



POLICY COMMITTEE

February 14, 2020

1:30 – 3:00 p.m.

Council Chambers (#115)*

- I. Call to Order
- II. Approval of the Minutes*
 - a. January 10, 2020
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
 - a. Citizens Advisory Committee
 - b. Technical Advisory Committee
- V. Reports from the MPO Staff
 - a. Operational Bylaws Update
 - (1) 2045 Metropolitan Transportation Plan - Introduction, Background, Requirements
 - (2) Draft 2045 MTP Discussion - Chapter 4: Financial Forecast
 - (3) Draft 2045 MTP Discussion - Appendix E: Environmental Justice
 - (4) Draft 2045 MTP Discussion - Appendix F: Air Quality
 - (5) Draft 2045 MTP Discussion - Appendix H: Glossary
- VI. Old Business
- VII. New Business
 - a. FY 2020 – 2024 Transportation Improvement Program Amendment*
 - (1) DES#1902890 - Bridge Maintenance @ Various Locations in Seymour District
- VIII. Communications from Committee Members (*non-agenda items*)
 - a. Topic Suggestions for Future Agendas
- IX. Upcoming Meetings
 - a. Technical Advisory Committee – February 26, 2020 at 10:00 a.m. (McCloskey Room)
 - b. Citizens Advisory Committee – February 26, 2020 at 6:30 p.m. (McCloskey Room)
 - c. Policy Committee – March 13, 2019 at 1:30 p.m. (Council Chambers)

Adjournment

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

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POLICY COMMITTEE

January 10, 2020

1:30 – 3:00 p.m.

Council Chambers (#115)*

Policy Committee present: Matt Flaherty, Sarah Ryterband, Julie Thomas, John Hamilton, Lisa Ridge, Kate Wiltz, Margaret Clements, Chris Wahlman (proxy), Nate Nickel (proxy), Kent McDaniel

Staff present: Pat Martin, Ryan Clemens, Desiree King

I. Call to Order

II. Nominations and Election of Officers for Calendar Year 2020

a. Chair

b. Vice-Chair

**** Thomas motioned to nominate Ridge for chair and Ryterband for vice chair. Wiltz seconded. Motion carried by voice vote 10:0—Approved.**

III. Approval of the Minutes*

a. November 8, 2019

****Ryterband motioned to approve the minutes. Thomas seconded. Motion carried by voice vote 10:0—Approved.**

IV. Communications from the Chair

Ridge wished everyone a happy new year and is looking forward to working with the other Policy Committee members this year. Hamilton introduced Flaherty as a new Policy Committee member, noting he is also a Common Council member.

V. Reports from Officers and/or Committees

a. Citizens Advisory Committee

Ryterband gave the report.

b. Technical Advisory Committee

No one from the committee was present to give the report.

VI. Reports from the MPO Staff

a. CY 2020 Policy Committee Meeting Schedule

Clemens gave the report on upcoming meeting dates.

b. Metropolitan Planning Organization 101

Martin gave the report. The MPO 101 presentation is shown to all committees every January for any new members. Discussion ensued between Martin and committee members about improvements and expanding the presentation audience. The presentation prompted discussion about the size of the BMCMPPO in relation to other MPOs in the state.

VII. Old Business

VIII. New Business

a. INDOT 2020 Safety Performance Targets*

Martin gave the report. Staff are currently assembling an updated requested report. Discussion ensued between Staff and the committee about if the number of accidents and fatalities were

increasing, what modes of transportation are included, and adding clarifying language so the report does not sound like the BMCMPPO are striving for accidents and fatalities.

****Ryterband motioned to adopt the TIP amendment with additional clarifying language in the second paragraph to read "...the 2020 safety maximum targets based on five-year statewide rolling averages" and in the third paragraph add "maximum" before "safety." Thomas seconded. Motion carried by roll call vote 9:1—Approved.**

b. FY 2020 - 2024 Transportation Improvement Program Amendment*

(1) DES#1902020 – Traffic Signal Visibility Improvements at various locations in Monroe County

Martin gave the report. Discussion ensued between staff and the committee concerning what these improvements will do.

