



CITIZENS ADVISORY COMMITTEE

January 22, 2020

6:30 – 8:00 p.m.

McCloskey Conference Room (#135)

*Suggested
Time:*

~6:30 p.m.

- I. Call to Order and Introductions
- II. Nominations and Election of Officers for Calendar Year 2020
 - a. Chair
 - b. Vice-Chair
- III. Approval of Meeting Agenda*
- IV. Approval of Minutes*
 - a. November 20, 2019
- V. Communications from the Chair and Vice Chair

~6:45 p.m.

- VI. Reports from Officers and/or Committees
- VII. Reports from Staff
 - a. Update of the 2040 Metropolitan Transportation Plan (MTP) (<https://bloomington.in.gov/sites/default/files/2018-01/BMCMPO%202040%20Metropolitan%20Transportation%20Plan%20-%20FINAL%20Adoption%20-%202012-15-17.pdf>) to the 2045 MTP.
 - b. BMCMPPO 2045 Metropolitan Transportation Plan - Coordination Meeting with INDOT/FHWA

~7:15 p.m.

- VIII. Old Business
 - a. BMCMPPO Operational Bylaws Update*
- IX. New Business
 - a. FY 2020 – 2024 Transportation Improvement Program Amendment*
 - (1) DES#1902890 - Bridge Maintenance @ Various Locations in Seymour District
 - b. BMCMPPO 2045 Metropolitan Transportation Plan
 - (1) Draft 2045 MTP Chapter Discussion - Financial Forecast
 - (2) Draft 2045 MTP Chapter Discussion - Environmental Justice
 - (3) Draft 2045 MTP Chapter Discussion - Air Quality
- X. Communications from Committee Members and the public (*non-agenda/non-voting items*)
 - a. Topic suggestions for future agendas
 - (1) Public Participation Plan
- XI. Upcoming Meetings
 - a. Policy Committee – February 14, 2020 at 1:30 p.m. (Council Chambers)
 - b. Technical Advisory Committee – February 26, 2020 at 10:00 a.m. (McCloskey Room)
 - c. Citizens Advisory Committee – February 26, 2020 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.

Suggested Readings:

<https://www.southwestjournal.com/news/2020/01/vision-zero-enters-building-year/>



CITIZENS ADVISORY COMMITTEE – MINUTES

November 20, 2019

6:30 – 8:00 p.m.

Kelly Conference Room (#155)

*Suggested
Time:*

~6:30 p.m.

Citizens Advisory Committee minutes are transcribed in a summarized outline manner. Audio recordings of the meeting are available in the Planning & Transportation Department for reference.

Members present: Sarah Ryterband, Joan Keller, Mary Jane Hall, David Walter, Paul Ash, Mary Ann Williams

Guests: Andy Qualls, Xiaoyue Yu, Wenqi Yang

Staff present: Pat Martin, Ryan Clemens

~6:45 p.m.

- I. Call to Order and Introductions
- II. Approval of Agenda: ****Mary Jane Hall moved approval of the November 20, 2019, meeting agenda. Paul Ash seconded. Motion passed by unanimous consent by voice vote.****
- III. Approval of Minutes: ****Mary Jane Hall moved approval of the October 23, 2019, meeting minutes. David Walter seconded. Motion passed by unanimous consent by voice vote.****
- IV. Communications from the Chair and Vice Chair
 - a. Sarah Ryterband reported on today's Technical Advisory Committee meeting.
 - b. David Walter reported on IU Construction projects undergoing construction bids and concerns regarding a proposed intersection modification at Kirkwood Avenue, South Adams Street, and North Adams Street https://bloomington.in.gov/sites/default/files/2019-11/Kirkwood%20Ave%20Maintenance%20-%20Final%20Plans%2010-30-19%20with%20Alts%201%20-%26%2020_0.pdf. Discussion ensued.

~8:00 p.m.

- V. Reports from Officers and/or Committees
 - a. None.
- VI. Reports from Staff
 - a. BMCMPPO Bylaws Update – A Working Group met on October 31st and completed a partial review. The working Group shall reconvene on December 6. The TAC and CAC shall review recommendations at the end of January 2020.
 - b. Complete Streets Policy Update – The Complete Streets Policy remains unchanged after a review by the Policy Committee.
 - c. Purdue University Disruptive Technologies Study – INDOT initiated a research project on disruptive technologies (a.k.a, scooters and other micromobility options) involving representatives from Bloomington, Indianapolis, and Lafayette/West Lafayette. The study will examine impacts and study recommendations by mid-calendar year 2020.

VII. Old Business

- a. None.

VIII. New Business

- a. INDOT 2020 Safety Performance Targets* - The word “maximum” was inserted before Safety Performance Targets denoting this was not a goal. Exceedance of target projects will result in a diversion of funding to highway safety improvement projects. ****Mary Ann Williams moved approval of the Safety Performance Targets with modified language. Mary Jane Hall seconded the motion. Motion passed by unanimous consent by voice vote.****
- b. FY 2020 – 2024 Transportation Improvement Program Amendment*
 - (1) DES#1902020 – Traffic Signal Visibility Improvements at various locations in Monroe County. **** David Walter moved to approve the proposed amendment. Mary Ann Williams seconded the motion. Motion passed by unanimous consent by voice vote.****
- c. BMCMPPO 2020 Meeting Schedule – Ryan Clemens presented the 2020 meeting schedule noting the modification of traditional dates given holiday conflicts.

IX. Communications from Committee Members (*non-agenda items*)

- a. Topic suggestions for future agendas – Mary Ann Williams noted dissatisfaction with preliminary plans for the proposed Fullerton Pike corridor and the need to convey comments to the Monroe County Commissioners. Discussion ensued.

X. Upcoming Meetings

- a. Policy Committee – January 10, 2020 at 1:30 p.m. (Council Chambers)
- b. Technical Advisory Committee – January 22, 2020 at 10:00 a.m. (McCloskey Room)
- c. Citizens Advisory Committee – January 22, 2020 at 6:30 p.m. (McCloskey Room)

Adjournment

Bloomington-Monroe County Metropolitan Planning Organization

Operational Bylaws

**DRAFT:
APPROVED BY BMCMPPO BYLAWS
WORKING GROUP (January 15, 2020)**

Adopted:
December 9, 2005

Effective:
January 13, 2006

Amended:
February 10, 2006
March 9, 2007
March 7, 2008
January 9, 2009

Draft Proposed Update:
March 13, 2020

BACKGROUND

Federal legislation requires the establishment of a Metropolitan Planning Organization (MPO) in urban areas where the population exceeds 50,000 people to conduct transportation planning. The basic objective of an MPO is to encourage and to promote the development of transportation systems, embrace multiple modes of transportation, and to minimize transportation-related fuel consumption and air pollution.

Indiana Governor Robert D. Orr designated the City of Bloomington Plan Commission as the MPO for the Bloomington urban area on March 4, 1982.

Locally, the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) fulfills the MPO mission as an intergovernmental transportation policy group that manages transportation project funding for the Bloomington-Monroe County Urbanized Area (which includes the local public agencies (LPAs) of the City of Bloomington, the Town of Ellettsville, and portions of Monroe County, the Bloomington Public Transportation Corporation, Area 10-Rural Transit, and Indiana University Campus Bus). The Bloomington-Monroe County BMCMPPO is responsible for ensuring that the transportation planning program in the Urbanized Area incorporates consultation, cooperation, and coordination between among the MPO, various civic organizations, and the public. All MPO decisions are endorsed by a Policy Committee upon the recommendation with input from of both the Technical Advisory Committee and the Citizens Advisory Committees.

The Policy Committee (PC) consists of municipal and county elected officials, non-elected members, membership from the Bloomington Public Transportation Corporation, Indiana University, Indiana Department of Transportation (INDOT), and the Federal Highway Administration (FHWA). The Technical Advisory Committee (TAC) includes state and local planners, engineers, transit operators and other transportation-related professionals. The Citizens Advisory Committee (CAC) represents a broad cross-section of Bloomington, Ellettsville, and Monroe County citizen and community interests.

The public is actively encouraged to attend MPO meetings and to be involved in the transportation planning process. Meeting agendas for each of the three MPO committees are published online at www.bloomington.in.gov/mpo.

PREAMBLE

The following constitutes the bylaws, procedures, and responsibilities which shall serve to establish, organize, and guide the proper functioning of the Bloomington-Monroe County Metropolitan Planning Organization.

