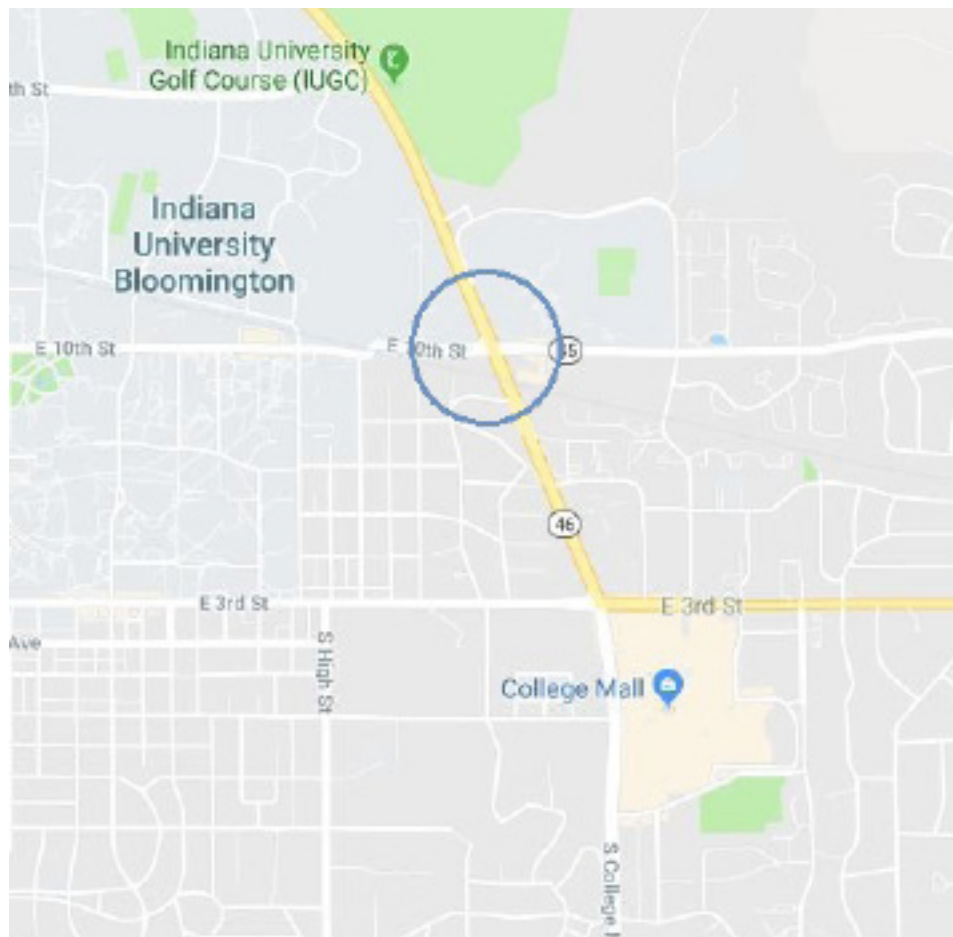
SR46/SR45 AT SR45/10TH STREET STATEWIDE SAFETY PROJECT

DES# 1702224

LETTING DATE: TBD

This project will fund construction of traffic signal visibility improvements at the intersection of SR46/SR45 at SR45/10th Street and at various locations throughout the Seymour District.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
CN	2020	STPB	\$889,200	\$98,800	\$988,000
TOTAL			\$889,200	\$98,800	\$988,000



STATEWIDE ON-CALL PAVEMENT DESIGNS

DES# 1701469

LETTING DATE: TBD

Project to fund statewide preliminary engineering for on-call pavement designs at various locations throughout Indiana.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
PE	2020	STPB	\$1,280,000	\$320,000	\$1,600,000
TOTAL			\$1,280,000	\$320,000	\$1,600,000

SEYMOUR DISTRICT BRIDGE MAINTENANCE AND REPAIR

DES# 1801948

LETTING DATE: TBD

Repair and maintenance of bridges at various locations throughout the INDOT Seymour District.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
CN	2020	HSIP	\$800,000	\$200,000	\$1,000,000
TOTAL			\$800,000	\$200,000	\$1,000,000

BRIDGE DECK OVERLAY - SR 37 SOUTHBOUND LANE

DES# 1702627

LETTING DATE: TBD

This project will fund construction of bridge deck overlay on the southbound lane of SR 37, 4.05 miles south of SR 45 over the abandoned railroad and Clear Creek.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
CN	2021	NHPP	\$893,648	\$178,730	\$1,072,378
TOTAL			\$893,648	\$178,730	\$1,072,378

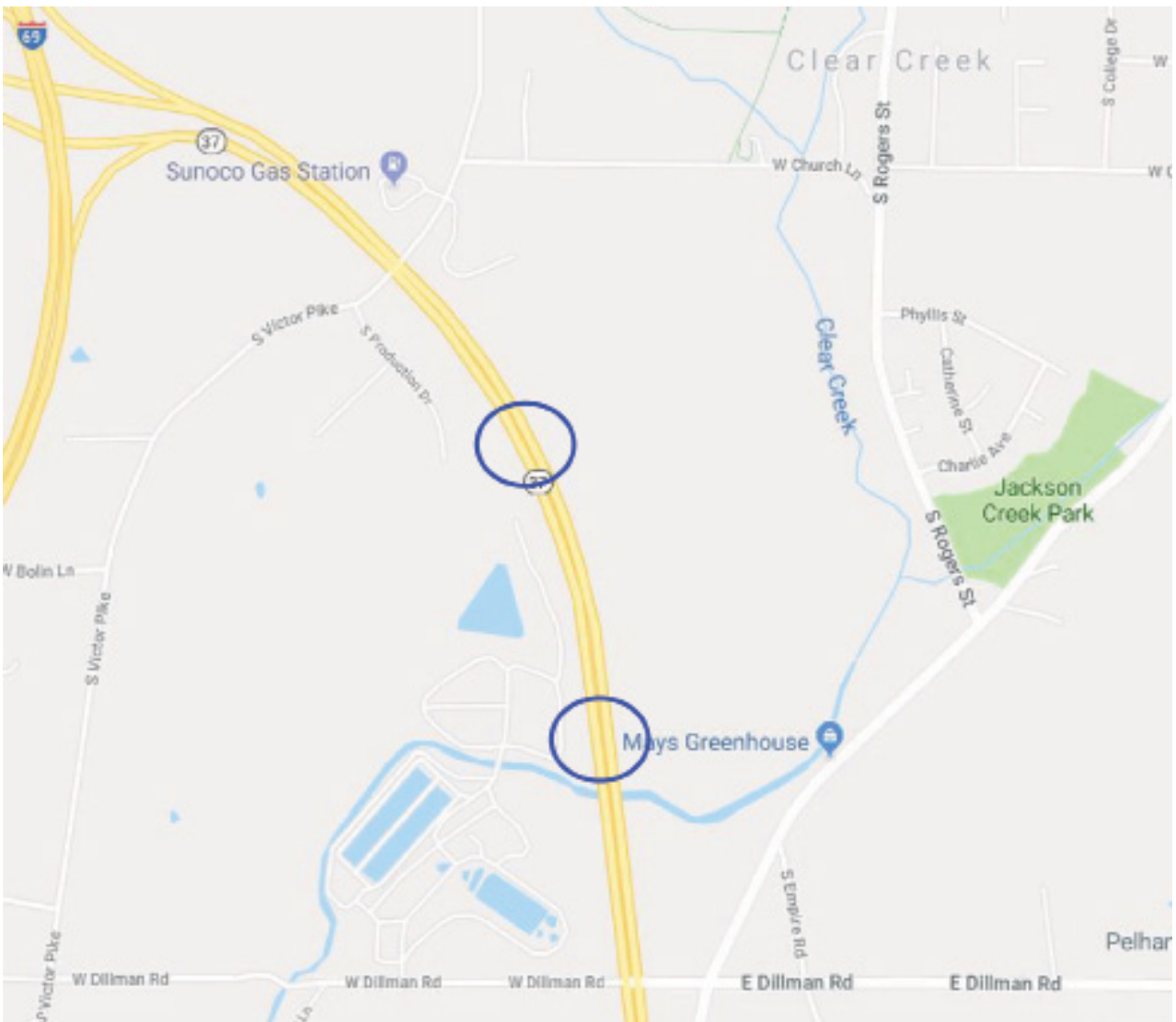
BRIDGE DECK OVERLAY - SR 37 NORTHBOUND LANE

DES# 1800730

LETTING DATE: TBD

This project will fund construction of bridge deck overlay on the northbound lane of SR 37, 4.05 miles south of SR 45 over the abandoned railroad and Clear Creek.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
CN	2021	NHPP	\$853,388	\$170,678	\$1,024,066
TOTAL			\$853,388	\$170,678	\$1,024,066



SR 37 - 3.65 MILES SOUTH OF SR 45 OVER ABANDONED RAILROAD NORTHBOUND LANE

DES# 1801171

LETTING DATE: TBD

This project will fund construction of a bridge thin deck overlay on SR 37 3.65 miles S of SR 45 over abandoned railroad, northbound lane.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
CN	2020	NHPP	\$174,023	\$31,605	\$205,628
TOTAL			\$174,023	\$31,605	\$205,628

SR 37 - 3.65 MILES SOUTH OF SR 45 OVER ABANDONED RAILROAD SOUTHBOUND LANE

DES# 1801172

LETTING DATE: TBD

This project will fund construction of a bridge thin deck overlay on SR 37 3.65 miles S of SR 45 over abandoned railroad, southbound lane.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
CN	2020	NHPP	\$158,023	\$31,605	\$189,628
TOTAL			\$158,023	\$31,605	\$189,628



CONTINUATION OF STATEWIDE HELPERS PROGRAM PERFORMED BY LTAP

DES# 1900554

LETTING DATE: VARIOUS

PE funding for FY 2020-2023 for continuation of the statewide program “Hazard ELimination Program for Local Roads and Streets” (HELPERS) performed by the Local Technical Assistance Program (LTAP).