****Ryterband motioned. Thomas seconded. Motion carried by voice vote 10:0—Approved.**

c. BMCMPPO Metropolitan Transportation Plan Update

(1) Proposed Development Timetable

(2) Purpose and Need

(3) Anticipated Plan Content

Martin gave the report. Discussion ensued about past and current timetable details and assembling a committee to review the plan.

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

a. Topic Suggestions for Future Agendas

X. Upcoming Meetings

a. Technical Advisory Committee – January 22, 2020 at 10:00 a.m. (McCloskey Room)

b. Citizens Advisory Committee – January 22, 2020 at 6:30 p.m. (McCloskey Room)

c. Policy Committee – February 14, 2020 at 1:30 p.m. (Council Chambers)

Adjournment

****Hamilton motioned. Thomas seconded.**

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

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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)

The 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. INDOT distributes the remaining 25% federal fund balances 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. The forecast of STBG funds available between fiscal years 2020 and 2045 assumed a conservative, constant and real dollar growth rate of 2.0%. As shown below, the Bloomington metropolitan planning area is likely to receive a total of approximately \$86,076,367 in STBG funds between fiscal years 2020 and 2045 for locally initiated capital roadway system improvements.

Fiscal Years 2020 through 2030 = \$31,445,800
Fiscal Years 2030 through 2045 = \$54,630,567
Total = \$86,076,367

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. The forecast of HSIP funds available between fiscal years 2020 and 2045 assumed a conservative, constant and real dollar growth rate of 2.0%.

Fiscal Years 2020 through 2030 = \$5,381,934
Fiscal Years 2030 through 2045 = \$9,349,997
Total = \$14,731,931

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. The forecast of TA funds available between fiscal years 2020 and 2045 assumed a conservative, constant and real dollar growth rate of 2.0%.

Fiscal Years 2020 through 2030 = \$1,781,473
Fiscal Years 2020 through 2045 = \$3,094,940
Total = \$4,876,413

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.

A majority of investment priorities shall focus on safety enhancements and system preservation to existing state roads. With the knowledge that these improvements rely upon 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 \$264.0 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 \$1.0 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 \$2,770,000 in calendar year 2020. The forecast of Federal Transit Administration (FTA) funds available between fiscal years 2020 and 2045 assumed a conservative, constant and real dollar growth rate of 2.0%. As shown below, Bloomington Transit is likely to receive a total of \$86,076,367 in formula grants and capital investment grants for Fiscal Year 2020 through Fiscal Year 2045.

Fiscal Years 2020 through 2030 = \$31,445,800
Fiscal Years 2030 through 2045 = \$54,630,567
Total = \$86,076,367

State transit program assistance to Bloomington Transit totaled \$2.6 million in 2020. 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 \$88,937,271 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 \$748,544 in 2020. The forecast of Federal Transit Administration (FTA) funds available between fiscal years 2020 and 2045 assumed a conservative, constant and real dollar growth rate of 2.0%. As shown below, Rural Transit is likely to receive a total of \$24,455,610 in federal formula grants and capital investment grants for Fiscal Year 2020 through Fiscal Year 2045.

Fiscal Years 2020 through 2030 = \$8,360,275
Fiscal Years 2030 through 2045 = \$16,095,336
Total = \$24,455,610

State transit program assistance to Rural Transit totaled approximately \$306,875 in 2020. 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 \$10,025,884 in formula grants and capital investment grants for Fiscal Year 2020 through Fiscal Year 2045.

Fiscal Years 2020 through 2030 = \$3,427,400
Fiscal Years 2031 through 2045 = \$6,598,485
Total = \$10,025,884

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. The construction or reconstruction and maintenance of streets and alleys rely upon MVHA funds. 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 use for basic operations and maintenance.