This organization shall be responsible for fulfilling the requirements of the Federal-Aid Highway Act of 1962, as amended, the Urban Mass Transportation Act of 1964, as amended, and other subsequent laws setting forth requirements for transportation planning for all modes of travel. This responsibility shall be accomplished within a cooperative framework properly related to comprehensive planning on a continual basis. This organization shall also carry out any other transportation planning and programming functions as set forth in any agreements entered into by

this process and the Indiana Department of Transportation, the U.S. Department of Transportation or in such manner as events shall dictate.

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CHAPTER 1: GENERAL PROVISIONS

1.1 Organization Name

The name for the Metropolitan Planning Organization is the Bloomington-Monroe County Metropolitan Planning Organization. ~~It may also be~~ Previously, it has been referred to as the Bloomington Area Transportation Study and the Bloomington Metropolitan Planning Organization.

1.2 Organizational Structure

The Metropolitan Planning Organization structure shall consist of three committees:

1. Policy Committee (PC);
2. Technical Advisory Committee (TAC); and the
3. Citizens Advisory Committee (CAC).

1.3 MPO Staff Designation

~~A. **Staff:** The City of Bloomington Planning Department shall be the staff for the Metropolitan Planning Organization.~~

~~B. **Executive Secretary:** The City of Bloomington Planning Department Director or the Director's designee shall serve as the Executive Secretary on behalf of the MPO.~~

The full-time staff for the Bloomington-Monroe County Metropolitan Planning Organization shall include a Senior Transportation Planner and a Transportation Planner. Ancillary staff shall include, but are not limited to, the City of Bloomington Planning and Transportation Department's Planning Services Manager, Bicycle and Pedestrian Coordinator, Planning Technician, and Administrative Assistant.

1.4 Policies

- A. **Applicability:** All transportation policies shall apply to all committees and participants of the Bloomington-Monroe County Metropolitan Planning Organization.
- B. **Committee Review:** The Citizens Advisory Committee and the Technical Advisory Committee shall be afforded sufficient time to comment on significant voting items including but not limited to program and planning drafts and proposed amendments prior to action by the Metropolitan Planning Organization Policy Committee.

- C. **Adoption:** Reports, programs, and plans become official process documents following adoption by resolution of the Metropolitan Planning Organization Policy Committee.
- D. **Multimodal Consideration:** All MPO committees shall proceed with their respective responsibilities and duties with proper consideration at all times, for all modes of transportation and associated facilities.
- E. **Coordination:** All studies undertaken by the MPO shall be coordinated with individual modal planning programs and with comprehensive planning efforts in the urban Metropolitan Planning Area (MPA).
- F. **Efficient Development:** Transportation planning activities shall be used to promote efficient urban development. Reasonable forecasts of land use and socioeconomic conditions shall be made to guide these activities.
- G. **Open Meetings:** All meetings of the Policy Committee, the Technical Advisory Committee, and the Citizens Advisory Committee, shall be open to the public.
- H. **Working Groups:** When necessary, working groups for special topics shall be established and formed by the MPO Staff. Working groups shall not constitute a quorum of any Committee unless there is at least a five (5) day notice provided to all committee members and the public. All MPO working group meetings shall be scheduled by the MPO Staff.
- I. **Publications:** All published data and/or reports shall be made available to the public and stakeholder agencies.

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1.5 Procedures

- A. **Rules of Order:** The rules of order herein contained shall govern deliberations and meetings of all MPO Committees. Any point of order applicable to the deliberations of the Committees and not contained herein shall be governed by Roberts Rules of Order.
- B. **Voting:** All MPO Committee votes shall be by voice vote; however, upon the request of at least one (1) voting member or an MPO staff member, a roll call vote shall be taken. Unless specified otherwise in these Bylaws, all motions before MPO Committees shall be decided by a majority vote of the present quorum. In the event of a tie vote, the motion before the Committee shall fail.
- C. **Scheduling:** All MPO Committee meetings shall be scheduled by the MPO Staff.
- D. **Meeting Notice:** At least five (5) days notice shall be provided for all MPO Committee meetings.
 - 1. Agenda: A proposed agenda shall be provided to ensure adequate preparation. Such agenda shall include the date, time and location of the Committee meeting. Notice for all MPO Committee meetings shall be provided and posted in

- accordance with State of Indiana's Open Door Law and shall include the date, time, and location of the Committee meeting.
2. Delivery: The notice, agenda, minutes, and other Committee meeting materials may be delivered to Committee members electronically.
- E. **Meeting Cancellation:** At the discretion of the ~~City of Bloomington Planning Department Director~~ MPO staff and with the approval of the ~~Chair~~ of the ~~Committee~~, a regularly scheduled MPO ~~Committee~~ meeting can be canceled or postponed. Notification of the cancellation shall be made at least three (3) days prior to the date of the scheduled meeting, except for in the case of an extenuating circumstance.
- F. **Committee Chair and Vice-Chair Participation:** During an MPO Committee meeting, the Chair and Vice-Chair of the Committee may make motions and debate policy items, and shall not be deprived of any rights and privileges of a member by reason of acting as ~~the~~ presiding officer. A Chair and Vice-Chair of any MPO Committee shall not, by neither election nor proxy representation, preside as neither Chair nor Vice-Chair of multiple MPO Committees.

1.6 Amendment of Bylaws

- ~~A. Process:~~ Amendments to the MPO Bylaws shall be made according to the following process:
- Step 1 - Drafting of an Amendment: The MPO staff shall be responsible for drafting proposed amendments for consideration by the MPO committees. If deemed necessary, the Staff will assemble a Bylaws Working Group.
- ~~1. Step 2 - Committee Review:~~ Proposed bylaws amendments shall be placed on the agendas of the next available Technical Advisory Committee and Citizens Advisory Committee meetings. The Policy Committee shall not take action on proposed amendments before the TAC and CAC have the opportunity to review and comment on such proposals.
- ~~2. Step 3 - Notice:~~ MPO Staff shall include the proposed bylaws amendment, specifying the exact form of the amendment, in the public notice for any MPO Committee meeting at which the proposal will be reviewed.
- ~~3. Step 4 - Policy Committee Action:~~ After receiving input from the TAC and CAC, the Policy Committee may vote on the proposed bylaws amendment. Amendments shall become effective upon a positive vote of 2/3 of the voting members of the Policy Committee.
- ~~B. Staff Role: The MPO staff shall be responsible for drafting proposed amendments for consideration by the Policy Committee.~~

CHAPTER 2: POLICY COMMITTEE

2.1 Purpose

The purpose of the Bloomington-Monroe County Metropolitan Planning Organization Policy Committee shall be to serve the Bloomington-Monroe County ~~Metropolitan Planning Area~~ as the official decision-making body for transportation planning matters.

2.2 Responsibilities

The responsibilities of the Policy Committee shall be as follows:

- A. To give overall guidance for the transportation planning process;
- B. To have overall responsibility for review and approval of all plans and programs which are developed by the transportation planning process;
- C. To organize membership of the Technical Advisory Committee;
- D. To encourage membership and participation in the Citizens Advisory Committee;
- E. To take official action on committee recommendations and other matters pertaining to furthering the transportation planning process;
- F. To adopt transportation goals and objectives to guide the transportation planning process;
- G. To adopt the annual Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), the Long-Range Transportation Plan (LRTP), and other plans and reports;
- H. To submit plans and recommendations to participating agencies and obtain resolutions for adoption from governing agencies;
- I. To establish a transportation study area boundary, also known as the Metropolitan Planning Area (MPA);
- J. To change the designated membership as deemed necessary; and
- K. To ensure that citizen participation is achieved in the transportation planning process.

2.3 Membership

- A. **Members:** The membership of the Policy Committee shall be as follows:
 - 1. Mayor, City of Bloomington
 - 2. President, Monroe County Commissioners
 - 3. President, Monroe County Council
 - 4. President, City of Bloomington Common Council
 - 5. President, Monroe County Plan Commission
 - 6. President, City of Bloomington Plan Commission
 - 7. President, Ellettsville Town Council
 - 8. Chair, Board of Directors, Bloomington Public Transportation Corporation
 - 9. ~~Vice President & Chief Administrative Officer~~ Director of Real Estate, Indiana University
 - 10. Director, City of Bloomington Public Works Department
 - 11. Director, Monroe County Highway Department
 - 12. Chair, BMCMPO Citizens Advisory Committee
 - 13. ~~Director~~ Deputy Commissioner, INDOT Seymour District
 - 14. ~~FHWA, Indiana Division~~ Indiana Division Administrator, Federal Highway Administration (Non-Voting)
 - 15. ~~FTA, Region V~~ Regional Administrator – Region 5, Federal Transit Administration (Non-Voting)

- B. **Alternate Representation:** If the designated Policy Committee representative for a board, commission, institution, or other organization is unable to serve on the Policy Committee, an alternate representative may be appointed by the same board, commission, institution, or organization to serve the term of the regular designee. In such cases, the regular designee shall not be required to submit a proxy statement for each meeting that the alternate representative attends.
- C. **Terms:** The voting members of the Policy Committee shall serve terms on the Committee that coincide with the terms of their respective offices.
- D. **Proxy:** Each voting member of the Policy Committee may name a proxy in writing for a particular meeting or vote.
1. Representation: The proxy shall be from the same agency, jurisdiction, or organization which the member represents.
 2. Powers: The proxy's powers shall be delineated in the written notice.
 3. Notification: The member shall be responsible for notifying the proxy of meetings, and shall notify MPO staff of the proxy representation.
 4. Committee Chair Proxy: If the Chair of the Policy Committee is absent, then the Vice-Chair shall conduct the meeting, even if the Chair designates a proxy.
- E. **Additional Appointments:** Additional appointments to, or changes in the composition of, the Policy Committee shall require an amendment to these Bylaws as outlined in Section 1.6. Any Policy Committee membership changes shall be made in consultation with the Indiana Department of Transportation, the Federal Highway Administration and the Federal Transit Administration.