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
PE	2020	HSIP	\$1,039,144	\$115,460	\$1,154,604
Totals			\$1,039,144	\$115,460	\$1,154,604

STATEWIDE ON-CALL CONSULTANT REVIEW

DES# 1802826

LETTING DATE: TBD

Project to fund statewide on-call consultant reviews for various transportation studies from Fiscal Year 2020 through Fiscal Year 2023.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
PE	2020	STPB	\$1,680,000	\$420,000	\$2,100,000
	2021	STPB	\$1,680,000	\$420,000	\$2,100,000
	2022	STPB	\$1,680,000	\$420,000	\$2,100,000
	2023	STPB	\$1,280,000	\$420,000	\$2,100,000
TOTAL			\$6,720,000	\$1,680,000	\$8,400,000

TRAFFIC SIGNAL BATTERY BACKUPS AT VARIOUS MONROE COUNTY LOCATIONS

DES# 1900013

LETTING DATE: NOVEMBER 14, 2020

This project will fund various battery backups for traffic signals at various locations including Monroe County.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
CN	2020	HSIP	\$300,000		\$300,000
TOTAL			\$300,000	\$0	\$300,000

SUMMARY OF PROGRAMMED EXPENDITURES FOR STATE PROJECTS

Funding Source	2020	2021	2022	2023	2024	Outlying Years	TOTAL
NHPP	\$7,849,067	\$2,047,036				\$1,120,108	\$11,016,211
HSIP	\$2,139,144						\$2,139,144
STPB	\$4,149,200	\$3,720,000	\$1,680,000	\$1,680,000		\$1,368,654	\$12,597,854
Total Federal	\$14,137,411	\$5,767,036	\$1,680,000	\$1,680,000		\$2,488,762	\$25,753,209
Total State	\$3,023,537	\$1,354,407	\$420,000	\$420,000		\$622,123	\$5,840,067
TOTAL	\$17,160,948	\$7,121,443	\$2,100,000	\$2,100,000	\$0	\$3,110,885	\$31,593,276

APPENDIX



Glossary

ADA	Americans with Disabilities Act
BL or COB	City of Bloomington
BMCMPO	Bloomington-Monroe County Metropolitan Planning Organization
BT	Bloomington Transit
CAC	Citizens Advisory Committee
CE	Construction Engineering
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CN	Construction
EJ	Environmental Justice
Farebox	Farebox is all fare revenue from cash fares, passes, tickets, etc.
FAST	Fixing America's Surface Transportation Act of 2015
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year (for the TIP: July 1 through June 30)
HSIP	Highway Safety Improvement Program
IN	State of Indiana
INDOT	Indiana Department of Transportation
INSTIP or STIP	Indiana Statewide Transportation Improvement Program
ISP	Indiana State Police
IU	Indiana University
LPA	Local Public Agency
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century Act
MC	Monroe County
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National Highway System
PC	Policy Committee
PE	Preliminary Engineering
PMTF	Public Mass Transportation Fund
PYB	Prior Year Balance
RFI	Red Flag Investigation
RT	Rural Transit
RW	Right-of-Way
SHSP	Strategic Highway Safety Plan
STPB	Surface Transportation Program Block Grant
TAC	Technical Advisory Committee
TAMP	Transportation Asset Management Plan
TAP	Transportation Alternatives Program
TIF	Tax Increment Financing District
TIP	Transportation Improvement Program

Public Participation

The Public Participation Plan has an established set of goals for the public participation process to guide MPO staff in developing opportunities for the involvement of public officials and citizens. These goals also assist in ensuring the public participation process meets the needs of the communities involved in the transportation planning activities for the region. For further information on the public participation practices of the BMCMPPO, please consult the Public Participation Plan online at: https://bloomington.in.gov/sites/default/files/2017-05/public_participation_plan.pdf.

Transportation Improvement Programming Process

The TIP must achieve fiscal constraint by individual years and include only those projects for which funding has been identified using current or reasonably available revenue sources. The BMCMPPO in cooperation with the State of Indiana and area transit operators develop the TIP financial plan by providing the BMCMPPO with information early in the TIP development process (Figure 1). The information provided by these groups concerns the likely amount of Federal and State funding available to the BMCMPPO in order to enable the BMCMPPO to conduct adequate financial planning.

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

Projects listed in the TIP typically originate in the Metropolitan Transportation Plan (MTP) developed by the BMCMPPO in cooperation with the respective implementing agencies involved in the planning process. These implementing agencies then carry out the transportation plan's specific elements in the Transportation Improvement Program (TIP). The TIP therefore serves as a strategic management tool that accomplishes the objectives of the BMCMPPO MTP.

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

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

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

The BMCMPPO evaluates Transportation Improvement Program amendments pursuant to the procedures outlined in the Public Participation Plan. The scope of a TIP amendment dictates the level of public participation solicited (major amendment, minor amendment, and administrative modification). The adopted TIP must receive approval from the BMCMPPO Policy Committee and the Governor of the State of Indiana and conformity determinations by the FHWA and the FTA. Once approved, the TIP then becomes, without modification, part of the Statewide Transportation Improvement Program (STIP). The frequency and cycle for updating the TIP should be compatible with that of the STIP.

Amendment Process

Transportation Improvement Program amendments are subject to the BMCMPPO's adopted Public Participation Plan procedures. The scope of a TIP amendment dictates the level of public participation solicited (major amendment, minor amendment, and administrative modification). The TIP must have approvals by the BMCMPPO Policy Committee and the Governor of the State of Indiana as well as conformity determinations by the FHWA and the FTA. Once approved, the TIP then becomes part of the Statewide Transportation Improvement Program (STIP). The frequency and cycle for updating the TIP should have compatibility with that of the STIP.

Complete Streets Compliance

The BMCMPPO Policy Committee first adopted a Complete Streets Policy in 2009 with subsequent updated adoptions in 2013 and 2018. The expressed purpose of the policy is assurance that all federally funded local road projects are designed and built to adequately accommodate all users of a corridor including: pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users. Project submittals by LPAs must demonstrate compliance with the policy where applicable. The BMCMPPO Citizens Advisory Committee, the Technical Advisory Committee, and the Policy Committee review this information for consistent policy adherence. The Policy Committee further certifies through resolution that applicable projects are either compliant or exempt from the Complete Streets Policy. The BMCMPPO Complete Streets Policy can be found online at: <http://bloomington.in.gov/media/media/application/pdf/4425.pdf>, and a description of compliance for each local project in this TIP under the Complete Streets Policy can be seen in Table 2.

