



POLICY COMMITTEE

March 13, 2020

1:30 – 3:00 p.m.

Council Chambers (#115)*

- I. Call to Order
- II. Approval of the Minutes*
 - a. February 14, 2020
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
 - a. Citizens Advisory Committee
 - b. Technical Advisory Committee
- I. Reports from the MPO Staff
 - a. Draft 2045 Metropolitan Transportation Plan
 - (1) Draft 2045 MTP Chapter Discussion - Guiding Principles
 - (2) Draft 2045 MTP Chapter Discussion - Transportation Planning Requirements
 - (3) Draft 2045 MTP Chapter Discussion - Performance Measures
- II. Old Business
 - a. BMCMPPO Operational Bylaws*
- III. New Business
 - a. Draft FY 2021 - 2022 Unified Planning Work Program*
 - b. FY 2020 - 2024 Transportation Improvement Program Amendments*
 - (1) DES# 1902884 - I-69 Installation of New Cable Rail Safety Barriers from SR 445 (exit) to SR 37 (Exit 114) in Monroe County
 - (2) DES# 2000220 - SR46 Signal Modernization @ SR446 in Monroe County
 - (3) DES# 1902772 - Monroe County Rockport Road Bridge #308, 0.04 Miles S. of Bolin Ln.
- IV. Communications from Committee Members (*non-agenda items*)
 - a. Topic Suggestions for Future Agendas

Upcoming Meetings

- a. Policy Committee - April 3, 2020 at 1:30 p.m. (Council Chambers)
- b. Technical Advisory Committee - March 25, 2020 at 10:00 a.m. (McCloskey Room)
- c. Citizens Advisory Committee - March 25, 2020 at 6:30 p.m. (McCloskey Room)

Adjournment

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

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POLICY COMMITTEE

February 14, 2020

1:30 – 3:00 p.m.

Council Chambers (#115)*

Policy Committee present: Chris Wahlman (proxy), Trohn Enright-Randolph (proxy), Kate Wiltz, Sarah Ryterband, Lisa Ridge, John Hamilton, Matt Flaherty, Pamela Samples, Penny Githens, Jason Banach, Adam Wason

Staff present: Pat Martin, Ryan Clemens, Desiree King

I. Call to Order

**Ryterband motioned to approve the agenda, Hamilton seconded. Motion carried by voice vote 11:0—Approved.

II. Approval of the Minutes*

a. January 10, 2020

**Ryterband motioned to approve the January 10 minutes. Flaherty seconded. Motion carried by voice vote 10:0:1. Enright-Randolph abstained.

III. Communications from the Chair

Ridge wished everyone a happy Valentine's Day. Ridge asked that committee members present introduce themselves for new members. Ryterband requested proxies to identify themselves as such and who they were representing.

IV. Reports from Officers and/or Committees

a. Citizens Advisory Committee

Ryterband gave the report.

b. Technical Advisory Committee

Lew May was not present to give the report. Martin gave the report.

V. Reports from the MPO Staff

a. Operational Bylaws Update

Clemens gave the report, explaining the 30-day public comment period during which comments will be received from the CAC, TAC, and the public through the online commenting form and the in-person form available through the Planning and Transportation department. After a resolution, Staff will present a Public Participation Plan for update before passing the 2045 MTP.

b. Draft 2045 Metropolitan Transportation Plan (MTP)

(1) Draft 2045 MTP Discussion - Introduction, Background, Requirements

Martin reported that MPO Staff met with INDOT and discussed the MTP process and future scheduled meetings and locations. Martin said that Staff are still on schedule to present MTP adoption in October to the Policy Committee.

(2) Draft 2045 MTP Discussion - Financial Forecast

Martin and Hamilton discussed INDOT's Next Level Roads plan three-year forecast. Martin summarized the forecasted financial growth for federal, state, and local programs through Fiscal Year 2045. Discussion ensued between Ryterband and Staff concerning transferring money from Surface Transportation Block Grant (STP) fund to fund alternative transportation and how much would be available. Flaherty asked for clarification about the STP. Hamilton asked for clarification if this was a 25 or 26-year plan. Hamilton would like to see pie charts describe this data so it is

easier to understand. Githens challenged that this 25-year forecast may actually end up looking very different as society shifts toward alternative fuel and transportation forms, and she asked Staff about how accurate historical projections have been. Martin responded that forecast has been very historically accurate because it is data driven.

(3) Draft 2045 MTP Discussion - Environmental Justice

Martin showed the map of environmental justice areas and Ryterband says those tracts are heavily student-occupied and are already being served. She suggested looking outside federal guidelines to serve impoverished areas not currently highlighted as an environmental justice area. Wiltz said underserved populations need to be examined for better access to amenities. Flaherty asked how data can be broken down by age.

(4) Draft 2045 MTP Discussion - Air Quality

Martin gave the report. Monroe County and the City of Bloomington currently meet standards and fall well below the limits. Discussion ensued between the Policy Committee and Staff over the location of the measurement tool at Binford Elementary. Hamilton would like to see air quality monitoring model. Staff and the Policy Committee discussed the consequences of falling out of compliance.

(5) Draft 2045 MTP Discussion - Glossary

Martin showed a draft of the glossary created to assist in the understanding of common acronyms.

VI. Old Business

VII. New Business

a. FY 2020 – 2024 Transportation Improvement Program Amendment*

(1) DES# 1902890 - Bridge Maintenance @ Various Locations in Seymour District

Martin gave the report. He showed the appropriated funds to be used in Fiscal Year 2021.