Monroe County and Bloomington use Wheel Tax funds 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 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 = \$117,684,734
Fiscal Years 2020 through 2045 = \$207,949,604
Total = \$325,634,338

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, Monroe County and the City of Bloomington allocate variable portions of these funds for capital investments. These funds represent the primary expenditures that Monroe County and the City of Bloomington use 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 use 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 = \$23,663,033
Fiscal Years 2030 through 2045 = \$41,812,716
Total = \$65,475,749

Cumulative Bridge Funds

The Monroe County Cumulative Bridge Fund will continue dedication 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 use 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 = \$20,147,414
Fiscal Years 2030 through 2045 = \$35,600,597
Total = \$55,748,011

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. The Major Bridge Fund has no forecast for the 2045 MTP.

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 use 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. The Monroe County TIF District Funds have no forecast for the 2045 MTP.

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 2019 for the City of Bloomington under the assumptions outlined above, the following fiscal period forecasts can be reached:

Fiscal Years 2020 through 2030 = \$9,128,827
Fiscal Years 2030 through 2045 = \$16,130,689
Total = \$25,259,516

Public Transportation Locally Derived Income

Federal transit program formula grants and capital investment grants help to support Bloomington Transit's service. Bloomington Transit is additionally supported by locally derived income (LDI) consisting of fare revenue, contract/other revenue, and local assistance. No financial forecasts were made within the 2045 MTP for the Locally Derived Income of Bloomington Transit or Rural Transit.

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.

General Obligation Bonds have no forecast for the 2045 MTP given a measurable level of uncertainty over their use.

Conclusion

The Bloomington and Monroe County metropolitan planning area forecast suggests the receipt of approximately \$86.1 million in Federal Surface Transportation Block Grant (STBG) program, \$14.7 million in Highway Safety Improvement Program (HSIP), and \$4.8 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, and Alternative Transportation Funds suggest that, given forecast assumptions, the BMCMPPO planning area will have over \$706.2 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 BMCMPPO metropolitan planning area will have over \$216.6 million available for transit service activities for Fiscal Years 2020 through 2045.

DRAFT

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:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252),
- The National Environmental Policy Act (NEPA) of 1969, 42 U.S.C. § 4321;
- The Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970, as amended, 42 U.S.C. § 4601
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*) as amended, (prohibits discrimination on the basis of disability);
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- The Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 *et seq.*), (prohibits discrimination on the basis of disability)