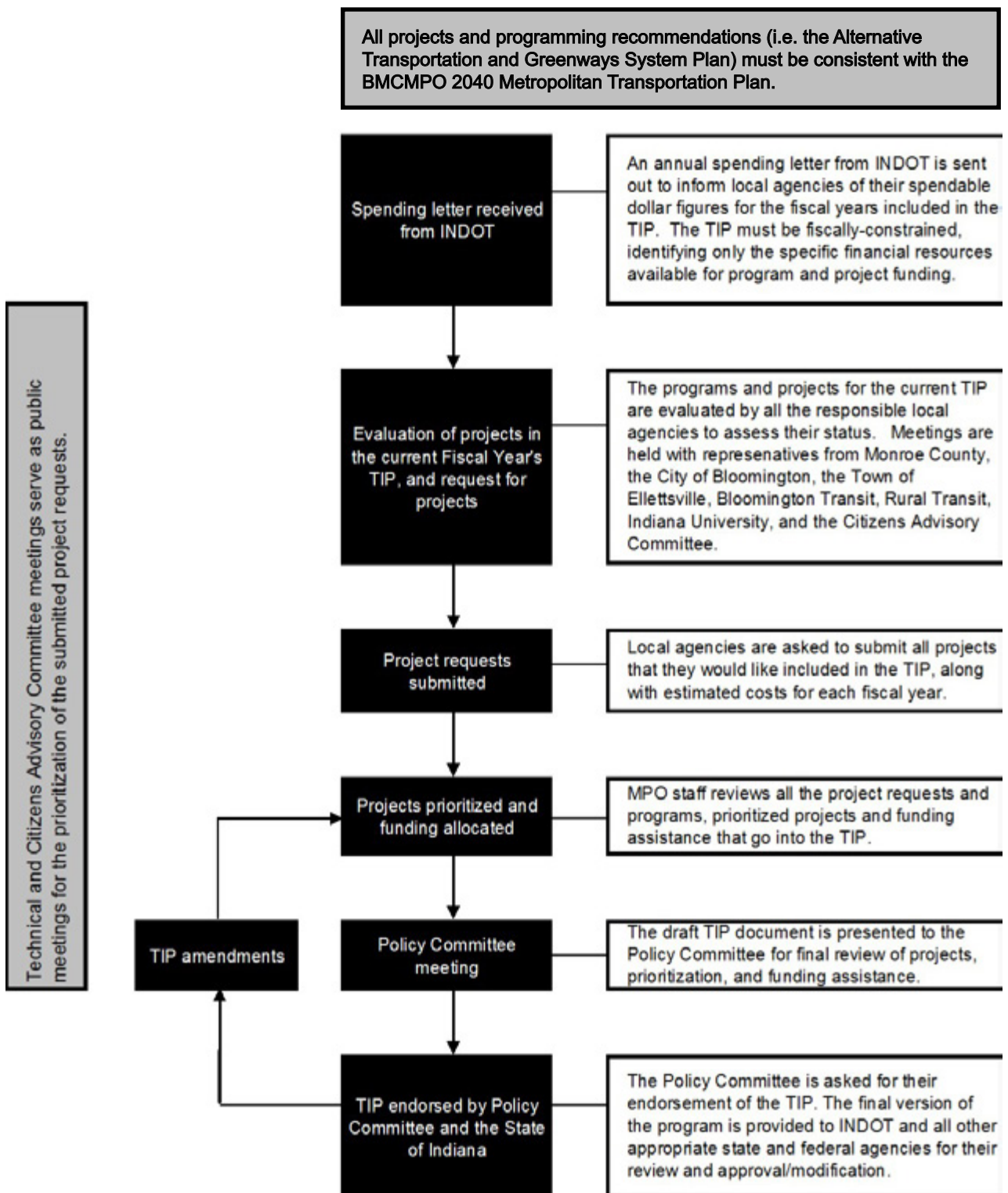


Figure 1: Transportation Improvement Programming Process

Table 2: Complete Streets Policy Compliance of Local Projects

2018 Complete Streets Policy - Compliance of New Local Projects					
LPA	Project	Brief Description	Compliant	Exempt	N/A
Please Note: The BMCMPPO Complete Streets Policy does not apply to Bloomington Transit, Rural Transit, IU Campus Bus, nor INDOT.					
MC	Bicycle Safety Inlet Repair Locations	Bicycle & Pedestrian Safety - Repair/replacement of roadway stormwater drainage inlets at multiple locations that present hazards for bicyclists.	•		
MC	Fullerton Pike - Phase III	New/Expanded Road & Bridge - Construction from Rockport Road east 0.80 miles to the intersection with Gordon Pike & Wickens Street; road reconstruction along Gordon Pike beginning at Wickens Street & extending east 0.40 miles to a point approximately 465 feet west of the Rogers Street intersection. Includes construction of a new sidewalk, a new multiuse pathway, and new roundabout at Rockport Road.	•		
MC	Karst Farm Greenway - Phase II-B, Section 1	Bicycle & Pedestrian Safety - Reconstruction of Indiana Rail Road grade crossing (USDOT 341563T) at Loesch Road allowing for safe bicycle & pedestrian passage and a future extension of the Karst Farm Greenway northward to the Town of Ellettsville.	•		
BL	1st Street Reconstruction	Roadway Reconstruction - Reconstruct portions of 1st Street to include continuous and accessible sidewalks on both sides of the street; install enhanced pedestrian crosswalks; improve/replace the traffic signal equipment at 1st Street & College Street; replace old underground utility infrastructure; provide accessible accommodations for existing transit stops, thereby improving multi-modal safety & connectivity to facilitate dense, infill redevelopment of a current hospital site in a central city area where the short trip lengths are particularly conducive to walking and bicycling.	•		
BL	17th Street Reconstruction	Bicycle & Pedestrian, Roadway & Transit Safety - Multiuse pathway construction on the north side of 17th Street from Monroe Street to Grant Street; address sidewalk maintenance needs by updating pedestrian curb ramps on the south side of 17th Street within the project limits; provide accessible accommodations for existing transit stops; improve safety for the traffic signal at the 17th Street and Madison Street intersection (ranked #33 in the most recent BMCMPPO Crash Report for crash total); and, improve the 17th Street and College Street intersection through geometric modifications to improve motor vehicle safety (improving lane alignments across the intersection).	•		
BL	Downtown Curb Ramps - Phase 3	Safety - Modify or reconstruct curb ramps in the downtown Bloomington area to meet current ADA accessibility guidelines, including curb bump-outs, accessible connections to transit stops, or other modifications based on site-specific context. Locations will be prioritized to focus on locations with low accessibility compliance and high levels of interaction between pedestrians and motor vehicles.	•		
BL	Guardrail Replacement	Safety - Upgrading guardrail end treatments to meet current standards including replacing/improving/installing guardrail runs with a primary focus on motor vehicle, freight, and transit vehicle safety ensuring compliance with the BMCMPPO Complete Streets Policy by not adding guardrail in any location or manner that would prevent safe & comfortable use of the right-of-way by any mode of transportation.	•		
BL	Signal Timing	Systems Operational Efficiency & Safety - A focus on updating yellow & all-red clearance intervals with current best practices. Additional improvements may include optimized progression along corridors, leading pedestrian intervals, and other signal phasing changes.	•		
BT	Battery Electric Bus Acquisition	Rolling Stock Capital Replacement - Acquisition of one (1) 35-foot battery electric bus, charging station, and charging station installation services for replacement of one (1) diesel/hybrid bus.			•

Red Flag Investigations

The National Environmental Policy Act of 1969 (NEPA) established policy intended to protect the nation’s social, economic, and environmental resources from adverse impacts of federal actions or programs. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are responsible for implementing the NEPA process for federally-funded transportation projects at the state and local levels. All transportation projects have the potential to impact environmental, cultural, or historical resources. To promote early and efficient consideration of these issues, the FHWA encourages MPO’s to conduct Red Flag Investigations (RFI) for all local projects that may use federal funds. Each RFI identifies a project’s potential impacts to nearby (1/2 mile) infrastructure, mining/mineral exploration, hazardous materials, water resources, ecological resources, and cultural resources.

The BMCMPO staff conducts a draft RFI for each new project not expected to obtain a Programmatic Categorical Exclusion (PCE). The subsequent transmission of each draft RFI to the associated local public agency aids project development.

Local public agencies may require additional studies and or permitting to comply with NEPA and other federal, state, and local regulations for each project. Table 3 shows the potential impacts for each of the RFI projects examined by the BMCMPO staff for development of this TIP. Statewide sources recommended by the Indiana Department of Transportation served as the data foundation.

Table 3: Number of Potential Impacts by Project

Number of Potential Impacts							
Project	Agency	Infrastructure	Mining/ Mineral Exploration	Hazardous Materials	Water Resources	Ecological Resources	Cultural Resources
Bicycle Safety Inlet Repair	MC	0	0	0	0	0	0
Fullerton Pike - Phase III	MC	TBD	TBD	TBD	TBD	TBD	TBD
Karst Farm Greenway - Phase II-B, Section 1	MC	TBD	TBD	TBD	TBD	TBD	TBD
1st Street Reconstruction	BL	TBD	TBD	TBD	TBD	TBD	TBD
17th Street Reconstruction	BL	TBD	TBD	TBD	TBD	TBD	TBD
Downtown Curb Ramps - Phase 3	BL	TBD	0	0	0	0	0
Guradrail Replacement	BL	0	0	0	TBD	TBD	0
Signal Timing	BL	0	0	0	0	0	0
Battery Electric Bus Acquisition	BT	0	0	0	0	0	0

Air Quality

The BMCMPO, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) must determine the conformity of all new or amended TIP documents with the State's Air Quality Plan's purpose of attaining the National Ambient Air Quality Standards (NAAQS). Amendments involving projects explicitly exempted by the U.S. Environmental Protection Agency's (EPA) conformity regulation are the only exceptions to this requirement. The Bloomington-Monroe County Metropolitan Planning Organization is exempt from the air quality requirements because it is an air quality attainment area.

Self Certification

Letter of Approval

Resolutions



Unified Planning Work Program

Fiscal Years
2019 & 2020

*Bloomington-Monroe County
Metropolitan Planning Organization*

Policy Committee

Anticipated Final Adoption

April 12, 2019

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.