**Ryterband motioned to approve the Fiscal Year 2020 – 2024 Transportation Improvement Program Amendment DES# 1902890. Flaherty seconded. Motion carried by voice vote 11:0—Approved.

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

a. Topic Suggestions for Future Agendas

Ryterband congratulated Monroe County and Ridge for the Monroe County Bicentennial Pathways project funding for the area along Old State Road 37 in the northeast part of the county. Note: This project is not within the Bloomington-Monroe County MPO's Metropolitan Planning Area.

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

**Ryterband motioned to adjourn. Flaherty seconded. Motion carried by voice vote 11:0—Approved.

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

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Chapter 2: Guiding Principles

Vision

We will build, maintain, and plan a transportation system that ensures the safe, efficient movement of people and goods through multiple modes of travel as directed by locally adopted land use and transportation plans; that is compatible with citizen desires; and that ultimately links our communities to each other, our region, our state, and our nation.

Goals

Safety

- ***Improve the safety of the transportation system for all modes and all users***
 - Promote projects that focus on improving safety for all.
 - Analyze crash data and identify causes of crashes and safety hazards in a comprehensive, systematic and sustainable way.
 - Annually evaluate the top ten (10) crash locations by crash rate and crash severity and implement quick, low-cost improvements while also seeking funding for more comprehensive changes if necessary.
 - Fund projects that encourage and educate the public about safe driving, biking, walking, and using transit.

Mobility & Accessibility

- ***Improve the movement of people and goods through the transportation system as a means to create modal and social equity within the transportation system community***
 - Select transportation projects that are sensitive to community character and do not induce sprawl development.
 - Encourage development patterns that are walkable, bikeable, and readily served by public transit.
 - Encourage infill development to most effectively utilize existing utilities and infrastructure.
 - Enhance the safe, efficient, and effective movement of people and goods through maintenance, operational and capital investment decisions.
 - Annually target an average of 20% of STPB (or its equivalent in future transportation bills), to fund non-motorized projects that are not part of a larger capacity-expanding roadway project.

- Use local Americans with Disabilities Act (ADA) Transition Plans to identify deficiencies and implement projects that ensure and promote integration of ADA components into the transportation system.

Transit

- ***Provide the community with efficient, affordable, frequent and reliable transit services***
 - Pursue possible funding opportunities to increase public transit capital and operating investment.
 - Prioritize projects that will create or improve direct access to transit services.
 - Use the BMCMPPO Coordinated Human Services Transportation Plan to identify and remove gaps in transit services to elderly, disabled and low-income citizens in the region.
 - Encourage transit projects that increase “choice-riders” who choose to take transit even though they may have other travel options.
 - Continue to fund transit projects that maintain or upgrade current facilities.
 - Encourage the expansion of both geographic coverage and hourly services offered by transit.
 - Encourage the use of advanced technologies such as electric, Compressed Natural Gas and autonomous buses in regular transit services and operations for increased cost-efficiency and reliable service.

Community

- ***Ensure that transportation projects maximize the community’s quality of life and are compatible with local land use plans and policies***
 - Involve the public in transportation project selection, scoping, and implementation.
 - Incorporate context sensitive solutions and best practices into all project designs as set forth in transportation plans, comprehensive plans, subdivision control ordinances and site design review processes.
 - Pursue possible funding opportunities to increase trail/path use and investment.
 - Plan, design, develop, construct and maintain transportation facilities to minimize adverse impacts on environmentally sensitive areas, public parks and recreation areas, historic structures and neighborhoods.
 - Incorporate aesthetic elements such as streetscape features as deemed desirable by local public agencies into transportation projects such that they are compatible with the adjacent area.

- Implement public outreach programs that create awareness of the impact that travel mode choices have on the transportation system, the environment, and the community.

Preservation

- *Directly focus on maintaining existing transportation facilities before building new ones*
 - Adopt a “fix-it-first” mentality that directs funding and project selection to prioritize maintenance and renewal of existing transportation facilities.
 - Support projects that maximize the use of existing infrastructure through systematic, systemic, and operational best practices.
 - Maintain and improve existing infrastructure through projects such as surface treatment, bridge repairs, improved striping, and sign replacements.
 - Create a Transportation Improvement Program that effectively directs spending in compliance with this Metropolitan Transportation Plan

DRAFT

Appendix A:

Transportation Planning Requirements

Introduction

The BMCMPO 2045 Metropolitan Transportation Plan was prepared in compliance with the Federal Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) and predecessor federal legislation applicable to metropolitan transportation planning. Metropolitan Planning Organizations are required to have a continuous, cooperative and comprehensive ("3C") planning processes that implement projects, strategies and services that will address the ten (10) core planning factors. This Appendix addresses the core Federal planning factors and further notes how the 2045 Metropolitan Transportation Plan incorporates each core planning factor.

Federal Transportation Planning Factors

Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.

The BMCMPO 2045 Metropolitan Transportation Plan supports and builds upon locally adopted county/city land use and development plans, helping to implement the local economic development goals of partner communities. *Transform2045* promotes an efficient transportation network with travel time reliability and on-time delivery service maintenance by strengthened network circulation. One objective this Plan incorporates is connectivity and ease of movement by persons and goods in and through the area by making multi-modal investments thereby ensuring the availability of multiple travel options and bringing balance to the transportation system.

Increase the safety of the transportation system for motorized and non-motorized users. Safety investments are a high priority for the 2045 Metropolitan Transportation Plan.