2.4 Officers

- A. **Officers:** The Policy Committee shall elect the following officers from among the represented BMCMPPO LPAs:
1. Chair
 2. Vice-Chair
- B. **Eligibility:** Officers of the Policy Committee shall be chosen from the voting members of the Policy Committee.
- C. **Elections:** Election of officers shall occur in January at the first Policy Committee meeting of each calendar year. Elections for all officers shall be by majority vote.
- D. **Duties:** The duties of the elected officers of the Policy Committee shall be as follows:
1. Chair -
a. Preside over the meetings of the Policy Committee.
 2. Vice-Chair -

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~~a.~~ In the absence of the Policy Committee Chair, to preside over the meetings of the Policy Committee.

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2.5 Meeting Procedure

- A. **Quorum:** A quorum shall consist of seven (7) voting members of the Policy Committee or their proxies.
1. Committee Action: No action shall be taken by the Policy Committee without a quorum.
 2. Rescheduling: If a quorum is not present, those present may tentatively reschedule the meeting to another day when a quorum can be obtained.
- B. **Schedule:** Meetings of the Policy Committee shall be open to the public and be held ~~on a bimonthly basis or~~ on a regular monthly basis except for during the month of the summer recess and winter recess, or as needed for special business.
- C. **Special Votes:** The Chair of the Policy Committee may request a mail, fax, or e-mail vote on issues already presented, but not yet voted on, at previous meetings.
1. Limitations: This practice will be used only if Federal and/or State imposed deadlines are an issue or if the vote is necessitated due to the urgency of a local, State, or Federal project.
 2. Committee Report: A mail, fax, or e-mail vote will be presented at the next scheduled Policy Committee meeting as part of the previous meeting minutes.

2.6 Order of Business

The business of the Policy Committee shall be taken up for consideration and disposition in the following order, unless order is suspended by unanimous consent:

- ~~1.~~ ~~1.~~ Call to order by the Chair
- ~~2.~~ Approval of the Agenda
- ~~3.~~ ~~2.~~ Approval of ~~m~~Minutes of the previous meeting
- ~~4.~~ ~~3.~~ Communications from the Chair
- ~~5.~~ ~~4.~~ Reports from ~~e~~Officers and/or ~~e~~Committees
- ~~6.~~ ~~5.~~ Reports from the MPO ~~s~~Staff
- ~~7.~~ ~~6.~~ Old Business
Public comment prior to vote (limited to five minutes per speaker, and may be modified by committee at beginning of public comment period)
- ~~8.~~ ~~7.~~ New Business
Public comment prior to vote (limited to five minutes per speaker, and may be modified by committee at beginning of public comment period)
- ~~9.~~ Public comment on matters not included on the agenda (non-voting item)
Limited to five minutes per speaker, and may be reduced by the committee if numerous people wish to speak
- ~~10.~~ ~~8.~~ Communications from Committee members on matters not included in the agenda (non-voting item)

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CHAPTER 3: TECHNICAL ADVISORY COMMITTEE

3.1 Purpose

The purpose of the Technical Advisory Committee is to provide the MPO Policy Committee with technical support concerning the development of annual documents and the implementation of specific projects contained therein.

3.2 Responsibilities

The responsibilities of the Technical Advisory Committee shall be:

- A. To recommend technical methods, procedures, and standards to the Policy Committee to further the transportation planning process;
- B. To help coordinate work of operating departments and agencies participating in the transportation planning process;
- C. To comment and make recommendations on draft reports of the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), the Long-Range Transportation Plan (LRTP), and other plans and reports.
To discuss and recommend alternative transportation plans and programs to the Policy Committee, and
- D. To comment and make recommendations on draft reports of the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), the Long-Range Transportation Plan, and other plans and reports. To discuss and recommend alternative transportation plans and programs to the Policy Committee.

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3.3 Membership

- A. **Members:** The membership of the Technical Advisory Committee shall be as follows:
 1. City Transportation and Traffic Engineer, City of Bloomington
 2. Deputy Director Public Works Data Analyst and Manager, City of Bloomington
 3. Controller, City of Bloomington
 4. Planning Director, City of Bloomington
 5. Director of Operations & Development, City of Bloomington Parks and Recreation Department
 6. Assistant Engineer Utilities Director, City of Bloomington Utilities
 7. GIS Coordinator, City of Bloomington
 8. Streets Superintendent Director of Streets Operations, City of Bloomington Street Department
 9. Assistant Director Highway Engineer, Monroe County Highway Department

10. Director, Monroe County Planning Department
11. Auditor, Monroe County
12. Parks & Recreation ~~Director~~~~Administrator~~, Monroe County
13. GIS Coordinator, Monroe County
14. ~~Planning~~ Director ~~of Planning Services~~, Town of Ellettsville ~~Planning Department~~
15. ~~Town Engineer~~~~Street Commissioner~~, Town of Ellettsville ~~Street Department~~
16. ~~Executive~~ Director of ~~IU Campus Bus Service~~~~Transportation~~, Indiana University
17. General Manager, Bloomington Transit
18. ~~Manager~~~~Chief Executive Officer~~, Area 10-Rural Transit
19. ~~Executive~~ Director, Monroe County Airport
20. ~~Transportation~~ Director ~~of Building Operations~~, Monroe County Community School Corporation
21. Transportation Director, Richland-Bean Blossom Community School Corporation
22. Vice-Chair, Citizens Advisory Committee ~~(Non-Voting)~~
23. ~~Transportation Planner/MPO Liaison~~, INDOT ~~Planning/Programming Representative~~
24. ~~Project Manager – Transit~~, INDOT ~~Public Transportation Representative~~
25. ~~Special Projects Engineer~~, INDOT Seymour District Office, ~~Planning and Programming Director~~
26. ~~Community Planner – Indiana Division~~, Federal Highway Administration ~~FHWA, Indiana Division~~ (Non-Voting)
27. ~~Community Planner – Region 5~~, Federal Transit Administration ~~FTA, Region V~~ (Non-Voting)

- B. **Alternate Representation:** If the designated Technical Advisory Committee representative for a department, board, commission, institution, or other organization is unable to serve on the Technical Advisory Committee, an alternate representative may be appointed by the same department, board, commission, institution, or organization to serve the term of the regular designee. In such cases, the regular designee shall not be required to submit a proxy statement for each meeting that the alternate representative attends.
- C. **Terms:** The voting members of the Technical Advisory Committee shall serve terms on the Committee that coincide with the terms of their respective offices.
- D. **Proxy:** Each voting member of the Technical Advisory Committee may name a proxy in writing for a particular meeting or vote.
1. Representation: The proxy shall be from the same agency, jurisdiction, or organization which the member represents.
 2. Powers: The proxy's powers shall be delineated in the written notice.

3. Notification: The member shall be responsible for notifying the proxy of meetings, and shall notify the MPO staff of the proxy representation.
 4. Committee Chair Proxy: If the Chair of the Technical Advisory Committee is absent and designates a proxy, then the Vice-Chair shall conduct the meeting, even if the Chair designates a proxy.
- E. **Additional Appointments**: Additional appointments to, or changes in the composition of, the Technical Advisory Committee shall require an amendment to these Bylaws as outlined in Section 1.6. Any Technical Advisory Committee membership changes shall be made in consultation with the Indiana Department of Transportation, the Federal Highway Administration and the Federal Transit Administration.