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Introduction

OVERVIEW

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

The Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) signed into law on December 4, 2015, currently guides Federal transportation policy and programs related to Metropolitan Transportation Planning Organizations (MPOs). The FAST Act provides long-term funding certainty for surface transportation infrastructure planning and investment. Eight (8) planning factors that guide the programs and policies of all MPOs under current Federal legislation include:

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

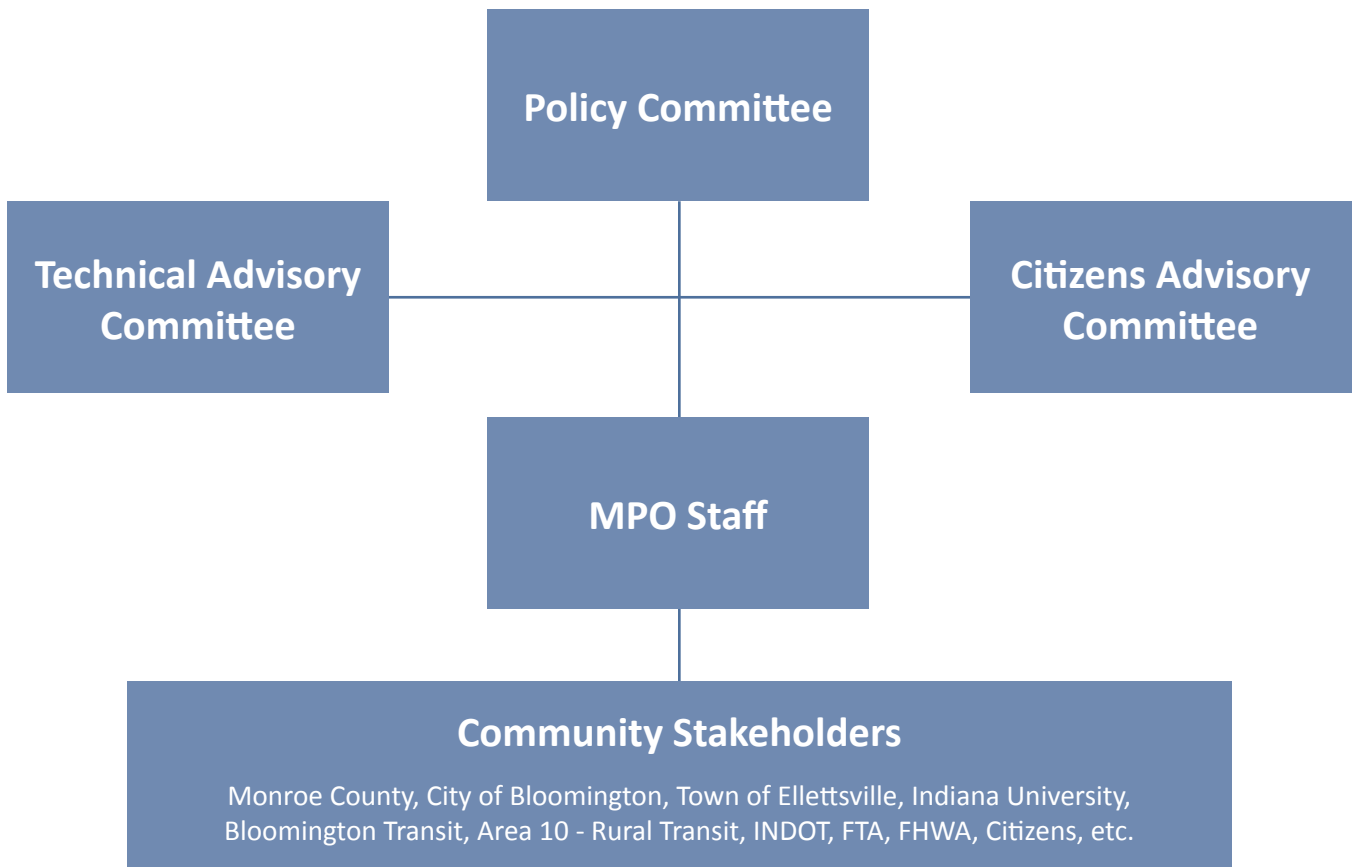
One of the requirements of the urban transportation planning process for an MPO involves the development of a Unified Planning Work Program (UPWP) that describes all planning activities anticipated in the urbanized area over the programming years, and documents the work performed with Federal planning 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 representative technical planning staffs, and citizen representatives. Appendix A illustrates the representative BMCMPPO committee membership.

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



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 2019-2020 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 Bloomington-Monroe County MPO (BMCMPPO) 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 BMCMPPO 2045 Metropolitan Transportation Plan (Work Element 401) shall identify transportation connectivity gaps and 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. The FAST Act requires 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 BMCMPO's Annual Crash Report (Work Element 202) administration of HSIP funds (Work Element 302). These projects will focus on addressing a wide variety of causal factors of crashes on a system-wide basis rather than simply making infrastructure improvements assignable to the specific location of crashes. FHWA and INDOT will provide the BMCMPO with eligible project types for this purpose. In addition, up to 15% of the BMCMPO's HSIP allocation allows for planning programming purposes including Road Safety Audits (RSAs).

Development of a Transit Bus Stop Inventory in Support of the Americans with Disabilities Act (ADA) Program and the Development of a Mobility Management Network

This PEA requires that Indiana MPOs must establish an inventory of all transit bus stops from any transit provider within their jurisdictional planning areas. The inventories must include a physical description of the transit bus stop as well as the identification of any components that do not meet current accessibility standards. Once collected, the respective MPO shall share these collected data with INDOT, where the data will then have inclusion in INDOT's Statewide ADA Transition Plan. INDOT will then devise a strategy to report barrier removal and transit stop improvements with a goal to demonstrate improved access.

The FHWA and FTA encourages the development of a Mobility Management Network to facilitate communities in adopting transportation strategies and mobility options that empower people to live independently and advance health, economic vitality and self-sufficiency,

The FHWA and FTA further encourage INDOT to work with other Indiana State Agencies to identify service capacity and gaps, explore how diverse state agencies can contribute to a mobility management effort, and to think about the next steps for sustained activity within the mobility management network and beyond.

The BMCMPO shall address this PEA through an assessment partnership of urbanized area transit bus stop locations with Bloomington Transit and the Area 10 Agency on Aging Rural Transit systems.

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FY 2019-2020 BMCMPPO Budget

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 BMCMPO staff time spent per work element, including fringe and indirect costs. The Bloomington Transit and Consultant columns identify funds set aside for consultant services, purchase of equipment, and other direct MPO expenses (separate from staff costs). The CSA column shows funds identified for use by partner agencies through Contract Service Agreements. Later sections of the BMCMPO FY 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	\$123,241	\$0	\$5,100	\$0	\$128,341
FY 2020	\$126,138	\$0	\$5,100	\$0	\$131,238
200	Data Collection & Analysis				
FY 2019	\$23,617	\$0	\$10,700	\$7,000	\$41,317
FY 2020	\$16,613	\$0	\$10,700	\$7,000	\$34,313
300	Short Range Planning & Management Systems				
FY 2019	\$59,210	\$0	\$0	\$27,000	\$86,210
FY 2020	\$61,398	\$0	\$0	\$27,000	\$88,398
400	Long Range Planning				
FY 2019	\$49,483	\$0	\$1,300	\$0	\$50,783
FY 2020	\$52,305	\$0	\$1,300	\$0	\$53,605
500	Transit & Active Transportation				
FY 2019	\$9,282	\$389,000	\$3,098	\$0	\$401,380
FY 2020	\$8,410	\$24,000	\$0	\$0	\$32,410
600	Other Planning Initiatives & Special Projects				
FY 2019	\$9,650	\$0	\$0	\$50,000	\$59,650
FY 2020	\$9,330	\$0	\$0	\$0	\$9,330
	TOTAL				
FY 2019	\$274,484	\$389,000	\$20,198	\$84,000	\$767,681
FY 2020	\$274,193	\$24,000	\$17,100	\$34,000	\$349,294
TOTAL	\$548,677	\$413,000	\$37,298	\$118,000	\$1,116,975

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>	\$91,308	\$22,826	\$114,134
<i>FY 2020</i>	\$86,048	\$21,515	\$107,563
Fringe + Indirect Expenses			
<i>FY 2019</i>	\$128,279	\$32,070	\$160,349
<i>FY 2020</i>	\$133,305	\$33,326	\$166,631
Bloomington Transit			
<i>FY 2019</i>	\$311,200	\$77,800	\$389,000
<i>FY 2020</i>	\$19,200	\$4,800	\$24,000
Consultants/Supplies			
<i>FY 2019</i>	\$16,158	\$4,040	\$20,198
<i>FY 2020</i>	\$13,680	\$3,420	\$17,100
Contract Service Agreements			
<i>FY 2019</i>	\$67,200	\$16,800	\$84,000
<i>FY 2020</i>	\$27,200	\$6,800	\$34,000
TOTAL			
<i>FY 2019</i>	\$614,145	\$153,536	\$767,681
<i>FY 2020</i>	\$279,433	\$69,861	\$349,294
<i>TOTAL</i>	\$893,578	\$223,397	\$1,116,975