The 2045 Metropolitan Transportation Plan focuses on increased safety of the transportation system for motorized and non-motorized users in the following ways:

- The Plan advocates for system preservation rather than expansion, limiting the addition of lane miles where user conflicts could occur.
- The Plan supports increased investment in bicycle, pedestrian, and transit modes, providing opportunities for safer and more efficient travel by users of those modes.
- The projects contained in the Plan reduce congestion by providing alternative routes for user needs thereby decreasing system conflicts and enhancing safety.

- The BMCMPPO Complete Streets Policy requires local planning agencies (LPAs) to consider the needs of all users within a corridor when designing a project.
- The BMCMPPO shall pursue a Vision Zero goal with the premise that traffic deaths and severe injuries are largely preventable. This commitment shall define a timeline and bring stakeholders together to ensure a basic right of safety for all transportation system users through clear, measurable strategies.

Increase the security of the transportation system for motorized, non-motorized and transit users.

Transform2045 enhances the security of all transportation users in several ways. Increasing roadway connectivity provides redundancy in the system, allowing for multiple routes of ingress and egress and flexibility in planning evacuation routes in emergency situations. Monroe County Emergency Management Administration (EMA) is the lead county agency for security issues and BMCMPPO will play a supporting role providing them with assistance as needed.

Bloomington Transit has several security strategies in operation including access control, surveillance and monitoring on system vehicles as well as office and maintenance facilities. Operations include Computer Aided Dispatching and Automatic Vehicle Locater technology.

Increase the accessibility and mobility options available to people and freight.

Transform2045 strengthens and creates accessibility on two distinct levels. One focuses on improving the continuity of the road network. The other provides additional connections and improvements between modes of travel. All citizens, travelers and businesses benefit from this dual approach. This Plan reduces travel and delivery time by increasing accessibility through the completion of key new connections and the enhancement of existing corridors. Access to the new I-69 highway increases statewide and national connectivity for local and regional interstate system users, including freight operations.

Transform2045 increases bicycle and pedestrian mobility, as well as the safety of transit riders since all proposed road improvements are required to include provisions for these modes through an adopted Complete Streets Policy. Transit user's bicyclists, and pedestrians achieve greater safety with the availability of sidewalks, side-paths, multi-use pathways, and trails.

Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

Transform2045 clearly supports these goals by recommending the implementation of transportation projects that are consistent with adopted local land use plans. It is clear from analysis of the MPO region that local land use decisions have the greatest impact on transportation system performance. It is thus paramount that transportation investments made by the MPO are supportive of best practices in land use planning, including focusing development density in existing urban centers rather than encouraging sprawl development.

Transform2045s focus on system preservation over expansion as well as emphasis on investment in non-motorized transportation facilities shall support environmental protection and enhancement.

Finally, *Transform2045* strongly supports additional public transit systems services that will reduce single-occupant vehicle usage on the roadway network.

Enhance the integration and connectivity of the transportation system, across and between modes.

Transform2045 sets forth a program of goals and projects that support the integration and connectivity of the transportation system. Roadway network improvements focus on enhancing the existing system while providing key new connections, particularly with the completion of the I-69 corridor. Investments across modes will expand travel options for community residents.

This plan additionally builds upon the multi-modal plans and programs of previous adopted metropolitan transportation plans where transit system use, bicycling, and walking play an increased regional role. *Transform2045* makes specific recommendations for public transit, bicycling, and walking because multi-modal travel promotes reduced congestion, energy conservation and quality of life improvements.

Promote efficient system management and operation

The BMCMPPO's local partners have refined pavement, bridge, traffic, and transit asset management systems. These systems allow responsible jurisdictions to monitor system performance, identify deficiencies, specify needs, and then define target projects to address needs.

Pavement, bridge, traffic, transit and other asset management systems jurisdictional authorities the ability to use existing transportation facilities more efficiently and effectively in response to every changing system needs. All jurisdictions within the

BMCMPPO are continuously updating individual asset management systems to address Americans with Disabilities Act needs and to establish investment priorities.

Bloomington Transit, IU Campus Bus and Rural Transit have mature asset and system management practices that promote safety, mobility and more efficient use of their existing transportation infrastructure as evidenced by the employment of information management, fleet maintenance and acquisition, marketing, schedule adherence and strategic planning, all contributing to public transit systems that successfully provides an alternative to automobiles.

Emphasize the preservation of the existing transportation system.

System preservation is a key tenet of the *Transform2045* Vision and Goals. *Transform2045* advocates a “fix it first” mentality to ensure that maintenance and system preservation represent a higher priority over investments that would expand the capacity of existing roads or the creation of new corridors.

Virtually all *Transform2045* proposed roadway and roadway reconstruction improvements are on existing transportation corridors. Projects identified within *Transform2045* follow changes in land use thereby necessitating modernization investments for roadway safety, and the accommodation of multi-modal transit, bicycle and pedestrian users.

Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.

The Monroe County Emergency Management Agency (EMA) is the local community’s lead for crisis and disaster response. The MPOs local partners have representation on the Local Emergency Planning Committee. The EMA additionally works in close cooperation with Community Organizations Active in Disaster (COAD) for Monroe County as well as District 8 Indiana EMA, a multi-county regional EMA. Established local asset management systems allow for the timely assessment, speedy repair and recovery from unexpected infrastructure damage. Bloomington and Monroe County have long operated storm water utilities that manage such infrastructure and provide for its maintenance and enhancement over time. All new or upgraded roadway corridors include storm water runoff control as a mandatory design component.

Enhance travel and tourism.