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*

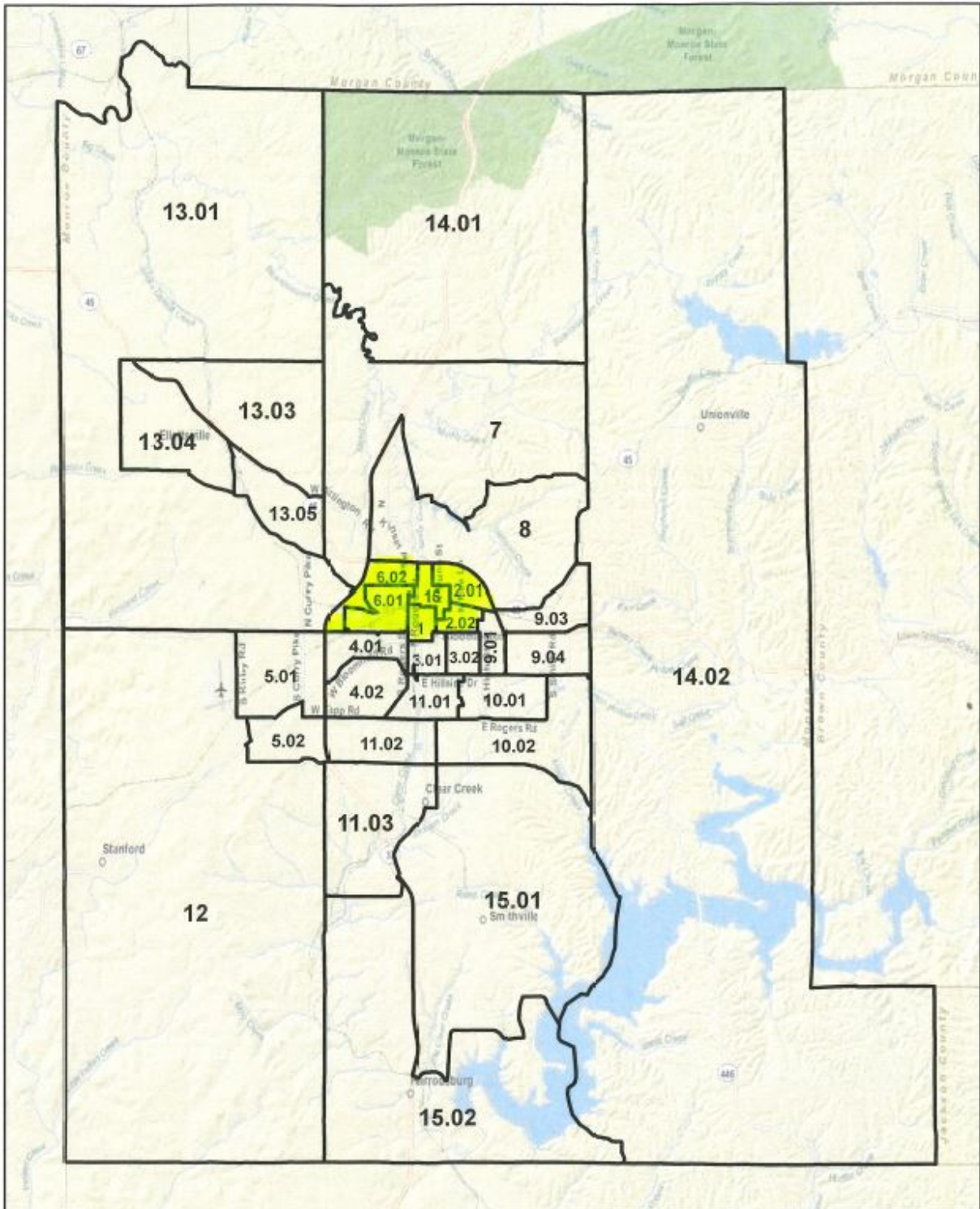
2013-2017 Census Tract	Estimated Population	Estimated White Only**	Estimated Non-White	Estimated % Minority	Est. Population Below Poverty Level	Est. % Population Below Poverty Level
1	5,248	4,651	597	11.4%	3,942	75.1%
2.01	323	53	270	83.6%	243	75.2%
2.02	60	45	15	25.0%	36	60.0%
3.01	3,930	3,332	598	15.2%	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



Figure 1 - Monroe County, Indiana - Environmental Justice Census Tracts *



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

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.

Appendix H: Glossary

3C Planning means Comprehensive, Cooperative and Continuous transportation planning process.

Air Quality Conformity means a determination required under current federal requirements for major transportation investments in designated air quality “non-attainment” and “maintenance” areas.

Alternative Transportation Funds means the City of Bloomington’s established funding mechanism exclusively for pedestrian and bicycle infrastructure maintenance, preservation, and facility expansions more than a decade ago. Fund allocations come through annual municipal budget approvals.

Analysis Area means any geographic area such as a zone or group of zones combined for the purpose of making an analysis.

Apportionment means any method for dividing federal funds by an established formula. An apportionment operates like a line of credit to sub-federal governments.

Authorization means the level of funding designated by Congress for specific legislation.

Average Daily Traffic (ADT) means the average number of vehicles passing a specified point during a 24 hour period.

Bike Lane means a portion of the road designated and designed for the exclusive use of bicycles with distinct signage and pavement markings.

Bloomington Transit (BT) is a municipal corporation that provides public transportation within the City of Bloomington limits.