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>	\$102,673	\$25,668	\$128,341
	<i>FY 2020</i>	\$104,990	\$26,247	\$131,237
200	Data Collection & Analysis			
	<i>FY 2019</i>	\$33,053	\$8,263	\$41,316
	<i>FY 2020</i>	\$27,450	\$6,863	\$34,313
300	Short Range Planning & Management Systems			
	<i>FY 2019</i>	\$68,968	\$17,242	\$86,210
	<i>FY 2020</i>	\$70,719	\$17,680	\$88,399
400	Long Range Planning			
	<i>FY 2019</i>	\$40,627	\$10,157	\$50,784
	<i>FY 2020</i>	\$42,884	\$10,721	\$53,605
500	Transit & Active Transportation			
	<i>FY 2019</i>	\$361,104	\$90,276	\$451,380
	<i>FY 2020</i>	\$25,928	\$6,482	\$32,410
600	Other Planning Initiatives & Special Projects			
	<i>FY 2019</i>	\$81,635	\$20,409	\$102,044
	<i>FY 2020</i>	\$7,464	\$1,866	\$9,330
	TOTAL			
	<i>FY 2019</i>	\$688,060	\$172,015	\$860,075
	<i>FY 2020</i>	\$279,435	\$69,859	\$349,294
	TOTAL	\$967,495	\$241,874	\$1,209,368

Summary Budget For Active Purchase Orders

The tables below summarize the FY 2019-2020 budget for prior BMCMPPO active and open purchase orders (P.O.). Two purchase orders remain active and open from FY 2017 and FY 2018. The FY 2017 purchase order is set to expire on June 30, 2019 and the FY 2018 purchase order is set to expire on June 30, 2020. Funds will not be available after these dates. Please note that the remaining unspent funds do not include FY 2018 third and fourth quarter billings. Therefore, the total unspent funds under the FY 2018 purchase order will be markedly lower.

FY 2017 P.O. & FY 2018 P.O. Balance & Expenditures			
	Expiration Date	P.O. Balance Before Expenses	P.O. Balance After Expenses
FY 2017 P.O.	6/30/2019	\$293,672.63	\$0.00
FY 2018 P.O.	6/30/2020	\$223,767.09	\$92,439.72
Total		\$517,439.72	\$92,439.72

FY 2017 P.O. & FY 2018 P.O. Expenditures			
	Total Project Cost	Amount to be Billed to FY 2017 P.O.	Amount to be Billed to FY 2018 P.O.*
503 - Transit Studies	\$375,000.00	\$293,672.63	\$81,327.37
603 - Southwest Corridor Study	\$50,000.00	\$0.00	\$50,000.00
Total	\$425,000.00	\$293,672.63	\$131,327.37
	Total Unspent	\$0.00	\$92,439.72

CONTRACT SERVICE AGREEMENTS

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) 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 specific UPWP work elements. The BMCMPPO shall additionally enter into a FY 2020 CSA with Bloomington Transit for a transit stop inventory requested by the Indiana Department of Transportation (INDOT).

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 BMCMPPO urbanized area boundary.

Agency		Federal	Local	Total
City of Bloomington				
	<i>FY 2019</i>	\$8,800	\$2,200	\$11,000
	<i>FY 2020</i>	\$8,800	\$2,200	\$11,000
Monroe County				
	<i>FY 2019</i>	\$48,800	\$12,200	\$61,000
	<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 2019</i>	\$67,200	\$16,800	\$84,000
	<i>FY 2020</i>	\$27,200	\$6,800	\$34,000
	<i>TOTAL</i>	\$94,400	\$23,600	\$118,000

Work Elements

ADMINISTRATION & PUBLIC PARTICIPATION

100

COMMITTEES

See Appendix A for a list of BMCMPPO Committees.

101 Intergovernmental Coordination

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

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

Every four years, each MPO must undergo a certification review by the Federal Highway Administration. The last BMCMPPO certification review completed in May 2016, places the BMCMPPO on a Calendar Year 2019/2020 scheduled review timetable.

Responsible Agency and End Products

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

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 Products

- MPO Staff to develop amendment(s) to FY 2019-2020 Unified Planning Work Program. [Estimated Completion: Q1/FY19 through Q3/FY20]
- MPO Staff to develop FY 2021-2022 UPWP. [Estimated Completion: Q4/FY20]
- MPO Staff to develop the FY 2020 & 2021 Cost Allocation Plan as part of the FY 2020-2021 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 2019-2020 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]

COST ALLOCATION PLAN

See Appendix B for further details.

103 Staff Training and Education

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

Responsible Agency and End Products

- MPO Staff to attend the annual Indiana MPO Conference. [Estimated Completion: FY19 & FY20 Annually]
- MPO Staff to attend the annual Purdue Road School and/or other educational conference opportunities including (but not limited to) webinars, classes, and/or conferences and utilize educational materials for professional development from national associations such as the American Planning Association, the Association of Pedestrian and Bicycle Professionals, the Urban Land Institute, and Institute of Transportation Engineers. [Estimated Completion: Ongoing]
- MPO Staff to renew professional membership dues to the American Planning Association and other relevant professional organizations. [Estimated Completion: Ongoing]

104 Public Outreach

The BMCMPPO will continue to implement its Public Participation Plan (PPP) to ensure that appropriate public participation occurs for all MPO activities and programs. The BMCMPPO 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 Products

- MPO Staff to post MPO Committee agendas, minutes, and MPO documents on-line. [Estimated Completion: Ongoing]
- MPO Staff to implement all procedures required to ensure compliance with the MPO's Public Participation Process. [Estimated Completion: Ongoing]
- MPO staff to ensure proper public posting of MPO meeting agendas and proposed plans and documents, including printing of legal notices for public comment periods in the local newspaper. [Estimated Completion: Ongoing]
- MPO Staff to employ alternative methods of outreach (e.g. social media) to better engage the public. [Estimated Completion: Ongoing]

Work Element 100 Budget

	Task	FY 2019	FY 2020	Total
101	Intergovernmental Coordination			
	<i>Federal Share</i>	\$51,594	\$52,492	\$104,086
	<i>Local Share</i>	\$12,898	\$13,123	\$26,021
	Total	\$64,492	\$65,615	\$130,107
102	Unified Planning Work Program			
	<i>Federal Share</i>	\$18,582	\$20,174	\$38,756
	<i>Local Share</i>	\$4,645	\$5,044	\$9,689
	Total	\$23,227	\$25,218	\$48,445
103	Staff Training & Education			
	<i>Federal Share</i>	\$15,915	\$16,091	\$32,006
	<i>Local Share</i>	\$3,979	\$4,023	\$8,002
	Total	\$19,894	\$20,114	\$40,008
104	Public Outreach			
	<i>Federal Share</i>	\$16,583	\$16,232	\$32,815
	<i>Local Share</i>	\$4,146	\$4,058	\$8,204
	Total	\$20,729	\$20,290	\$41,019
	TOTAL FEDERAL SHARE	\$102,674	\$104,989	\$207,663
	TOTAL LOCAL SHARE	\$25,668	\$26,248	\$51,916
	TOTAL	\$128,342	\$131,237	\$259,579

Work Elements

DATA COLLECTION & ANALYSIS

200

201 Traffic Volume Counting

The MPO staff, in conjunction 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 continuously refining 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 Products

- MPO staff to perform approximately 150 coverage counts on behalf of the City of Bloomington Planning & Transportation Department and Monroe County Highway Department. [Estimated Completion: Annually]
- Town of Ellettsville staff to perform approximately 80 coverage counts. [Estimated Completion: Annually]
- MPO Staff to perform one-third of the required HPMS traffic counts for INDOT. [Estimated Completion: Annually]
- MPO staff to purchase traffic and/or bicycle & pedestrian counting equipment, software (purchase and/or licenses renewals) and supplies to support annual traffic counting program needs. [Estimated Completion: As needed]
- MPO staff shall purchase annual software licenses for Adobe Software and GIS Software. [Estimated Completion: Annually]

202 Annual Crash Report

The BMCMPPO produces an Annual Crash Report identifying hazardous intersections and corridors within the MPO study area and associated causal factors contributing to aggregate crash data. The analysis of crash data allows local jurisdictions to undertake roadway safety improvements and to establish longitudinal measures of effectiveness for the evaluation of alternative actions over time. The Annual Crash Report additionally assists the BMCMPPO with the identification of project locations that may have Highway Safety Improvement Program (HSIP) and/or Road Safety Audit (RSA) eligibility.