Monroe County and the City of Bloomington are historically recognized throughout the Midwest United States and Indiana as major travel and tourism destinations for

- *Arts and Cultural Opportunities* within and outside of the Indiana Arts Commission’s recognized Bloomington Entertainment and Arts District (BEAD). BEAD includes the “what to do” element of art galleries, museums, cultural centers, historic landmarks, and regional trails. The “what to eat” element of

BEAD incorporates American and International cuisine restaurants, food trucks and carts, coffee & sweet shops, bars & pubs, breweries, and wineries & distilleries. BEAD's "where to stay" element includes hotels & motels, inns and Bed & Breakfasts, cabins & guesthouses, and apartments & suites.

- *Outdoor Recreation Opportunities* given the presence of the Hoosier National Forest, the Deem Wilderness, the Paynetown State Recreational Area/Lake Monroe, Lake Lemon, Griffy Reservoir, nature preserves, hiking/biking trails, extensive county and community parks & recreational systems offering a full range of alternative active or passive recreational choices for all citizens and visitors.
- *Major Big Ten Sporting Events and Cycling Events* through Indiana University and the Bloomington Bicycle Club including the Little 500 Bike Race on the Indiana University Campus the Hilly Hundred Bike Ride.
- Regional and local retail shopping locations and
- Access to regional health care providers, health care services and regional health care facilities.

Given this context of travel and tourism, Monroe County and the City of Bloomington will continue the maintenance and modernization of existing multimodal transportation system corridors while continually expanding pedestrian and bicycle infrastructure investments with new investments directed toward safety, convenience and seamless connectivity.

Appendix B: Performance Measures

Introduction

The Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) and the Moving Ahead for Progress in the 21st Century (MAP-21) Act (P.L. 112-141) established new requirements for transportation planning performance management. The following National performance goals meet established in seven (7) key areas in accordance with 23 USC 150: *National Performance Measure Goals*. States and MPO must establish performance targets in support of the national goals. The national performance goals for Federal Highway Administration (FHWA) programs are:

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

Each of these key areas are noted in the following discussion.

Performance Measures

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued new transportation planning rules on the statewide and metropolitan transportation planning processes to reflect the use of a performance based approach to decision-making in support of the national goals. These processes must document in writing how the Metropolitan Planning Organizations (MPOs), the Indiana Department of Transportation (INDOT) and providers of

public transportation shall jointly agree to cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see 23 CFR 450.306(d)), and the collection of data for the INDOT asset management plan for the National Highway System as specified in 23 CFR 450.314(h).

The FTA's performance measures for Transit Asset Management are published and currently in effect. FHWA currently has performance measures and final regulations published for Safety, Bridge and Pavement Conditions, Congestion Reduction and System Reliability; however, only the Safety Performance Measure regulation is in effect at the present time.

INDOT along with the MPOs and FHWA will continue collaborating to identify Performance Targets for each Performance Measure. Once Performance Targets are established, the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) shall require modification reflecting this information.

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

Safety

INDOT, the MPOs, FHWA, and the Indiana Criminal Justice Institute (ICJI) actively discuss and collaborate on the Indiana's Safety Performance Measures and Safety Performance Targets. INDOT initially submitted Safety Performance Target Measures in 2018 followed by an updated 2020 target submission.

Indiana's MPOs collectively support INDOT's Safety Targets. The Highway Safety Improvement Program (HSIP) is a primary source of federal funds for qualifying safety improvement projects. INDOT and the Indiana's MPOs use HSIP along with other funding sources for the implementation of safety improvements with the purpose to reduce roadway crashes, and a corresponding reduction in fatalities and serious injuries on all public roads. The five specific safety performance measures are:

- Number of fatalities;
- Rate of fatalities;
- Number of serious injuries;
- Rate of serious injuries; and
- Number of non-motorized fatalities and non-motorized serious injuries

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) agreed in January 2020 to support the 2020 safety targets established by the Indiana Department of

Transportation as reported to the National Highway Traffic Safety Administration and Federal Highway Administration.

The Indiana Department of Transportation's 2020 safety maximum targets based on five-year rolling averages are:

- Number of Fatalities = 965
- Number of Serious Injuries= 3,628
- Fatality Rate (fatalities per 100 million miles traveled)= 1.154
- Serious Injury Rate (serious injuries per 100 million miles traveled = 4.342
- Total Number of Non-Motorist Fatalities and Serious Injuries= 420

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) will support INDOT's maximum safety targets by incorporating planning activities, programs, and projects in the 2045 Metropolitan Transportation Plan and the FY 2020 - 2024 Transportation Improvement Program. The BMCMPPO Policy Committee approved this action at their regularly scheduled meeting on January 10, 2020.

Pavement Condition Target Performance Measures

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) agreed in October 2018 to support the 2019 and 2021 Pavement Condition targets established by the Indiana Department of Transportation (INDOT) as reported to the Federal Highway Administration (FHWA). The 2019 and 2021 pavement targets based on a certified Transportation Asset Management Plan are:

- Percent of Interstate pavements in Good condition
- Percent of Interstate pavements in Poor condition
- Percent of non-Interstate NHS pavements in Good condition
- Percent of non-Interstate NHS pavements in Poor condition

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

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

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

Bridge Performance Measures

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) agreed in October 2018 to support the Indiana Department of Transportation's 2019 and 2021 statewide National Highway System (NHS) Bridge Condition targets for the following performance measures:

- Percent of NHS bridges by deck area classified as in Good condition
- Percent of NHS bridges by deck area classified as in Poor condition

The BMCMPPO agrees to support the 2019 and 2021 NHS Bridge Condition targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 NHS Bridge Condition targets based on a certified Transportation Asset Management Plan are:

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

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

System Performance

The system performance measures are also applicable to the Interstate and non-Interstate NHS. These performance measures assess National Highway System (NHS) truck travel time reliability and interstate freight reliability targets, and performance measures for on-road mobile source emissions consistent with the national Congestion Mitigation and Air Quality (CMAQ) Program.