Bottleneck means the point of minimum capacity along a highway segment.

Build Condition, Option, Alternative or Alternate means a transportation plan, program or alternative involving a major capital investment.

Capacity means the maximum rate of flow at which persons or vehicles reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic and control conditions, usually expressed in vehicles per hour or persons per hour.

Capacity Expansion Projects means major transportation investments that expand the capacity of any highway or transit system to accommodate additional vehicles. Highway expansion projects involve projects that add through travel lanes including major roadway widening, new roadways, new freeway interchanges, and substantial realignments of existing roadways.

Capacity Preservation Projects means transportation investments to preserve the capacity of the existing highway or transit system. Such projects include bridge rehabilitation and replacement, pavement rehabilitation and reconstruction, and low capital cost investments such as traffic signal improvements or safety improvements (e.g. guardrails and minor horizontal/vertical curve realignments). Typical transit projects involve bus and equipment replacement, transit shelters, and garage facility maintenance.

Carpool means any vehicle (usually a car) or arrangement in which two or more occupants, including the driver, share use or cost in traveling between fixed, multiple, or variable points (also referred to as ridesharing).

Census Tract means small areas with generally stable boundaries, defined within counties and statistically equivalent entities, usually in metropolitan areas and other highly populated counties. The U.S. Census Bureau establishes census tracts as relatively homogeneous with respect to population characteristics, economic status, and living conditions.

Central Business District (CBD) means an area of a city that contains the greatest concentration of commercial activity. The traditional downtown retail, trade and commercial area of a city or an area of very high land valuation, traffic flow, and concentration of retail business offices, theaters, hotels and services.

Citizens Advisory Committee (CAC) is a committee, organized under the MPO comprised of citizens representing a broad spectrum of the community tasked with providing recommendations to the Policy Committee and Technical Advisory Committee on transportation-related topics that affect the MPO.

Climate Change/Global Warming means the long-term rise in the average temperature of the Earth's climate system, a major aspect of climate change demonstrated by direct temperature measurements and by measurements of various effects of the warming. The *Indiana Climate Change Impacts Assessment* identifies rising average annual temperatures and rising average annual precipitation as the most significant climate change impacts in the state.

Committed Improvement means funded transportation investments including under construction, but not yet open for operation. Committed projects may additionally involve projects for which design is completed and any environmental clearances approved for construction bid letting.

Complete Streets means a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets allow for safe travel by those walking, cycling, driving automobiles, riding public transportation, or delivering goods.

Comprehensive Planning means a planning process that requires inclusion of land use, transportation, water and sewage, education, health, and other elements.

Cross-Town Routes means a non-radial bus or rail service which does not enter the Central Business District.

Cumulative Bridge Funds provide revenues for construction, occasional maintenance, and repair of bridges, approaches, and grade separations. Cumulative bridge fund receipts come from a tax levied on each one hundred dollars (\$100) assessed valuation of all taxable personal and real property within the county or municipality.

Cumulative Capital Development Funds are sometimes used for major roadway capital investments or other purposes prescribed by the Indiana General Assembly.

Daily Vehicle Miles Traveled (DVMT) means the total number of miles driven per day in a specified area by all vehicle types.

Deadhead Miles means the miles a transit vehicle travels without passengers or cargo on board, often to and from a garage or from one route to another.

Discrimination means any intentional or unintentional act, or any failure to act, which has the effect of excluding or denying a person from participation in benefits, or has otherwise subjected a person to unequal treatment under any program or activity because of, but not limited to, race, color or national origin.

Divided Highway means a multi-lane facility with a positive barrier median, or a median that is four (4) feet or wider.

Environmental Justice means the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

FAST Act means the Fixing America's Surface Transportation Act enacted on December 4, 2015, funding surface transportation programs authorizing a \$305 billion investment over fiscal years 2016 through 2020 with provisions for streamlining, performance-based measurements and multi-modal transportation.

Federal Fiscal Year (FFY) means a twelve month period from October 1st to September 30th.