Responsible Agency and End Products

- MPO Staff to produce the Calendar Years 2014-2016 Crash Report. [Estimated Completion: Q4/FY19]
- MPO Staff to produce the Calendar Years 2015-2018 Crash Report. [Estimated Completion: Q4/FY20]
- MPO Staff to purchase MS2 TCLS (Traffic Crash) - Pro Plus License software, TCLS Annual Support (First Year), and Data Migration development reader to import crash data from AIRES for the Calendar Years 2015-2018 Crash Report. [Estimated Completion: Q4/FY20]

Work Element 200 Budget

	Task	FY 2019	FY 2020	Total
201	Traffic Volume Counting			
	<i>Federal Share</i>	\$26,112	\$20,274	\$46,386
	<i>Local Share</i>	\$6,528	\$5,069	\$11,597
	Total	\$32,640	\$25,343	\$57,983
202	Annual Crash Report			
	<i>Federal Share</i>	\$6,942	\$7,176	\$14,118
	<i>Local Share</i>	\$1,735	\$1,794	\$3,529
	Total	\$8,677	\$8,970	\$17,647
	TOTAL FEDERAL SHARE	\$33,054	\$27,450	\$60,504
	TOTAL LOCAL SHARE	\$8,263	\$6,863	\$15,126
	TOTAL	\$41,317	\$34,313	\$75,630

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 ongoing basis. This includes processing required amendments, managing a Quarterly Project Tracking program, assisting 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 Products

- MPO Staff, in concert with Local Public Agencies, and INDOT will develop the Fiscal Years 2020-2024 Transportation Improvement Program. [Estimated Completion: Q4/FY19]
- MPO Staff to administer the TIP through coordination with LPAs and INDOT, management of the Change Order Policy, and processing of TIP amendments as needed. [Estimated Completion: Ongoing]
- MPO Staff to assist LPAs with development of Red Flag Investigations for new transportation projects for addition to the TIP. [Estimated Completion: Ongoing]
- MPO Staff to administer the Quarterly Project Tracking Program for local projects in the TIP, including quarterly meetings with LPAs, design consultants, INDOT and FHWA. [Estimated Completion: Quarterly]
- MPO Staff to produce the Fiscal Year 2018 Annual List of Obligated Projects. [Estimated Completion: Q1/FY19]
- MPO Staff to produce the Fiscal Year 2019 Annual List of Obligated Projects. [Estimated Completion: Q1/FY20]
- MPO Staff to attend County/City projects team meetings for interagency coordination and participation. [Estimated Completion: Monthly]
- MPO Staff, in concert with Local Public Agencies, will update an adopted a Fiscal Year 2019 Complete Streets Policy for the Fiscal Years 2020-2024 Transportation Improvement Program. [Estimated Completion: Q2/FY20]

302 Highway Safety Improvement Program (HSIP)

The BMCMPO has an established local Highway Safety Improvement Program (HSIP) in compliance with FAST Act legislation and INDOT/FHWA directives. Going forward, the BMCMPO staff will administer procedures whereby appropriate projects solicited from LPAs and HSIP funding awards will depend upon project compliance with HSIP selection criteria. The MPO will 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

- MPO Staff to administer the FY 2020-2024 HSIP funding call for projects. [Estimated Completion: Q4/FY19 and Q4/FY20, as needed]

FY 2020 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 FAST Act legislation and INDOT/FHWA directives. 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 LPA projects in compliance with TAP selection criteria.

Responsible Agency and End Product

- MPO Staff to administer the FY 2020-2024 TAP funding call for projects. [Estimated Completion: Q4/FY19]

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, quality and conditions.

Responsible Agency and End Products

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

305 ITS Architecture Maintenance

Intelligent Transportation Systems (ITS) use a number of technologies, including information processing and communications to achieve transportation network operating efficiencies. ITS allows the Bloomington-Monroe County 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

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

306 Performance Measures

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.

The national performance goals for Federal Highway programs include:

- Safety – to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure Condition – To maintain the highway infrastructure asset system in a state of good repair.
- Congestion Reduction – To achieve a significant reduction in congestion on the National Highway System (NHS).
- System Reliability – To improve the efficiency of the surface transportation system.
- Freight Movement and Economic Vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- 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 23 CFR 450.306(d)) and the collection of data for the INDOT asset management plan for the National Highway System specified in 23 CFR 450.314(h).

The Federal Transit Administration (FTA) additionally has performance measures for Transit Asset Management with published and effective final regulations. FHWA has performance measures and final regulations published for Safety,

FY 2020 PEA

See Appendix E for detailed requirements.

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

- MPO Staff shall develop and the MPO Policy Committee shall 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>	\$39,518	\$41,050	\$80,568
	<i>Local Share</i>	\$9,880	\$10,263	\$20,143
	Total	\$49,398	\$51,313	\$100,711
302	Highway Safety Improvement Program			
	<i>Federal Share</i>	\$2,011	\$2,014	\$4,025
	<i>Local Share</i>	\$503	\$504	\$1,007
	Total	\$2,514	\$2,518	\$5,032
303	Transportation Alternatives Program			
	<i>Federal Share</i>	\$2,095	\$2,014	\$4,109
	<i>Local Share</i>	\$524	\$504	\$1,028
	Total	\$2,619	\$2,518	\$5,137
304	Infrastructure Management Systems			
	<i>Federal Share</i>	\$21,600	\$21,600	\$43,200
	<i>Local Share</i>	\$5,400	\$5,400	\$10,800
	Total	\$27,000	\$27,000	\$54,000
305	ITS Architecture Maintenance			
	<i>Federal Share</i>	\$818	\$806	\$1,624
	<i>Local Share</i>	\$204	\$201	\$405
	Total	\$1,022	\$1,007	\$2,029
306	Performance Measures			
	<i>Federal Share</i>	\$2,926	\$3,235	\$6,161
	<i>Local Share</i>	\$731	\$809	\$1,540
	Total	\$3,657	\$4,044	\$7,701
	TOTAL FEDERAL SHARE	\$68,968	\$70,719	\$139,687
	TOTAL LOCAL SHARE	\$17,242	\$17,681	\$34,923
	TOTAL	\$86,210	\$88,400	\$174,610

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Work Elements

LONG RANGE PLANNING

400

FY 2020 PEA

See Appendix E for detailed requirements.

401 2045 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. The anticipated 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 Products

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

Work Element 400 Budget

LONG RANGE PLANNING

Task		FY 2019	FY 2020	Total
401	2045 Metropolitan Transportation Plan			
	<i>Federal Share</i>	\$40,627	\$42,884	\$83,511
	<i>Local Share</i>	\$10,157	\$10,721	\$20,878
	Total	\$50,784	\$53,605	\$104,388
	TOTAL FEDERAL SHARE	\$40,627	\$42,884	\$83,511
	TOTAL LOCAL SHARE	\$10,157	\$10,721	\$20,878
	TOTAL	\$50,784	\$53,605	\$104,389

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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 Products

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

502 Bicycle/Pedestrian Counts

Bicycle and pedestrian data collection is an important component of the overall data collection and analysis program for the MPO. Collecting this data aids LPAs in developing and prioritizing projects and programs that enhance the quality of these transportation modes. The MPO will conduct counts to determine usage of bicycle and pedestrian facilities within the MPO area in order to assist LPAs in this effort.

Responsible Agency and End Products

- MPO Staff to conduct seven-day seasonal baseline counts (spring, summer, and fall) on 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]

503 Bloomington Transit and Rural Transit Studies

Bloomington Transit (BT) is required to prepare plans and studies as mandated by Federal funding authorities in the coming Fiscal Years. The implementation of performance measures as required by the FAST Act and MAP-21 necessitated specific studies: an Asset Management Plan for managing the service fleet and operations infrastructure; and a Safety Plan for policy and operational guidance. Planning consultants will assist with both studies. BT will additionally undertake two special consultant studies in FY 2019: a Route Optimization Study and a Maintenance/Operations Facility Condition Assessment.

Rural Transit, operated by the Area 10 Agency on Aging, offers ADA compliant door-to-door service in Lawrence, Monroe, Owen and Putnam Counties. Rural Transit will undertake a special consultant-led Route Optimization Study in FY 2019.

Responsible Agency and End Products

- 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. FY 2017 PL Purchase Order funds will support this study. [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 time frames and costs for repair and replacement. FY 2017 PL funds will support this study. [Estimated Completion: Q4/FY19]
- Bloomington Transit to produce a comprehensive transit stop inventory assessment of all fixed route stops for the BMCMPPO which shall then have transmission to INDOT. The BMCMPPO staff shall produce a comprehensive inventory for INDOT of all Rural Transit stops in the urbanized area and all IU Campus Bus fixed route stops that are independent of Bloomington Transit. [Estimated Completion: Q4/FY20]

- Rural Transit to produce a *Route Optimization Study* that evaluates existing service conditions on all Bloomington/Ellettsville/Monroe County service area routes as well as current travel patterns in Bloomington, Ellettsville, and Monroe County, 2018 PL Purchase Order funds will support this study. [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 (i.e., statistically stratified random sample methodology).