NHS Truck Travel Time Reliability Targets

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 and 2021 NHS Truck Travel Time Reliability targets for the performance measures are as follows:

- Level of Travel Time Reliability on Interstate
- Level of Travel Time Reliability on non-Interstate NHS

The BMCMPPO agrees to support the 2019 and 2021 NHS Truck Travel Time Reliability targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 statewide travel time reliability targets based on percent of person miles that are certified as reliable:

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

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

Interstate Freight Reliability Targets

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

- Interstate Freight Reliability

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

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

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

On-Road Mobile Source Emission Target Performance Measures

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

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

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

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

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

Transit Performance Measures

The Transit Asset Management Final Rule requires transit providers to set performance targets for state of good repair by January 1, 2017. The Federal Transit Administration extended that deadline to January 1, 2018. The Planning Rule requires each MPO to establish targets not later than 180 days after the date on which the relevant provider of public transportation establishes its performance targets. The BMCMPPO will adopt the targets established by Bloomington Transit. Targets will be established in the following categories:

- Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark.
- Equipment - Percent of service vehicles that have met or exceeded their useful life benchmark.
- Facility - Percent of facilities rated below 3 on the condition scale

BMCMPO Performance Measures

The BMCMPO independently developed urban area Performance Measures for alignment with *Transform 2045* vision and goals. These Performance Measures additionally reflect the community’s character and goals for the transportation network. The Performance Measures grouped into five (5) larger categories include Travel Demand, Travel Efficiency, Economic, Safety, and Environmental issues. Each of these Performance Measures were analyzed as through the BBMCMPO Travel Demand Model. A second tier of Performance Measures used a 5D score shown in the table above.

Vision and Performance Measures

Travel Demand

- Person trips per day
- Daily vehicle trips
- Daily vehicle miles
- Daily vehicle hours
- Daily transit boarding's
- Mode shares

Travel Efficiency

- Vehicle hours of delay
- Accessibility by mode
 - Number of jobs within X minutes
 - Shopping within X minutes
- Transit person hours
- Weighted average transit walk distance
- Weighted average transit headway
- 5D Variables

Economic

- Infrastructure costs
- Monetized System User benefits (time, cost, etc.)
- Potential jobs impacts
- Prosperity index

Safety

- Predicted number of accidents
 - Fatal, Injury, Property Damage

Environmental

- Greenhouse gas emission tonnage
- GHG per trip
- GHG per capita

Aggregate Statistics

Urban Design Variables				
Elements	Variables		Data Source	Units
Density				
DENS1	Households Density		No. Households from TAZ data	TAZ land area in sq.mi
DENS2	Employment Density		No. of Jobs from TAZ data	TAZ land area in sq.mi
Diversity				
DIVERS	Jobs/Housing Ratio		No. of Jobs within 1 mile radius/No. Households within 1 mile radius	Jobs per household ratio
Design				
DESGN1	Walkability		Pct. Of TAZ streets that are walkable	Miles walkable per total centerline miles
DESGN2	Average Blockface (miles)		Centerline miles of road (non-freeway)	Number of links (non-freeway)
DESGN3	Street Density		Centerline miles of road (non-freeway)	Land area of TAZ
Destinations				
DEST1	Commercial establishments within 10 min walk		Selection set of commercial parcels	Count parcels within 0.1667 mi
DEST2	Retail jobs within 10 min walk		No. of Retail jobs from TAZ data	Count jobs within 0.1677 mi
Distance to Transit				
DTT1	Street Coverage within 10min. Walk to Transit Stop		Street miles within a 10 min walk of transit stops	Pct. Of Centerline Miles
DTT2	Access to destinations via transit		Number of stops within 5 miles via transit	Number of stops

Bloomington-Monroe County Metropolitan Planning Organization

Operational Bylaws

**DRAFT:
APPROVED BY BMCMPO 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.

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I. **Publications:** All published data and/or reports shall be made available to the public and stakeholder agencies.

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.~~ Approval of ~~m~~Minutes of the previous meeting
- ~~4.~~ Communications from the Chair
- ~~5.~~ Reports from ~~o~~Officers and/or ~~e~~Committees
- ~~6.~~ Reports from the MPO ~~s~~Staff
- ~~7.~~ 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.~~ 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.~~ 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.~~ Approval of ~~m~~Minutes of the previous meeting
- ~~4.~~ Communications from the Chair
- ~~5.~~ Reports from ~~o~~Officers and/or ~~e~~Committees
- ~~6.~~ Reports from the MPO ~~s~~Staff
- ~~7.~~ 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.~~ 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.~~ Communications from Committee members on matters not included in the agenda (non-voting item)
- ~~11.~~ 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
 - ~~9.~~ Monroe County Environmental Commission
 - ~~9.~~~~10.~~ League of Women Voters
 - ~~10.~~~~11.~~ Bloomington Historic Preservation Commission
 - ~~11.~~~~12.~~ Bloomington Council of Neighborhood Associations - Bloomington
 - ~~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~~ 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.~~ 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.~~ 2. Approval of the Agenda
- ~~3.~~ 3. Approval of ~~m~~Minutes of the previous meeting
- ~~4.~~ 4. Communications from the Chair
- ~~5.~~ 5. Reports from ~~o~~Officers and/or ~~e~~Committees
- ~~6.~~ 6. 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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ADOPTION RESOLUTION 2020-02

RESOLUTION AMENDING THE BLOOMINGTON-MONROE COUNTY METROPOLITAN PLANNING ORGANIZATION OPERATIONAL BYLAWS, as presented to the Policy Committee, Technical Advisory Committee, and Citizens Advisory Committee of the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) on March 13, 2020.