Federal Highway Administration (FHWA) is part of the U.S. Department of Transportation and is responsible for administering federal-aid transportation funds and programs.

Federal Transit Administration (FTA) is part of the U.S. Department of Transportation and is responsible for administering federal-aid public transportation funds and programs.

Geographic Information System (GIS) means spatial data, presented in an electronic map format, which geographically represents the geometry of the roadways, and its geographically referenced component attributes data integrated through cartography and technology to perform analysis.

Grant means an agreement between the federal government and a state or local government, whereby the federal government provides funds or aid-in-kind to carry out specified programs.

Headway means the time between consecutive services. If one catches a transit vehicle that “comes every half hour”, then the service you catch has a headway of 30 minutes.

Highway Safety Improvement Program (HSIP) is the FHWA’s “core Federal-aid program with the purpose to achieve a significant reduction 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 HSIP consists of three main components, the Strategic Highway Safety Plan (SHSP), State HSIP or program of highway safety improvement projects and the Railway-Highway Crossing Program (RHCP), In addition, some states also have a High Risk Rural Roads (HRRR) program if they had increasing fatality rate on rural roads.”

Indiana Department of Transportation (INDOT) is the agency that administers and funds multimodal transportation needs within the State of Indiana.

Indiana Statewide Transportation Improvement Program (INSTIP) is Indiana’s multi-year program of transportation projects that is comprised of the Transportation Improvement Programs from all of the State’s MPOs.

Land Use means the purpose or use for land or a structure.

Level of Service (LOS) means a qualitative measure describing operational conditions within a traffic flow stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience and safety. Typically, a scoring system of A through F describes the level of service. For highways, the LOS definitions found in the *Highway Capacity Manual* (Transportation Research Board Special Report 209) are used.

Local Road and Street means the account used exclusively for engineering, land acquisition, construction, resurfacing, restoration, and rehabilitation of highway facilities. 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, and safety improvements.

Local Share is the non-federal matching funds provided by a local entity for federal matching funds.

Long Range Transportation Plan (LRTP or Plan) means the official multi-modal transportation plan adopted by the MPO for the metropolitan area in accordance with Federal metropolitan transportation planning guidelines. As a minimum, the transportation plan must have a twenty (20) year horizon and updated every five years (every three years in air quality non-attainment areas). This term is used primarily by INDOT and FHWA but can be used interchangeably with the term MTP, which is used more primarily with MPOs.

Maintenance Area means any geographic region of the United States designated as non-attainment pursuant to the Clean Air Act Amendments of 1990 (Section 102e, United States Code 7410 et seq.), and subsequently re-designated to attainment status subject to the requirement to develop a maintenance plan under Section 175 of the Clean Air Act as amended.

Major Bridge Fund means (established under IC8-16-3.1) a special fund to address a major obstruction between commercial or population centers which is 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.

Major (metropolitan) Transportation Investment means a high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or sub-area scale.

Mass Transportation/Mass Transit means the provision of general or special transportation service, either publicly or privately, to the public on a regular and continuing basis in an urban area. This does not include a school bus, charter or sightseeing service.

Management System means a systematic process, designed to assist decision-makers in selecting cost effective strategies/actions to improve efficiency and safety of, and protect the investment in the nation's infrastructure. Typical management systems include the pavement management system, bridge management system, transit management system, congestion management system, safety management system, and intermodal management system.

MAP-21 means Moving Ahead for Progress in the 21st Century Act signed into law in July 2012. MAP-21 consolidated federal funding programs by two thirds, streamlined environmental reviews, altered bicycle and pedestrian funding, granted development of a national freight policy, and allowed for greater use of innovative financing.

Metropolitan Planning Organization (MPO) means the forum for cooperative transportation decision-making for the metropolitan planning area. The MPO, designated by the governor of each state, is composed of the chief-elected officials of the metropolitan planning area.