Responsible Agency and End Products

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

Work Element 500 Budget

TRANSIT & ACTIVE TRANSPORTATION

Task	FY 2019	FY 2020	Total
501	Bicycle & Pedestrian Coordination		
<i>Federal Share</i>	\$6,037	\$3,938	\$9,975
<i>Local Share</i>	\$1,509	\$985	\$2,494
Total	\$7,546	\$4,923	\$12,468
502	Bicycle/Pedestrian Counts		
<i>Federal Share</i>	\$3,867	\$2,790	\$6,657
<i>Local Share</i>	\$967	\$697	\$1,664
Total	\$4,834	\$3,487	\$8,321
503	Transit Studies		
<i>Federal Share</i>	\$348,000	\$16,000	\$364,178
<i>Local Share</i>	\$87,000	\$4,000	\$90,822
Total	\$435,000	\$20,000	\$455,000
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	\$361,104	\$25,928	\$387,210
TOTAL LOCAL SHARE	\$90,276	\$6,482	\$96,500
TOTAL	\$451,380	\$32,410	\$483,790

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Work Elements

OTHER PLANNING INITIATIVES & SPECIAL PROJECTS

600

FY 2020 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

- MPO Staff to assist LPAs in complying with Title VI as part of Transportation Improvement Program (TIP) development process and in the development of Title VI Plans as needed. [Estimated Completion: Q4/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 and continue under the FAST Act. 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

- 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 2020 PEA

See Appendix E for detailed requirements.

603 Monroe County Southwest Corridor Study

Under a Contract Service Agreement using FY 2018 PL Purchase Order funds, Monroe County 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 I-69 will be considered. The maximum proposed budget for the study is \$50,000 in Federal funds. Monroe County will provide total matching funds of \$10,000.

Responsible Agency and End Products

- Monroe County shall deliver a report to the BMCMPPO evaluating existing travel conditions and seek recommended actions to improve transportation in the southwestern MPO area. [Estimated Completion: Q4/FY19]
- BMCMPPO staff shall evaluate existing travel conditions and travel condition projections documented in the Monroe County Southwest Corridor Study and seek recommended actions to improve transportation in the southwestern MPO area. [Estimated Completion: Q1/FY20]

Work Element 600 Budget

OTHER PLANNING INITIATIVES & SPECIAL PROJECTS

Task		FY 2019	FY 2020	Total
601	Title VI Plans			
	<i>Federal Share</i>	\$1,635	\$955	\$2,590
	<i>Local Share</i>	\$409	\$239	\$648
	Total	\$2,044	\$1,194	\$3,238
602	Coordinated Human Services Public Transit Plan			
	<i>Federal Share</i>	\$40,000	\$6,509	\$46,509
	<i>Local Share</i>	\$10,000	\$1,627	\$11,627
	Total	\$50,000	\$8,136	\$58,136
603	Southwest Corridor			
	<i>Federal Share</i>	\$40,000	\$0	\$40,000
	<i>Local Share</i>	\$10,000	\$0	\$10,000
	Total	\$50,000	\$0	\$50,000
TOTAL FEDERAL SHARE		\$81,635	\$7,464	\$89,099
TOTAL LOCAL SHARE		\$20,409	\$1,866	\$22,275
TOTAL		\$102,044	\$9,330	\$111,374

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Appendix A

BMCMPO COMMITTEE MEMBERSHIP

BMCMPPO 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
Jason Banach	Director of Real Estate	Indiana University
Alexandra Burns	Regional Administrator, Region 5	Federal Transit Administration (<i>non-voting</i>)
Margaret Clements	Plan Commission Member	Monroe County
John Hamilton	Mayor	City of Bloomington
Tony McClellan	Deputy Commissioner	INDOT Seymour District
Joyce Newland	Community Planner, Indiana Division	Federal Highway Administration (<i>non-voting</i>)
Andy Ruff	Common Council Member	City of Bloomington
Sarah Ryterband	Chair, Citizens Advisory Committee	Citizens Advisory Committee
Pam Samples	Town Council Member (<i>Designee</i>)	Town of Ellettsville
Julie Thomas, Ph.D.	County Commissioner	Monroe County
Adam Wason	Director of Public Works	City of Bloomington
Kate Wiltz	County Council Member	Monroe County
<i>Vacant</i>	<i>Plan Commission Member</i>	<i>City of Bloomington</i>

BMCMPO COMMITTEE MEMBERSHIP (cont.)

Technical Advisory Committee

Member	Title	Representing
Lew May, <i>Chair</i>	General Manager	Bloomington Transit
Paul Satterly, <i>Vice Chair</i>	Monroe County Highway Engineer	Monroe County
Reggie Arkell	Region 5	Federal Transit Administration (<i>non-voting</i>)
Kurt Babcock	GIS Coordinator	Monroe County
Chris Ciolli	Director of Building Operations	Monroe County Community School Corp.
Jane Fleig	Assistant Engineer, Utilities Department	City of Bloomington
Laura Haley	GIS Coordinator	City of Bloomington
Brian Jones	Project Manager, Transit	Indiana Department of Transportation
Neil Kopper	Senior Project Engineer	City of Bloomington
Carlos Laverty	Executive Director, Monroe County Airport	Monroe County Airport
Chris Myers	Manager	Area 10 - Rural Transit
Joyce Newland	Community Planner, Indiana Division	Federal Highway Administration (<i>non-voting</i>)
Brian Noojin	Operations Director, IU Transportation	Indiana University
Emmanuel Nsonwu	Transportation Planner/MPO Liaison	Indiana Department of Transportation
Terri Porter	Director, Planning & Transportation Dept.	City of Bloomington
Catherine Smith	Auditor	Monroe County
Danny Stalcup	Street Department	Town of Ellettsville
Kevin Tolloty	Director, Planning Department	Town of Ellettsville
Jim Ude	Special Projects Engineer	Indiana Department of Transportation, Seymour
Jeff Underwood	Controller	City of Bloomington
Joe VanDeventer	Director of Street Operations	City of Bloomington
David Walter	Vice Chair, Citizens Advisory Committee	Citizens Advisory Committee
Mike Wilcox	Superintendent	Richland-Bean Blossom Comm. School Corp.
Dave Williams	Director of Operations, Parks Department	City of Bloomington
Larry Wilson	Director, Planning Department	Monroe County
Kelli Witmer	Director, Parks & Recreation Department	Monroe County

BMCMPO COMMITTEE MEMBERSHIP (cont.)

Citizens Advisory Committee

Member	Representing
Sarah Ryterband, M.D., <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, Ph.D.	Prospect Hill Neighborhood
Mary Jane Hall	Bloomington Board of Realtors
Lillian Henegar	Citizen
Joan Keeler	Citizen
John Kennedy, Ph.D.	Council of Neighborhood Associations

BMCMPO COMMITTEE (cont.)

Metropolitan Planning Organization Staff

Name	Position
Beth Rosenbarger, AICP	Planning Services Manager
Pat Martin	Senior Transportation Planner
Ryan Clemens	Transportation Planner
Mallory Rickbeil	Bicycle & Pedestrian Coordinator
Paul Kehrberg	Planning Technician
Hannah Duncan	Administrative Assistant

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Appendix B

FY 2020 UPWP COST ALLOCATION PLAN

FY 2020 UPWP Cost Allocation Plan



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N955
Indianapolis, Indiana 46204

PHONE: (317) 232-5485
FAX: (317) 232-1499

Eric Holcomb, Governor
Joe McGuinness, Commissioner

February 6, 2019

Pat Martin, Senior Transportation Planner
Bloomington/Monroe County Metropolitan Planning Organization
City of Bloomington Planning and Transportation Department
P. O. Box 100
Bloomington, IN 47402

Dear Mr. Martin,

INDOT has reviewed the FY 2020 Cost Allocation Plan presented by Bloomington MPO for the period of July 1, 2019 through June 30, 2020.