3.4 Officers

- A. **Officers**: The Technical Advisory Committee shall elect the following officers from among the represented BMCMPPO LPAs:
1. Chair
 2. Vice-Chair
- B. **Eligibility**: Officers of the Technical Advisory Committee shall be chosen from the voting members of the Technical Advisory Committee.
- C. **Elections**: Election of officers shall occur in January at the first Technical Advisory Committee meeting of each calendar year. Elections for all officers shall be by majority vote.
- D. **Duties**: The duties of the elected officers of the Technical Advisory Committee shall be as follows:
1. Chair -
a. —Preside over the meetings of the Technical Advisory Committee.
 2. Vice-Chair -
a. —In the absence of the Technical Advisory Committee Chair, to preside over the meetings of the Technical Advisory Committee.

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3.5 Meeting Procedure

- A. **Quorum**: A quorum shall consist of nine (9) voting members of the Technical Advisory Committee, or their proxies.
1. Committee Action: No action shall be taken by the Technical Advisory Committee without a quorum.

2. Rescheduling: If a quorum is not present, those present may tentatively reschedule the meeting to another day when a quorum can be obtained.
- B. **Schedule**: Meetings of the Technical Advisory Committee shall be open to the public and be held on a monthly basis except for during the month of the summer recess and winter recess, or as needed for special business.
- C. **Special Votes**: The Chair of the Technical Advisory Committee may request a mail, fax, or e-mail vote on issues already presented, but not yet voted on, at previous meetings.
1. Limitations: This practice will be used only if Federal and/or State imposed deadlines are an issue or if the vote is necessitated due to the urgency of a local, State, or Federal project.
 2. Committee Report: A mail, fax, or e-mail vote will be presented at the next scheduled Technical Advisory Committee meeting as part of the previous meeting minutes.

3.6 Order of Business

The business of the Technical Advisory Committee shall be taken up for consideration and disposition in the following order, unless order is suspended by unanimous consent:

1. ~~1.~~ — Call to order by the Chair
2. Approval of the Agenda
3. ~~2.~~ Approval of ~~m~~Minutes of the previous meeting
4. ~~3.~~ Communications from the Chair
5. ~~4.~~ Reports from ~~e~~Officers and/or ~~e~~Committees
6. ~~5.~~ Reports from the MPO ~~s~~Staff
7. ~~6.~~ Old Business

Public comment prior to vote (limited to five minutes per speaker, and may be modified by committee at beginning of public comment period)
8. ~~7.~~ New Business

Public comment prior to vote (limited to five minutes per speaker, and may be modified by committee at beginning of public comment period)
9. Public comment on matters not included in the agenda (non-voting item)

Limited to five minutes per speaker, and may be reduced by the committee if numerous people wish to speak
10. ~~8.~~ — Communications from Committee members on matters not included in the agenda (non-voting item)
11. ~~9.~~ — Adjournment

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CHAPTER 4: CITIZENS ADVISORY COMMITTEE

4.1 Purpose

~~The purpose of the Citizens Advisory Committee (CAC) is to serve as the formal means through which active citizen participation provides the Policy Committee with public input on official decision making for transportation planning matters.~~

The purpose of the Citizens Advisory Committee (CAC) is to serve as the formal means for active citizen participation. The CAC provides public input for official decision-making on transportation planning matters to the Policy Committee.

4.2 Responsibilities

The responsibilities of the Citizens Advisory Committee shall be:

- A. To foster and develop citizen awareness and understanding regarding transportation policy and planning;

- B. To promote necessary interaction between citizens and the Policy Committee, the Technical Advisory Committee, and the Metropolitan Planning Organization staff; and
- C. To keep the Policy Committee, the Technical Advisory Committee, and the Metropolitan Planning Organization staff apprised of current and emerging citizen concerns in relation to transportation issues within the ~~urban~~Metropolitan Planning Area.

4.3 Membership

- A. **Members:** The membership of the Citizens Advisory Committee shall be comprised of citizens of the City of Bloomington, Monroe County and the Town of Ellettsville. Key stakeholder groups, agencies and organizations from each community should also be represented. The following groups, as well as others that may not be listed, are strongly encouraged to send a representative to participate in the Citizens Advisory Committee.
 - 1. Bloomington Traffic Commission
 - 2. Monroe County Traffic Commission
 - 3. Indiana University Student Association
 - 4. Bloomington Commission on Sustainability
 - 5. Bloomington Bicycle and Pedestrian Safety Commission
 - 6. Greater Bloomington Chamber of Commerce
 - 7. Ellettsville Chamber of Commerce
 - 8. Bloomington Environmental Commission
 - ~~8-9.~~ Monroe County Environmental Commission
 - ~~9-10.~~ League of Women Voters
 - ~~10-11.~~ Bloomington Historic Preservation Commission
 - ~~11-12.~~ Bloomington Council of Neighborhood Associations
 - ~~12-13.~~ Bloomington Bicycle Club
 - ~~13-14.~~ Bloomington Board of Realtors
 - ~~14-15.~~ Bloomington Council for Community Accessibility
 - ~~15-16.~~ Downtown Bloomington, Inc.
 - ~~16-17.~~ Area 10 Agency on Aging
 - ~~17-18.~~ Bloomington Urban Enterprise Association
 - ~~18-19.~~ Monroe County Soil & Water Conservation District
 - ~~19-20.~~ INDOT, Seymour District (Non-~~V~~oting)
 - ~~20-21.~~ FHWA, Indiana Division (Non-Voting)
- B. **Eligibility and Registration:** Any^H citizens ~~and, including any~~ organization representatives, that attends Citizens Advisory Committee meetings ~~may~~^{shall} be considered Committee Members, ~~and those~~

~~C.~~ **Registration:** ~~Anyone~~ wishing to become a member of the Committee shall register using a form provided by the MPO Staff. Such registration shall include contact information (mailing address, phone number, email address, etc.) as well as indicate whether the member has been designated as an official representative of a community organization or agency.

~~D.C.~~ **Voting Privileges:** Citizens Advisory Committee members shall attend three (3) consecutive Committee meetings before they are eligible to vote on Committee business. Members may vote on Committee business as of the third consecutive meeting they attend.

~~E.D.~~ **Revocation of Voting Privileges:** Citizens Advisory Committee members who miss three consecutive meetings may have their voting privileges revoked with concurrence from the Chair and Vice-Chair. Exceptions may be made if the Committee member can demonstrate extenuating circumstances. A Committee member whose voting privileges have been revoked shall be required to follow the process outlined in 4.3(~~DC~~) to regain voting status.

4.4 Officers

- A. **Officers:** The Citizens Advisory Committee shall elect the following officers:
1. Chair
 2. Vice-Chair
- B. **Eligibility:** Officers of the Citizens Advisory Committee shall be chosen from the voting members of the Citizens Advisory Committee.
- C. **Elections:** Election of officers shall occur ~~in January at the first Citizens Advisory Committee meeting~~ of each ~~calendar~~ year. ~~Officers shall be elected by a secret ballot of the voting members of the Committee.~~ Elections for all officers shall be by majority vote.
- D. **Duties:** The duties of the elected officers of the Citizens Advisory Committee shall be as follows:
1. Chair
 - a. Preside over the meetings of the Citizens Advisory Committee.
 - b. ~~In consultation with MPO Staff and the CAC Vice-Chair, review~~ Set the Agenda for Citizens Advisory Committee meetings ~~set by MPO Staff, in consultation with the Vice-Chair and the MPO Staff.~~
 - c. Attend meetings of the Policy Committee as a voting member.
 2. Vice-Chair
 - a. In the absence of the Committee Chair, to preside over the meetings of the Citizens Advisory Committee.

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- b. ~~In consultation with MPO Staff and the CAC Chair, review~~Set the Agenda for Citizens Advisory Committee meetings ~~set by MPO Staff, in consultation with the Chair and the MPO Staff.~~
- c. Attend meetings of the Technical Advisory Committee as a nonvoting member.

4.5 Meeting Procedure

- A. **Quorum:** A quorum shall consist of a simple majority of Citizens Advisory Committee members eligible to vote. At an absolute minimum, quorum shall consist of four (4) voting-eligible Committee members.
 1. Committee Action: No action shall be taken by the Citizens Advisory Committee without a quorum.
 2. Rescheduling: If a quorum is not present, those present may tentatively reschedule the meeting to another day when a quorum can be obtained. The members present may also conduct the meeting as an informational session, but shall not take any official action on business items.
- B. **Schedule:** Meetings of the Citizens Advisory Committee shall be open to the public and be held on a monthly basis, except for during the month of the summer recess and winter recess, or as needed for special business.
- C. **Special Votes:** The Chair of the Citizens Advisory Committee may request a mail, fax, or e-mail vote on issues already presented, but not yet voted on, at previous meetings.
 1. Limitations: This practice will be used only if Federal and/or State imposed deadlines are an issue or if the vote is necessitated due to the urgency of a local, State, or Federal project.
 2. Committee Report: A mail, fax, or e-mail vote will be presented at the next scheduled Citizens Advisory Committee meeting as part of the previous meeting minutes.
- D. **Agenda Items:** Members of the CAC may suggest agenda items at least seven (7) days prior to the next scheduled meeting.