Metropolitan Planning Area (MPA) is the transportation planning area designed by the MPO. As a minimum, the MPA must cover the Urbanized Area (UZA) and the contiguous areas as likely urbanized within a minimum twenty (20) year forecast period covered by the metropolitan transportation plan.

Metropolitan Transportation Plan (MTP) means the official inter-modal transportation plan developed and adopted through the metropolitan transportation planning process for the metropolitan area. The MTP is a long range transportation plan with a minimum twenty (20) year horizon.

Motor Vehicle Highway Account (MVHA) means the account which derives receipts from motor vehicle registration fees, licenses, driver's and chauffeur's license fees, gasoline taxes, auto transfer fees, certificate of title fees, weight taxes or excise taxes and all other special taxes, duties or excises of all kinds on motor vehicles, trailers, motor vehicle fuel, or motor vehicle owners or operators.

Multi-Use Trail or Path means a hard surface, off-road path for use by bike, foot and other non-motorized traffic typically not within the road right-of-way.

National Highway System (NHS) means a federal transportation program, authorized in 1995, that includes the Interstate Highway System and other roads important to national defense, commerce, and mobility. The NHS in Indiana includes 2,897 miles of roadways developed by the U.S. Department of Transportation, in cooperation with INDOT and the State's MPOs.

No Build Condition, Option, Alternative or Alternate means a transportation plan, program or alternative involving no major capital investment, additionally known as the "do-nothing" option. The No Build condition typically includes the existing transportation system plus committed or already programmed improvements to the transportation system.

Non-Attainment Area means a geographic region of the United States that fails to meet National Ambient Air Quality Standards (NAAQS) for transportation related pollutants as designated by the Environmental Protection Agency (EPA).

Operational Improvement means a capital investment for the installation of traffic surveillance and control equipment, computerized signal systems, motorist information systems, integrated

traffic control systems, incident management programs, and transportation demand management facilities, strategies, or programs.

Operating Expense means the total of all operating costs incurred during the reporting period.

Operating Subsidy means the revenue received through federal, state, and local cash grants or reimbursements to fulfill operating expense obligations not covered by fares or other revenues generated by the transit system.

Pathway means a hard surface path physically separated from the road with a grass or tree plot within a road right of way for the use of bicyclists, pedestrians and other non-motorized users.

Peak Direction means the direction of higher demand during a peak commuting period.

Peak Hour means that one-hour period during which the maximum amount of travel occurs.

Policy Committee is a committee of the MPO which reviews and approves transportation policy. It is composed of local elected and appointed officials from area municipalities, Indiana University, and state and federal transportation agencies.

Preliminary Engineering (PE) means the first phase of a transportation improvement project which defines scope and project design.

Primary Arterial means a class of street serving major movement of traffic, typically carrying over 20,000 vehicles per day.

Primary Collectors means roadways that typically carry 3,000 to 10,000 vehicles per day.

Radial Routes means transit service patterns, in which most routes converge into and diverge from a central transfer point or hub, like spokes of a wheel. Routes timed to arrive and depart at the same time represent a “pulse system”.

Regional Transit Authority means a special-purpose district organized as either a corporation chartered by statute, or a governmental agency, created for the purpose of providing public transportation within a specific region.

Revenue means all operating funds associated with the provision of transit service.

Roadway means any road, street, parkway, or freeway/expressway that includes right-of-way, bridges, railroad/highway crossings, tunnels, drainage structures, signs, guardrails, and protective structures in connection with highways.

SAFETEA-LU refers to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a

Legacy for Users. This is the five-year federal transportation program authorizing the annual funding for federal transportation programs and replaced TEA-21.

Secondary Arterial means a street typically carrying 10,000 to 20,000 vehicles per day.

Secondary Collector means roadways in Bloomington that typically carry less than 3,000 vehicles per day.

Sidewalk means a hard-surface path within the street right-of-way designated for the exclusive use of pedestrian traffic.