WHEREAS, the Bloomington-Monroe County Metropolitan Planning Organization is the duly designated MPO for the Bloomington, Indiana urbanized area; and

WHEREAS, the MPO is responsible for ensuring that the Bloomington, Indiana urbanized area's transportation planning program is continuing, comprehensive, and coordinated between the MPO and other public and citizen organizations throughout the planning process, as outlined in the metropolitan planning rule jointly issued in the Federal Register by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on October 28, 1993; and

WHEREAS, the Operational Bylaws have not been updated since January 9, 2009; and

WHEREAS, there currently are few procedures allowing opportunities for citizens to comment at BMCMPPO committee meetings.

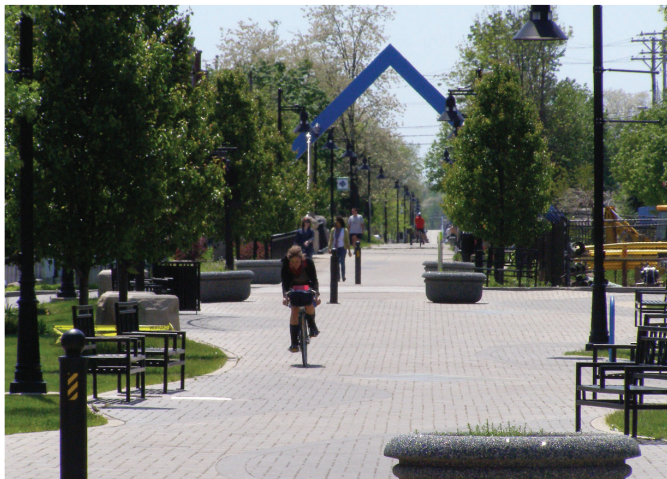
NOW, THEREFORE, BE IT RESOLVED:

- (1) That the Bloomington-Monroe County Metropolitan Planning Organization Operational Bylaws are hereby amended by motion of the Policy Committee to allow the public with additional opportunities to comment at committee meeting; and
- (2) That the adopted document shall be forwarded to all relevant public officials and government agencies, and shall be available for public inspection during regular business hours at the City of Bloomington Planning Department, located in the Showers Center City Hall at 401 North Morton Street, Bloomington, Indiana, as well as online at the Bloomington-Monroe County Metropolitan Planning Organization's website.

PASSED AND ADOPTED by the Policy Committee by a vote of ___-___, upon this 13th day of March, 2020.

Sarah Ryterband
Vice Chair, Policy Committee
(presiding officer)
Bloomington-Monroe County MPO

Attest: Ryan Clemens
MPO Transportation Planner
Bloomington-Monroe County MPO



BLOOMINGTON • MONROE COUNTY



Unified Planning Work Program

Fiscal Years
2021 & 2022

*Bloomington-Monroe County
Metropolitan Planning Organization*

Policy Committee

Anticipated Adoption

April 3, 2020

ACKNOWLEDGMENT & DISCLAIMER

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

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Introduction

OVERVIEW

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

The Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) signed into law on December 4, 2015, currently guides Federal transportation policy and programs related to MPOs. The FAST Act provides long-term funding certainty for surface transportation infrastructure planning and investment. Ten (10) national transportation planning factors that guide the programs and policies of all MPOs under current Federal legislation include:

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

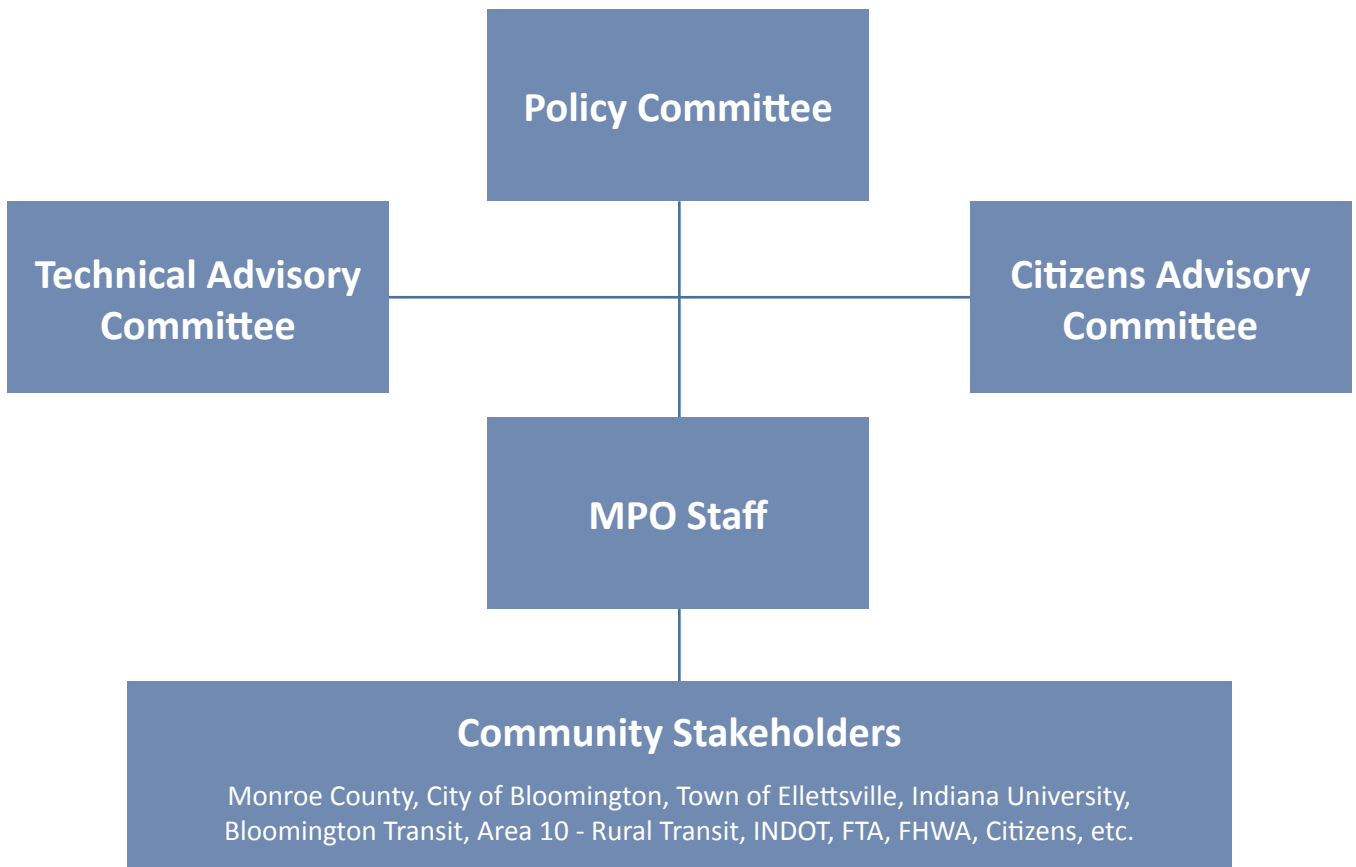
One of the requirements of the urban transportation planning process for an MPO involves the development of a Unified Planning Work Program (UPWP) that describes all planning activities anticipated in the urbanized area over the programming years, and documents the work performed with Federal planning funds. The FY 2021-2022 UPWP satisfies the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) work program requirement for Fiscal Years 2021 and 2022 (July 1, 2020 to June 30, 2022).

BMCMPO ORGANIZATION & COMPOSITION

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) consists of a three-part intergovernmental steering committee with the City of Bloomington Plan Commission as the contracting entity, and the City of Bloomington Planning Department as the lead staff agency.

The three-part intergovernmental steering committee consists of a Policy Committee (PC) which acts as the decision-making body for the MPO, a Technical Advisory Committee (TAC), and a Citizens Advisory Committee (CAC). This arrangement provides for close communication between key policy/decision makers, the representative technical planning staffs, and citizen representatives. Appendix A illustrates the representative BMCMPO committee membership.

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



PLANNING EMPHASIS AREAS

The Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Indiana Department of Transportation (INDOT) annually issue a set of Planning Emphasis Areas (PEAs) to Indiana MPOs in addition to the general planning factors discussed previously. The Indiana Division Office of Federal Highway Administration (FHWA) and Federal Transit Administration Region V (FTA) annual Planning Emphasis Areas (PEAs) for FY 2021 are:

- Updating Planning Roles and Responsibilities Cooperating Operating Manual (PRRCOM)
- Traffic Incident Management (TIM)
- Local Road Safety Plans (LRSPs) and
- Participation Plans (PPs).

These PEAs prioritize key tasks and policies for implementation by MPOs in their Unified Planning Work Programs. The fulfillment of these tasks and policies implement the provisions of Fixing America's Surface Transportation Act (FAST Act). The following paragraphs detail the BMCMPPO FY 2021-2022 UPWP Planning Emphasis Area elements.

Updating INDOT's Planning Roles and Responsibilities Cooperating Operating Manual (PRRCOM)

The Indiana Division Office of Federal Highway Administration (FHWA) and Federal Transit Administration Region V (FTA) requested an update of INDOT's PRRCOM in consultation with Indiana's Metropolitan Planning Organizations (MPOs). An updated PRRCOM will facilitate open communication, adherence and maintenance of the "3-C" planning process. FHWA recommends a PRRCOM update completion by August 30, 2020. The BMCMPPO will address this PEA through Element 101 of the FY 2021 UPWP.

Traffic Incident Management (TIM)

FHWA encourages the MPOs to consider Traffic Incident Management (TIM) activities as part of their UPWPs. TIM directly supports multiple planning factors related to safety, mobility freight movement, air quality and transportation system reliability. TIM addresses the non-recurring congestion which causes delay that impacts all travelers, including just in time freight haulers. TIM additionally improves safety by reducing the likelihood of secondary crashes and improves responder safety. Furthermore, TIM impacts the economy by reducing delay that impacts consumers, and results in wasted fuel and can impact air quality. TIM support may include various activities (e.g., market TIM to elected officials, facilitate TIM responder training, facilitate working groups and activities, foster relationships, facilitate after-action reviews, fund ITS projects, and/or compile data for performance measures). The BMCMPPO will address this PEA through

Work Element 202 of the FY 2021 UPWP.