4.6 Order of Business

The business of the Citizens Advisory Committee shall be taken up for consideration and disposition in the following order, unless order is suspended by unanimous consent.

- ~~1. 1. —~~Call to order by the Chair
- ~~2. Approval of the Agenda~~
- ~~3. 2. Approval of ~~m~~Minutes of the previous meeting~~
- ~~4. 3. Communications from the Chair~~
- ~~5. 4. Reports from ~~e~~Officers and/or ~~e~~Committees~~
- ~~6. 5. Reports from the MPO ~~s~~Staff~~
- ~~7. 6. Old Business~~

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Public comment prior to vote (limited at the discretion of the Chair)

87. New Business

Public comment prior to vote (limited at the discretion of the Chair)

9. Public comment on matters not included in the agenda (non-voting item)

108. Communications from Committee members on matters not included in the agenda (non-voting item)

119. Adjournment

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To: BMCMPPO Technical Advisory Committee & Citizens Advisory Committee

From: Pat Martin, Ryan Clemens

Date: January 15, 2020

Re: FY 2020 - 2024 Transportation Improvement Program (TIP) Amendment

INDOT requests one (1) amendment to the BMCMPPO FY 2020-2024 TIP. The proposed amendment includes:

Bridge Maintenance at various locations to be determined as needed in the Seymour District – System Preservation (DES#1902890). Typical projects under the system preservation heading of bridge maintenance may include deck patching, joint replacement, thin deck overlay, scour protection, railing repair, and other similar work activities dependent upon assessed needs within a given program funding year.

INDOT Seymour District-Wide Bridge Maintenance (DES#1902890)					
Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2021	STBG	\$800,000	\$200,000	\$1,000,000
Totals			\$800,000	\$200,000	\$1,000,000

Requested Action

Recommend the addition of the presented project to the BMCMPPO FY 2020-2024 Transportation Improvement Program for the February 14, 2020 BMCMPPO Policy Committee meeting.

PPM/pm



Bloomington/Monroe County Metropolitan Planning Organization

TIP Project Form (Updated 01/03/2017)

Transportation Improvement Program Project Request Form

NOTE: This form must be completed in its entirety in order for a new project to be considered for inclusion in the Transportation Improvement Program (TIP) **OR** to make changes to an existing project already programmed in the TIP. Please complete all parts, including signature verification and attach support materials before returning to BMCMPPO staff at the address listed below.

Mail: Bloomington/Monroe County MPO
401 N. Morton Street Suite 160
PO Box 100
Bloomington, IN 47402

-OR-

email: mpo@bloomington.in.gov
fax: (812) 349-3535

1. Public Agency Information (Fill in all applicable fields):

☐ Monroe County ☐ City of Bloomington ☐ Town of Ellettsville ☒ INDOT
☐ Rural Transit ☐ Indiana University ☐ Bloomington Transit ☐ _____

Contact Name ([ERC](#)) Brad Williamson Phone: 812-524-3971 _____ Fax: _____

Address: 185 Agrico Lane, Seymour, IN 47274 _____

Email: bwilliamson@indot.in.gov

2. Project Information: (Fill in all applicable fields):

- Project Name: DES Number: #1902890
- Is this project already in the TIP? ☐ Yes ☒ No
- Project Location : Various locations in the Seymour District to be determined as needed.
- Brief Project Description: District Wide Bridge Maintenance
- Support for the Project (e.g. Local plans, LRTP, TDP, etc.): _____
- Allied Projects (other projects related to this one): _____
- Does the project have an Intelligent Transportation Systems component? N/A _____
If so, is the project included in the MPO's ITS architecture? _____

3. Financial Plan:

Identify ***ALL*** anticipated project costs for all phases, including total anticipated project costs beyond the four years to be programmed in the TIP (i.e. outlying years). Please identify any illustrative phases or costs in *italics*.

Note: Fiscal Year runs from July 1 to June 30 (ie: FY 2016 starts 7/1/15 and ends 6/30/16.)

Phase	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	Outlying Years
PE	STBG	\$		\$	\$	\$
	State	\$		\$	\$	\$
		\$	\$	\$	\$	\$
CN	STBG	\$	\$		800,000	\$
	ST				\$200,000	\$
		\$	\$	\$	\$	\$
RW	STBG	\$		\$	\$	\$
	ST	\$		\$	\$	\$
		\$	\$	\$	\$	\$
	Totals:		.		\$1,000,000	\$

Construction Engineering/Inspection:

- Does the project include an acceptable percentage of construction costs set aside for construction engineering or inspections? ☐ Yes ☐ No x ☐ N/A

Year of Implementation Cost:

- Has a four percent (4%) inflation factor been applied to all future costs? x ☐ Yes ☐ No

4. Complete Streets

New Projects – If this is a new project to be included in the TIP, then section III **MUST** be completed.

Existing Projects – If a project is already included in the current, adopted TIP (compliant or exempt) and changes have occurred or will occur to the project which would have bearing on the Complete Streets Policy information on file, then all of section III must be updated and resubmitted for consideration.

Not Applicable – If project is subject to the Complete Streets Policy, check the **Not Applicable** box and proceed to Section 5.

Complete Streets Applicability and Compliance – Check one of the following:

- ☒ **Not Applicable** – If project is Not Applicable, please skip to Section 5. The project is not subject to the Complete Streets Policy because it is a transit project, a non-road project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, a ‘grandfathered’ local roadway project included in the TIP before the adoption of the policy, or is a project that uses federal funds which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*
- ☐ **Compliant** - The project will accommodate all users of the corridor. The project is new construction or reconstruction of local roadways that will use federal funds through the BMCMPPO for **any** phase of project implementation. *Additional Information items 1-8 (below) must be submitted for compliant projects.*
- ☐ **Exempt** - The project is unable to accommodate all users of the corridor due to certain circumstances or special constraints, as detailed in Section IV of the CS Policy. *Additional Information items 1, 4-8 (below) must be submitted for exempt projects.*

Reason for exemption: _____

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

- 1) **Detailed Scope of Work** – Provide relevant details about the project that would be sufficient to use when seeking consulting services (detailed project description, vehicular elements, non-vehicular elements, new construction/reconstruction).
- 2) **Performance Standards** – List specific performance standards for multimodal transportation, including, but not limited to transit, pedestrian, bicycle, and automobile users, ADA and Universal Design, environmental, utilities, land use, right of way, historic preservation, maintenance of services plan, and any other pertinent design component in relation to current conditions, during implementation/construction, and upon project completion.
- 3) **Measurable Outcomes** – Identify measurable outcomes the project is seeking to attain (e.g. safety, congestion and/or access management, level-of-service, capacity expansion, utility services, etc.)
- 4) **Project Timeline** – Identify anticipated timelines for consultant selection, public participation, design, right-of-way acquisition, construction period, and completion date.
- 5) **Key Milestones** – identify key milestones (approvals, permits, agreements, design status, etc.)
- 6) **Project Cost** – Identify any anticipated cost limitations, additional funding sources, project timing, and other important cost considerations not included in the table above.
- 7) **Public Participation Process** – Describe the public participation process (types of outreach, number and type of meetings, etc.), and the benchmark goals for the project (participation rates, levels of outreach, levels of accountability and corresponding response methods to input received, etc.).
- 8) **Stakeholder List** – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose and roll for being on the list.

5. Verification

I hereby certify that the information submitted as part of this form is accurate. Furthermore, if applicable, I certify the project follows the Complete Streets Policy.

Signature

12/31/19_____
Date

STIP AMENDMENT and/or MODIFICATION REQUEST

Date: 31-Dec 2019

Amendment
 modification

Requestor: Robin Bolte

[illegible]

Chapter 4: Financial Forecast

Introduction

Financial resources define the feasibility, timing, and scope of transportation project implementation. This chapter defines reasonable financial forecasts that support the recommended multi-modal transportation needs plan for the Bloomington and Monroe County urbanized area. The resulting fiscally constrained plan of projects is a requirement first set forth in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Successive federal transportation legislation (TEA-21, SAFETEA-LU, MAP-21 and FAST) continued this requirement and permitted the inclusion of “illustrative” transportation projects for potential implementation if additional funding were to become available during the established Year 2045 planning period.