Signed Bike Routes means a street that is safe for use by both vehicles and bicycles without a designated bike facility. These routes have appropriate signage markings.

State Fiscal Year (FY) means Indiana's twelve month period from July 1st to June 30th.

Statewide Transportation Improvement Program (STIP) means the official statewide, multi-modal transportation plan developed through the statewide transportation planning process.

Surface Transportation Block Grant Program (STBG) means the FAST Act [FAST Act § 1109(a)] conversion of the Surface Transportation Program (STP) into the Surface Transportation *Block Grant Program* (STBG) that promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs.

Sustainable Development means a development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainability means a process or state maintained at a certain level for as long as is wanted.

Thoroughfare Plan means the official plan for the designation and preservation of major public road rights-of-way in accordance with the Indiana Code (IC 36-7-4-506).

Technical Advisory Committee (TAC) is a committee of the MPO which provides technical advice on transportation projects and programs. It consists of planners, engineers, transit system managers, and other relevant managers from local public agencies from within an MPOs metropolitan planning area.

TIF (Tax Increment Financing Funds) refers to taxes payable on assessed value in excess of taxes attributable to the assessed value constituting the base—the “base” being the assessed value of the property in the area that existed prior to the designation of the area as a designated redevelopment allocation area.

Transportation Demand Management (TDM) means strategies or actions taken to reduce or shift the peak-hour of travel demand or to shift the mode of travel demand. Typical actions to

shift or reduce the peak-hour of travel demand involve programs to shift work hours, limit the trip generation of new development, and congestion tools. Typical actions to shift the mode of travel include transit fare subsidy programs, control of parking fees, expansion of transit services, construction/designation of high occupancy vehicle lanes or preferential parking areas, and construction of pedestrian and bicycle facilities.

Transportation Alternatives (TA) means a set-aside of Fast Act STBG funding for transportation alternatives encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity. The FAST Act sets aside an average of \$844 million per year for TA. Unless a state opts out, it must use a specified portion of its TA funds for recreational trails projects.

Transportation Equity Act for the 21st Century (TEA-21) means a former six-year federal ground transportation program covering highways, transit, and transportation enhancement activities. TEA-21 authorized annual funding for federal transportation programs prior to the approval of SAFETEA-LU in 2005.

Transportation Improvement Program (TIP) means the staged, multi-year, multi-modal program of transportation projects which is consistent with the metropolitan transportation plan.

Transportation System Management (TSM) means a variety of low-cost capital investments or programs to preserve roadway capacity including signal system improvements, intersection improvements (adding turn lanes), access control policies, and transportation demand management strategies.

Urbanized Area (UZA) means a statistical geographic area defined by the U.S. Census Bureau that consists of a central core and adjacent densely settled territory containing a population of at least 50,000 people.

Unified Planning Work Program (UPWP) means the document describing urban transportation and transportation related activities undertaken in an area during a specified period of time. The Metropolitan Planning Organization (MPO) prepares the UPWP.

Wheel Tax means the motor vehicle excise surtax and wheel tax are county option taxes on motor vehicles which provide revenue to counties, cities, and towns for road construction, reconstruction, repair or maintenance of streets, roads, and bridges.

Vision Zero means a multi-national road traffic safety project that aims to achieve a highway system with no fatalities or serious injuries involving road traffic.

Volume To Capacity (V/C) Ratio means the observed number of vehicles or persons passing a point on a lane, roadway, or travel-way, compared to the maximum rate of flow at that point.

DRAFT



To: BMCMPO Policy 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 BMCMPO 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 BMCMPO FY 2020-2024 Transportation Improvement Program for the February 14, 2020 BMCMPO 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 **-OR-** email: mpo@bloomington.in.gov
PO Box 100 fax: (812) 349-3535
Bloomington, IN 47402

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

- Monroe County City of Bloomington Town of Ellettsville xx 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 x 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 N/A

Year of Implementation Cost:

- Has a four percent (4%) inflation factor been applied to all future costs? 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