In accordance 2 CFR 200.331, the Indiana Department of Transportation (INDOT), acting as the pass-through entity for the Federal Highway Administration (FHWA) approved the following indirect and fringe rates which will be monitored with respect to your Unified Planning Work Program Grant. Please include a copy of this letter in your UPWP for future reference. Should the indirect rates change during the FY 2020 grant period, please provide the revised information for re-approval and inclusion of the new rate letter as modification/inclusion in your UPWP Appendix. The approved rates are as follows:

Fringe	83.07%
Indirect	71.85%

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

Sincerely,

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

CC: R. Nunnally
J. Mitchell
J. Newland
File

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INDIANA

Appendix C

ABBREVIATIONS

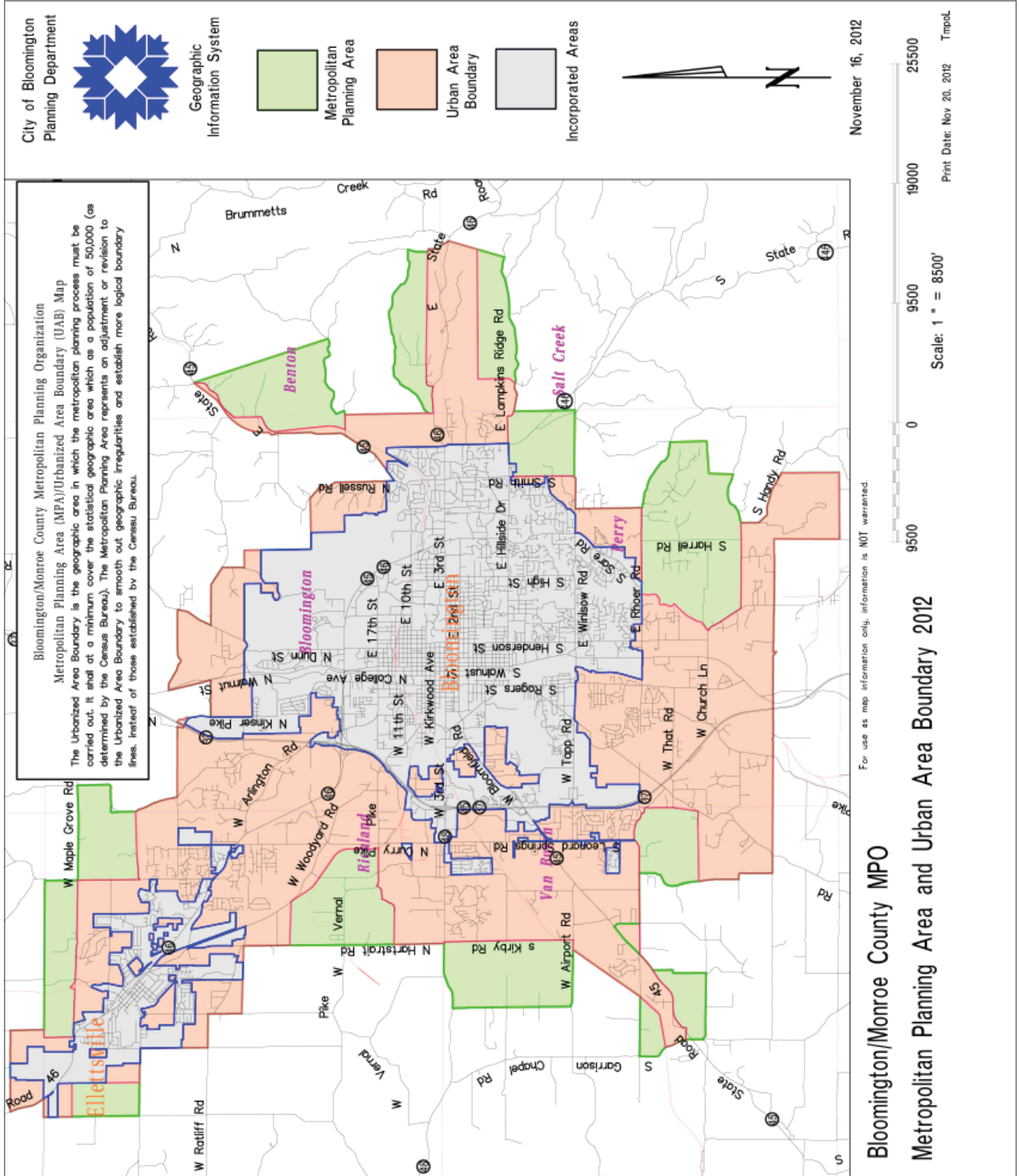
Abbreviations

3-C	Continuing, Comprehensive, and Cooperative Planning Process
ADA	Americans with Disabilities Act
BBPSC	Bloomington Bicycle and Pedestrian Safety Commission
BMCMPPO	Bloomington-Monroe County Metropolitan Planning Organization
BT	Bloomington Transit
CAC	Citizens Advisory Committee
EJ	Environmental Justice
FAST	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Indiana State Fiscal Year (July 1 through June 30)
GIS	Geographic Information Systems
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
INDOT	Indiana Department of Transportation
INSTIP/STIP	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
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
PC	Policy Committee
PDP	Program Development Process
PL	Metropolitan Planning Funds
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

575 N. Pennsylvania St, Room 254
Indianapolis, IN 46204

February 8, 2018

317-226-7475
317-226-7341

In Reply Refer To:
HDA-IN

Dear Indiana MPO Directors and INDOT:

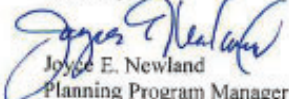
The Indiana Division Office of Federal Highway Administration (FHWA) and Federal Transit Administration Region V (FTA) are issuing its annual planning emphasis areas (PEAs) for FY 2019. For the most part, the PEAs remain the same as last year – to continue efforts on implementing the Fixing America's 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 27, 2016 *Statewide and Nonmetropolitan Transportation Planning: Metropolitan Transportation Planning Regulation*, INDOT and the MPOs need to continue to coordinate, and document in writing or by agreement, on developing and sharing information related to the transportation performance data, 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, and the collection of data for the state asset management plan for the National Highway System, (see 23 CFR 450.314(h)). Written provisions are due on or after May 20, 2019 for pavement and bridge 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 450.316 (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 250.210(b)) to be FAST Act compliant.

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

Sincerely,


Joyce E. Newland
Planning Program Manager
FHWA Indiana Division

Sincerely,


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

ecc:

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



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division

January 29, 2019

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

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 annual planning emphasis areas (PEAs) for FY 2020. They are the continuation of implementing the performance measures as required by the Fixing America's Surface Transportation (FAST) Act, development of a transit bus stop inventory in support of the statewide Americans with Disabilities Act (ADA) program, and the development of a Mobility Management Network.

The Indiana Department of Transportation (INDOT) and the Metropolitan Planning Organizations (MPOs) need to continue to coordinate, and document in writing or by agreement, on developing and sharing information related to the transportation performance data per 23 CFR 450.314(h) of the May 27, 2016 [*Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Regulation*](#).

In a continued effort to identify and remove access barriers to transportation services across Indiana, MPOs should collect inventories of bus stops from any transit provider within their areas. The inventories should include a physical description as well as identification of any components that do not meet current accessibility standards. Once collected, the information should be shared with INDOT, where the data will be included in the statewide ADA Transition Plan. A strategy to report barrier removal and transit stop improvements should be devised by INDOT with a goal to demonstrate improved access.

To facilitate communities in adopting transportation strategies and mobility options that empower people to live independently and advance health, economic vitality and self-sufficiency, we encourage the development of a Mobility Management Network. We encourage INDOT to work with other Indiana State Agencies to identify service capacity and gaps, explore how diverse state agencies can contribute to a mobility management effort, and to think about the next steps for sustained activity within the mobility management network and beyond.

If you have any questions, please contact either Joyce Newland at 317-226-5353 or Kris Green, FTA Community Planner at 312-353-3853.

Sincerely,

Joyce E

Newland

Joyce E. Newland
Planning Program Manager
FHWA Indiana Division

Digitally signed by
Joyce E Newland
Date: 2019.01.30
14:50:51 -05'00'

Sincerely,

JASON MICHAEL

CIAVARELLA

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

Digitally signed by JASON
MICHAEL CIAVARELLA
Date: 2019.01.29 14:13:54
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ecc:

Indiana MPO Council
Roy Nunnally, INDOT
Larry Buckel, INDOT
Eryn Hall, INDOT
Kris Green, FTA

Appendix F

TRANSIT OPERATOR LOCAL MATCH ASSURANCE

Transit Operator Local Match Assurance



Transit Operator Local Match Assurance

FY 2020 Federal Highway Administration (FHWA) Planning Funds (PL) and Federal Transit Administration (FTA) Section 5303 Planning Funds:

The City of Bloomington Public Transportation Corporation (hereinafter referred to as the “Transit Provider”) HEREBY GIVES ITS ASSURANCES THAT the local matching requirements for its FY 2019-2020 FHWA and FTA grants shall be met. The MPO is requesting FHWA and FTA Planning grant funds totaling \$24,000, requiring \$4,800 local match for Bloomington Transit studies. As specified in the **FY 2020 Unified Planning Work Program (UPWP)**, the Transit Provider shall be responsible for \$24,000 of the total grant, requiring \$4,800 in local match for the following UPWP elements:

- 1) 503(D) – Transit Stop Condition Assessments
- 2) 504(A) – Annual Passenger Count Data Collection
- 3) 504(B) – Annual Passenger Count Report

Date

Bloomington Public Transportation Corporation
 Legal Name of Applicant

By:

Lew May
 General Manager
 Bloomington Transit

Appendix G

ADOPTION RESOLUTIONS & APPROVAL LETTER

Adoption Resolutions (cont.)