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

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

Federal Resource Programs

Fixing America’s Surface Transportation (FAST) Act (Pub. L. No. 114-94) governs current federal funding for highway, transit and railroad facilities. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 and maintains a focus on safety, keeps intact the established structure of the various highway-related programs, continues to streamline project delivery, and provides a dedicated source of federal dollars for freight projects.

The FAST Act apportions Federal program funds using a formula or a set of formulas, takedowns, and set-aside’s. Legally established formulas determine initial lump sum amounts for each State’s federal-aid apportionment. The lump sums may further subdivide among different programs (outlined below) based upon legally defined percentages. Federal legislation

further requires the distribution of some programs within the State to promote the fair and equitable use of funds and to meet certain priorities. Apportioned funds account for the overwhelming majority of FHWA funds. Current congressional rules prohibit earmarking, which historically achieved accomplishment through allocations. Because of the limited funding for these programs, not every State will receive an allocation in a given fiscal year.

Major funding programs administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) under current FAST Act legislation include the:

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

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

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

Federal Funding Projections

Surface Transportation Block Grant (STBG)

Surface Transportation Block Grant (STBG) program funds represent the primary source of federal support for improvements to Bloomington-Monroe County urbanized area roadways. The FAST Act converts the long-standing Surface Transportation Program (STP) into the Surface Transportation Block Grant (STBG) program. As statutorily cited [FAST Act § 1109(a)] by the Federal Highway Administration, “The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.”

Urbanized areas with a population of 200,000 or more persons (referred to as Group I areas) have a dedicated funding allocation stipulated by federal statute. Indiana urbanized areas, such as Bloomington, with a population of 50,000 to less than 200,000 persons (referred to as Group II areas) receive funding allocations based on a proportion of statewide population.

Under a sharing agreement for surface transportation programs, the Indiana Department of Transportation (INDOT) retains 75% of the federal funds received by the State of Indiana. The remaining 25% federal fund balances are made available to local jurisdictions, including Metropolitan Planning Organizations.

The federal-aid STBG fund allocation for the Bloomington metropolitan planning area in Fiscal Year 2020 was approximately \$2.75 million. A conservative, constant and real dollar growth rate of 2.0% has been used to forecast STBG funds available between fiscal years 2020 and 2045. As shown below, the Bloomington metropolitan planning area is likely to receive a total of approximately \$79,347,485 in STBG funds between fiscal years 2020 and 2045 for locally initiated capital roadway system improvements.

Fiscal Years 2020 through 2030 = \$30,133,189
Fiscal Years 2030 through 2045 = \$49,214,296
Total = \$79,347,485

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) provides federal funding for eligible safety improvement projects on local roadways. The Bloomington metropolitan planning area received an annual allocation of \$470,684 for fiscal year 2020. Using the same 2.0% annual growth rate, the following HSIP resources are predicted for Fiscal Year 2020 through Fiscal Year 2045.

Fiscal Years 2020 through 2030 = \$5,153,858
Fiscal Years 2030 through 2045 = \$8,423,004
Total = \$13,576,862

Transportation Alternatives (TA)

Within the Surface Transportation Block Grant program, Transportation Alternatives (TA) provides federal funding for programs and projects defined as transportation alternatives, including on and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation, and enhanced mobility. The Bloomington urbanized area received an annual allocation of \$155,801 for fiscal year 2020. Using the same 2.0% annual growth rate, the following TA resources are predicted for Fiscal Year 2020 through Fiscal Year 2045.

Fiscal Years 2020 through 2030 = \$1,705,977
Fiscal Years 2020 through 2045 = \$2,788,096
Total = \$4,494,073

State of Indiana Investments

The Indiana Department of Transportation does not have any committed major capital projects identified for construction in Bloomington and Monroe County between Fiscal Year 2020 and Fiscal Year 2045 given the recent completion of the I-69 corridor through the metropolitan planning area.

Indiana's *2013-2035 Future Transportation Needs Report* does not identify any further major capital projects to be undertaken within Bloomington and Monroe County to the year 2035. A majority of investment priorities shall focus on safety enhancements and system preservation to existing state roads. As these improvements will be undertaken on an as-needed basis, no firm estimate of future investments in such projects is currently available.

Indiana's *Next Level Roads Plan* announced in 2017 resulting from House Enrolled Act 1002 (Effective July 1, 2017) focuses funding in the BMCMPPO area on preservation, maintenance, and safety investments with a 5-year investment total equaling \$13,033,146 from 2018 through 2020. House Enrolled Act 1002 establishes an increase of ten-cents per gallon for gasoline, special fuels, and motor carrier surcharge taxes. The Act further establishes an indexation against inflation thereby maintaining constant dollar revenues in relation to overall indexed costs.

Local roads statewide received an estimated \$264 million in additional dollars in FY 2019 and shall receive up to an estimated \$340 million by FY 2024. The House Enrolled Act should raise \$1.2 billion in new state and local revenues beginning in 2024.

INDOT's Community Crossing Local Road and Bridge Matching Grant Fund Program provides an additional source of revenue to the BMCMPPO area through discretionary awards for systems preservation, maintenance, replacements, reconstruction, and similar activities. INDOT has awarded over \$1 billion since 2013 to local public agencies to aid in modernizing local roads and bridges. No future funding availability is possible given the variable discretionary nature of this program, the size of requests in relation to available funds, and the year-to-year needs of Monroe County, the City of Bloomington, and the Town of Ellettsville. Therefore a reasonable financial forecast is not possible.

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

Federal transit program formula grants and capital investment grants and state assistance are critical to the success of Bloomington Transit and its provision of service over 1,178,700 vehicle miles traveled for 3.14 million annual customers in 2018. This equates to 2.66 miles per customer trip.

Federal transit formula operating and capital investment grants for Bloomington Transit totaled approximately \$2,258,684 in 2018. A conservative, constant real dollar growth rate of 2.0% has been used to forecast these funds available between 2020 and 2045. As shown below, Bloomington Transit is likely to receive a total of \$63,857,056 in formula grants and capital investment grants for Fiscal Year 2020 through Fiscal Year 2045.

Fiscal Years 2020 through 2030 = \$28,595,688
Fiscal Years 2030 through 2045 = \$50,528,746
Total = \$79,124,434

State transit program assistance to Bloomington Transit totaled approximately \$2,258,684 in 2018. A conservative, constant dollar growth rate of 2.0% used to forecast these funds available between 2020 and 2045 projects Bloomington Transit will likely receive a total of \$79,124,434 in formula grants and capital investment grants for Fiscal Year 2020 through Fiscal Year 2045.

Fiscal Years 2020 through 2030 = \$32,142,062
Fiscal Years 2031 through 2045 = \$56,795,209
Total = \$88,937,271

Federal transit formula operating and capital investment grants for Rural Transit totaled approximately \$655,790 in 2018. A conservative, constant real dollar growth rate of 2.0% has been used to forecast these funds available between 2020 and 2045. As shown below, Rural

Transit is likely to receive a total of \$22,973,117 in formula grants and capital investment grants for Fiscal Year 2020 through Fiscal Year 2045.

Fiscal Years 2020 through 2030 = \$8,302,519
Fiscal Years 2030 through 2045 = \$14,670,599
Total = \$22,973,118

State transit program assistance to Rural Transit totaled approximately **\$309,147** in 2018. A conservative, constant dollar growth rate of 2.0% used to forecast these funds available between 2020 and 2045 projects Rural Transit will likely receive a total of **\$10,378,899** in formula grants and capital investment grants for Fiscal Year 2020 through Fiscal Year 2045.

Fiscal Years 2020 through 2030 = \$3,913,904
Fiscal Years 2031 through 2045 = \$6,464,995
Total = \$10,378,899

Local Resources

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

Motor Vehicle Highway Account (MVHA) & Wheel Tax

The Motor Vehicle Highway Account (MVHA) receipts for Monroe County and the City of Bloomington typically exhibit an annual variability, but they are expected to stabilize in future years. MVHA funds must be used for the construction or reconstruction and maintenance of streets and alleys. These funds represent the primary operating and maintenance expenditures for Monroe County and the City of Bloomington between 2020 and 2045. The forecast assumption for the 2045 MTP is that MVHA receipts will remain at a constant real dollar growth rate of 2.0% until the Year 2045 and that these funds will continue to be used for basic operations and maintenance.

Wheel Tax funds for Monroe County and Bloomington are used for resurfacing and minor roadway rehabilitation projects. The forecast assumption for the 2045 MTP is that Wheel Tax receipts will remain at a constant real dollar growth rate of 2.0% until the Year 2045 and that these funds will continue to be used for the purposes prescribed by the Indiana General Assembly.

Given MVHA and Wheel Tax receipts and under the assumptions outlined above, the following fiscal period forecasts can be reached:

Fiscal Years 2020 through 2045 = \$108,583,414
Fiscal Years 2020 through 2045 = \$177,458,996

Total = \$286,042,410

Local Road and Street (LRS) Funds

Local Road and Street account (LRS) funds, including accelerated allocations, are available for capital investment; however, a portion of the funds must be set aside for preservation projects such as resurfacing, intersection/signalization projects, and safety improvements.

Based on past and present budgets, approximately 80% of the Monroe County funds and approximately 50% of the City of Bloomington funds may be used for major capital investments. These funds represent the primary expenditures that will be used by Monroe County and the City of Bloomington for engineering, land acquisition, construction, resurfacing, restoration, and rehabilitation of roadway facilities. The forecast assumption for the 2045 MTP is that LRS receipts will remain at a constant real dollar growth rates of 2.0% until the Year 2045 and that these funds will continue to be used for the purposes prescribed by the Indiana General Assembly.

Given LRS receipts and under the assumptions outlined above, the following fiscal period forecasts can be reached:

Fiscal Years 2020 through 2030 = \$14,822,867

Fiscal Years 2030 through 2045 = \$24,225,165

Total = \$39,048,032

Cumulative Bridge Funds

The Monroe County Cumulative Bridge Fund will continue to be dedicated to bridge preservation for the cost of construction, maintenance, and repair of bridges, approaches, grade separations and county-wide bridge inspections. The forecast assumption for the 2045 MTP is that the Cumulative Bridge Fund will remain at a constant real dollar growth rate of 2.0% until the Year 2045 and that these funds will continue to be used for the purposes prescribed by the Indiana General Assembly.

Given Cumulative Bridge receipts and under the assumptions outlined above, the following fiscal period forecasts can be reached:

Fiscal Years 2020 through 2030 = \$16,282,453

Fiscal Years 2030 through 2045 = \$26,610,582

Total = \$42,893,035

Major Bridge Fund

The Major Bridge Fund established under (IC § 8-16-3.1) is a special fund to address major obstructions between commercial or population centers which are capable of causing an economic hardship because of excess travel time to conduct a normal level of commerce between the two (2) centers. A major bridge is defined as a structure of 200-feet or longer or

100-feet in a qualified city. The tax levy shall not exceed \$0.0333 per \$100 assessed valuation within the eligible county. No financial forecasts were made within the 2045 MTP for the Major Bridge Fund.

Cumulative Capital Development Funds

The forecast assumption for the 2045 Metropolitan Transportation Plan is that the Cumulative Capital Development Fund will remain at a constant real dollar growth rate of 2.0% until the Year 2045 and that these funds will continue to be used for the purposes prescribed by the Indiana General Assembly.

Given Cumulative Capital Development Fund receipts for Monroe County and the City of Bloomington under the assumptions outlined above, the following fiscal period forecasts can be reached:

Fiscal Years 2020 through 2030 = \$46,554,228
Fiscal Years 2030 through 2045 = \$76,084,055
Total = \$122,638,283

Tax Increment Financing (TIF) Funds

Tax Increment Financing (TIF) District revenue receipts are occasionally used by Monroe County and the City of Bloomington for capital infrastructure investments including roadway and drainage improvements. Forecasts for these districts are inexact given their direct link to project development, property values, and sunset provisions.

Given current receipts and constant rate trend growth, estimates for the Monroe County Fullerton Pike TIF, the SR46 TIF, and the Westside TIF, the following fiscal period forecasts can be reached:

Fiscal Years 2020 through 2030 = \$26,024,960
Fiscal Years 2030 through 2045 = \$42,532,875
Total = \$68,557,835

Alternative Transportation Funds

The City of Bloomington established Alternative Transportation funding exclusively for pedestrian and bicycle infrastructure maintenance, preservation, and facility expansions more than a decade ago. Funds are allocated through annual municipal budget approvals by the Common Council. The forecast assumption for the 2045 Metropolitan Transportation Plan is that the Alternative Transportation fund allocations will remain at a constant real dollar growth rate of 2.0% until the Year 2045 and that these funds will continue to be used for the purposes prescribed by the City of Bloomington.

Given Alternative Transportation Fund allocations from 2012 through 2017 for the City of Bloomington under the assumptions outlined above, the following fiscal period forecasts can be reached:

Fiscal Years 2020 through 2030 = \$8,190,645
Fiscal Years 2030 through 2045 = \$13,386,061
Total = \$21,576,706

Public Transportation Locally Derived Income

Federal transit program formula grants and capital investment grants help to support Bloomington Transit's service. Bloomington Transit is also supported by locally derived income (LDI) consisting of fare revenue, contract/other revenue, and local assistance. The forecast assumption for the 2045 Metropolitan Transportation Plan is that locally derived income will remain at a constant real dollar growth rate of 2.0% until the Year 2045 and that these funds will continue to be used for the purposes currently prescribed by the needs of Bloomington Transit.

Given locally derived income revenues from 2012 through 2017 for the City of Bloomington under the assumptions outlined above, the following fiscal period forecasts can be reached:

Fiscal Years 2020 through 2030 = \$30,244,130
Fiscal Years 2030 through 2045 = \$49,428,294
Total = \$79,672,424

General Obligation Bonds

Monroe County and the City of Bloomington may use General Obligation (GO) bonds for transportation infrastructure investments. The use of this funding mechanism, however, is subject to a variety of unique circumstances.

Given a measurable level of uncertainty over their use, no financial forecasts were calculated for the BCMCMPO 2045 Metropolitan Transportation Plan.

Conclusion

The Bloomington and Monroe County metropolitan planning area forecast suggests the receipt of approximately \$79.3 million in Federal Surface Transportation Block Grant (STBG) program, \$13.6 million in Highway Safety Improvement Program (HSIP), and \$4.5 million in Transportation Alternatives (TA) funds through Fiscal Year 2045 for transportation infrastructure investments.

The sum total of revenue sources from Monroe County and the City of Bloomington Motor Vehicle Highway Account, Wheel Tax, Local Road and Street, Cumulative Bridge Funds, Cumulative Capital Development, Tax Increment Financing, and Alternative Transportation Funds suggest that, given forecast assumptions, the BCMCMPO planning area will have over

\$564 million in local funds available for safety, maintenance, preservation, and added multi-modal transportation system capacity activities for Fiscal Years 2020 through 2045. However, some of these funds are for other priorities within each local public agency. This sum total assumes the investment of all available local funds to transportation projects – a “best case” financial forecast that may not reflect actual local funding spent over time on transportation-related projects.

The sum total of revenue sources for Bloomington Transit under formula grants, capital investment grants, and locally derived income suggest that, given forecast assumptions, the BMCMPO metropolitan planning area will have over \$210.6 million available for transit service activities for Fiscal Years 2020 through 2045.

Appendix E: Environmental Justice

Federal Statutes

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

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

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

- National Environmental Policy Act of 1969 (NEPA)
- Title VI of the Civil Rights Act of 1964
- Section 504 of the Rehabilitation Act of 1973
- Age Discrimination Act of 1975
- 23 United States Code 324
- Title II of the Americans with Disabilities Act of 1990
- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970

All policies, programs, and other activities undertaken, funded, or approved by the FHWA, FTA, or other US DOT components must comply with EJ requirements from initial concept development through post-construction operations and maintenance (policy decisions, systems planning, project development and NEPA review, preliminary design, final design, right of way, construction, operations, and maintenance).

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

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

The 2045 Metropolitan Transportation Plan estimates growth patterns and future transportation needs which help to address the benefits and burdens that future transportation projects might have on disadvantaged populations. Plan development provides growth

projections to evaluate opportunities for all populations to provide input (Public Participation Plan), assess the effects of future decisions on neighborhoods, the environment, and the economy, as well as help ensure that the benefits and impacts of future transportation systems are equally distributed.

Methodology & Results

The BMCMPPO 2040 MTP environmental justice methodology relied upon demographic and socioeconomic data from the U.S. Bureau of the Census, *American Community Survey (ACS) 2013-2017 Five-Year Estimate, Poverty Status* for each of Monroe County's sixteen (16) Census Tracts. Examinations of each census tract incorporated estimates of total population in relation to minority populations and percentage of population below poverty status. Table 1 summarizes the percentage of non-white and below poverty populations by Census Tract for Monroe County. Individual Census Tracts relied on two environmental justice characteristics:

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

Monroe County census tracts with 50 percent or more of either of the two environmental justice characteristics are locations of importance for transportation planning and project development needs. The identified areas with high proportions of minority population and poverty levels for Monroe County are:

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

Figure 1 illustrates the Monroe County census tracts with 50 percent or more of the two environmental justice characteristics subject to compliance for current or future transportation system projects. The 2045 Metropolitan Transportation Plan does not foresee any residential

displacements for any project within an identified Monroe County Environmental Justice census.

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

Public transit service is another Environmental Justice consideration. Figure 1 provides a useful reference for assessing the spatial relationship between Transit services and Environmental Justice compliance. Bloomington Transit, Indiana University (IU) Campus Bus, and Rural Transit provide transit services within and in close proximity to Indiana University and the downtown area (Tracts 1, 2.01, 2.02, 6.01, 6.02, and 16). Together, Bloomington Transit, IU Campus Bus, and Rural Transit provide a thorough range of transit services to all Environmental Justice Tracts within Monroe County. Future transit investments supported by the 2045 Metropolitan Transportation Plan will continue to enhance mobility and service for all Environmental Justice tract populations.

The multi-modal transportation improvements contained in the 2045 Metropolitan Transportation Plan will benefit areas with a concentration of low-income households through improved mobility and accessibility without having a "disproportionately high" or "adverse" impacts. No households will undergo displacement in implementing transportation improvements within these low-income or high minority areas. Finally, the 2045 MTP makes multi-modal transportation investments within, and to, low-income areas ensuring that low-income groups receive a proportionate share of benefits, without enduring adverse impacts. Given these consideration factors, the Year 2045 Metropolitan Transportation Plan is in compliance with Title VI relative to Environmental Justice.

Conclusion

Table 1 and Figure 1 define current Monroe County Environmental Justice census tracts with respective minority populations and poverty thresholds meeting Title VI requirements as they relate to transportation planning. Census tracts 1, 2.01, 2.02, and 16 illustrate a high minority

population and poverty level concentrations within and surrounding the Indiana University campus. Conversely, environmental justice census tracts 6.01 and 6.02 reflect the City of Bloomington's poverty levels along the west and northwest corporate boundaries. No other environmental justice areas reside within balance of the metropolitan planning area or more rural areas of Monroe County.

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

2013-2017 Census Tract	Estimated Population	Estimated White Only**	Estimated Non-White	Estimated % Minority	Est. Population Below Poverty Level	Est. % Population Below Poverty Level
1	5,248	4,651	597	11.4%	3,942	75.1%
2.01	323	53	270	83.6%	243	75.2%
2.02	60	45	15	25.0%	36	60.0%
3.01	3,930	3,332	598	15.2%	1,292	32.9%
3.02	2,871	2,733	138	4.8%	946	33.0%
4.01	4,171	3,329	842	20.2%	1,111	26.6%
4.02	4,697	3,744	953	20.3%	877	18.7%
5.01	4,370	3,903	467	10.7%	699	16.0%
5.02	3,450	2,781	669	19.4%	456	13.2%
6.01	3,956	2,822	1,134	28.7%	2,024	51.2%
6.02	3,428	2,748	680	19.8%	1,842	53.7%
7.00	3,021	2,792	229	7.6%	316	10.5%
8.00	5,713	4,818	895	15.7%	1,223	21.4%
9.01	3,262	2,393	869	26.6%	1,357	41.6%
9.03	5,198	4,145	1,053	20.3%	1,622	31.2%
9.04	5,434	3,214	2,220	40.9%	2,256	41.5%
10.01	5,604	4,601	1,003	17.9%	564	10.1%
10.02	6,032	4,814	1,218	20.2%	721	12.0%
11.01	5,775	4,276	1,499	26.0%	2,147	37.2%
11.02	4,422	3,322	1,100	24.9%	610	13.8%
11.03	2,955	2,762	193	6.5%	328	11.1%
12.00	5,994	5,702	292	4.9%	314	5.2%
13.01	5,780	5,376	404	7.0%	407	7.0%
13.03	5,931	5,677	254	4.3%	303	5.1%
13.04	4,278	4,036	242	5.7%	853	19.9%
13.05	2,122	2,029	93	4.4%	198	9.3%
14.01	2,082	2,018	64	3.1%	115	5.5%
14.02	5,749	5,566	183	3.2%	564	9.8%
15.01	5,593	5,237	356	6.4%	492	8.8%
15.02	2,910	2,818	92	3.2%	326	11.2%
16	4,953	4,336	617	12.5%	3,790	76.5%
TOTAL	129,312	110,073	19,239	14.9%	31,974	24.7%

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

**White alone, not Hispanic or Latino

The map displays the following precinct numbers and locations:

- 13.01**: Northwest corner.
- 14.01**: North-central area, containing Morgan State Forest.
- 13.03** and **13.04**: West of center, near Unionville.
- 13.05**: West of center, south of 13.04.
- 7** and **8**: East of center, north of the yellow precincts.
- 6.01** and **6.02**: Yellow precincts in the center.
- 15.01**: Yellow precinct south of 6.01 and 6.02, near Smthville.
- 15.02**: Yellow precinct at the bottom, near Milledgeburg.
- 9.03** and **9.04**: East of the yellow precincts.
- 10.01** and **10.02**: East of the yellow precincts, south of 9.03 and 9.04.
- 11.01** and **11.02**: West of 10.01 and 10.02.
- 11.03**: South of 11.01 and 11.02.
- 5.01** and **5.02**: West of 11.01 and 11.02.
- 4.01** and **4.02**: West of 11.01 and 11.02, south of 5.01 and 5.02.
- 12**: Southwest corner.
- 14.02**: Large precinct on the right side.

*Bloomington-Monroe County Metropolitan Planning Organization
2045 Metropolitan Transportation Plan – Working DRAFT*

Appendix F: Air Quality

Overview

The Clean Air Act of 1971 requires the development of a State Implementation Program (SIP) for achieving National Ambient Air Quality Standards (NAAQS) in non-attainment areas. The relationship between transportation planning and air quality planning formalized with the Clean Air Act Amendments of 1990, which establish a direct relationship between projects in the Bloomington-Monroe County Metropolitan Planning Organization's (BMCMPPO) Transportation Improvement Program and air quality compliance.

An air quality conformity determination is required under current federal requirements for major transportation investments in designated air quality "non-attainment" and "maintenance" areas. The composite of major transportation investments contained in a metropolitan planning area's long-range transportation plan must therefore demonstrate air quality improvement or, at minimum, no degradation in air quality relative to the "Existing Plus Committed" transportation network. The BMCMPPO is identified in the *2045 Metropolitan Transportation Plan* as an air quality attainment area.

Compliance

Monroe County and the City of Bloomington currently meet federal air quality standards, and the region is in "attainment" for each of the criteria pollutants.

A conformity determination is not required for the Bloomington and Monroe County metropolitan planning area. The projects programmed in the Cost Feasible Plan for the *2045 Metropolitan Transportation Plan* should result in an improvement to air quality. The analysis completed for the *2045 Metropolitan Transportation Plan* indicates that vehicle miles of travel (VMT) will increase for the "No-Build, Do-Nothing" (Existing Plus Committed) and alternative transportation network over the next two decades years given forecast assumptions about:

- System-wide volume-to-capacity ratios;
- Road miles operating below Level-of-Service "C" or "D";
- Vehicle-miles of travel on facilities operating on below Level-of-Service "C" or "D";
- Congested vehicle-hours of travel; and
- Total vehicle-miles of travel.

The BMCMPPO travel demand forecast model suggest that air quality would degrade over the Year 2045 forecast period if no further major transportation investments are made in the Bloomington and Monroe County metropolitan planning area since congestion and air quality are correlated to vehicle speeds, total vehicles, and vehicle-miles of travel. Simply stated, an increase in mobile source generated carbon monoxide and ozone (hydrocarbons and nitrous oxides) will occur under a "no-build" Transportation Plan alternative scenario.

Conversely, the most favorable scenario alternatives (e.g., Peak Oil and Urban Infill) documented in the 2045 MTP focus on public transportation and alternative transportation while adding capacity preservation should result in air quality improvements over the no-build condition through the achievement of reductions in:

- System-wide volume-to-capacity ratio;
- Congested roadways;
- Vehicle-miles of travel on congested roadways; and
- Congested vehicle-hours of travel.

Forecast growth in population, employment, households, and income will bring about increased transportation demands within the BMCMPPO metropolitan planning area during the forecast period extending to Year 2045. The recommendations of the 2045 Metropolitan Transportation Plan will, however, contribute to overall air quality improvement through a systematic application of transportation capacity preservation, minimal capacity expansion projects, and continued multi-modal system growth of the public transportation, bicycle and pedestrian systems.