Local Road Safety Plans (LRSPs)

The BMCMPO will consider assisting agencies in developing Local Road Safety Plans (LRSPs) as a tool for reducing roadway fatalities and serious injuries. LRSPs are “living documents” where updates reflect changing local needs and priorities. LRSPs use all available data, intense data analysis, and pull together stakeholders to produce a plan to improve safety on the jurisdiction’s roads. LRSPs further emphasize systemic improvements with the inclusion of spot improvements where found appropriate. Crash types (roadway departure, intersection, bicycle, pedestrian, etc.) and roadway conditions (e.g., construction zones, weather, and lighting) normally determine focus areas. The BMCMPO will address this PEA through Element 202 of the FY 2021 UPWP.

Public Participation Plans (PPPs)

This PEA requires a review of the BMCMPO Public Participation Plans (PPP) and procedures (required by 23 CFR 450.210 and 450.316) which help agencies ensure that all community members potentially affected by a transportation decision are invited to engage in the decision making process. FHWA and FTA will review the BMCMPO Public Participation Plan and processes during certification processes to ensure continuous and equitable public engagement in the transportation planning and decision making process. The BMCMPO will coordinate the incorporation of new public outreach strategies and tools (e.g., virtual public involvement tools) into public participation plans/procedures with INDOT along with documented evaluation of progress toward plan goals. The BMCMPO will address this PEA through Element 104 of the FY 2021 UPWP.

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FY 2021-2022 BMCMPPO Budget

FUND USE BY MATCHING AGENCY

The table below summarizes FY 2021-2022 funding allocations based on the agency using the programmed funds. The figures in the MPO column represent BMCMPO staff time spent per work element, including fringe and indirect costs. The Bloomington Transit and Consultant columns identify funds set aside for consultant services, purchase of equipment, and other direct MPO expenses separate from staff costs. The CSA column shows funds identified for use by partner agencies through Contract Service Agreements. Later sections of the BMCMPO FY 2021-2022 UPWP further identify cost breakdowns of each work element.

Work Element	MPO Staff	BT	Cons/Supp	CSA	Total
100	Administration & Public Participation				
FY 2021	\$125,593	\$0	\$5,600	\$0	\$131,193
FY 2022	\$125,593	\$0	\$5,600	\$0	\$131,193
200	Data Collection & Analysis				
FY 2021	\$19,100	\$0	\$29,465	\$7,000	\$55,565
FY 2022	\$19,100	\$0	\$29,465	\$7,000	\$55,565
300	Short Range Planning & Management Systems				
FY 2021	\$62,097	\$0	\$0	\$27,000	\$89,097
FY 2022	\$62,097	\$0	\$0	\$27,000	\$89,097
400	Long Range Planning				
FY 2021	\$52,858	\$0	\$1,500	\$0	\$54,358
FY 2022	\$52,858	\$0	\$1,500	\$0	\$54,358
500	Transit & Active Transportation				
FY 2021	\$7,704	\$4,000	\$1,500	\$0	\$13,204
FY 2022	\$7,704	\$4,000	\$1,500	\$0	\$13,204
600	Other Planning Initiatives & Special Projects				
FY 2021	\$10,213	\$0	\$0	\$0	\$10,213
FY 2022	\$10,213	\$0	\$0	\$0	\$10,213
	TOTAL				
FY 2021	\$277,566	\$4,000	\$38,065	\$34,000	\$353,631
FY 2022	\$277,566	\$4,000	\$38,065	\$34,000	\$353,631
TOTAL	\$555,133	\$8,000	\$76,130	\$68,000	\$707,263

OBJECT CLASS BUDGET BY FUNDING SOURCE

The Object Class Budget table shown below summarizes FY 2021-2022 UPWP funding allocations by object class and funding source. Fringe and Indirect expenses are calculated rates found in the FY 2021 Cost Allocation Plan. Funding allocations for BMCMPPO staff, Bloomington Transit, Consultants/Other, and Contract Service Agreements (CSAs) illustrate underlying object class budgeted expenses. Please refer to the individual work element sections later in this document for further details on each category.

Object Class	Federal	Local	Total
Direct Chargeable Salary			
<i>FY 2021</i>	\$88,996	\$22,249	\$111,245
<i>FY 2022</i>	\$88,996	\$22,249	\$111,245
Fringe Expenses			
<i>FY 2021</i>	\$74,320	\$18,580	\$92,900
<i>FY 2022</i>	\$74,320	\$18,580	\$92,900
Indirect Expenses			
<i>FY 2021</i>	\$58,737	\$14,684	\$73,421
<i>FY 2022</i>	\$58,737	\$14,684	\$73,421
Bloomington Transit			
<i>FY 2021</i>	\$3,200	\$800	\$4,000
<i>FY 2022</i>	\$3,200	\$800	\$4,000
Consultants/Supplies			
<i>FY 2021</i>	\$30,452	\$7,613	\$38,065
<i>FY 2022</i>	\$30,452	\$7,613	\$38,065
Contract Service Agreements			
<i>FY 2021</i>	\$27,200	\$6,800	\$34,000
<i>FY 2022</i>	\$27,200	\$6,800	\$34,000
TOTAL			
<i>FY 2021</i>	\$282,905	\$70,726	\$353,631
<i>FY 2022</i>	\$282,905	\$70,726	\$353,631
TOTAL	\$565,810	\$141,453	\$707,263

SUMMARY BUDGET BY FUNDING SOURCE

The table below summarizes the FY 2021-2022 budget for each of the work elements in the Unified Planning Work Program with elemental federal funding/local match splits highlights. As illustrated in this summary table, the FY 2021 and 2022 funding allocations fall within the total available funding noted previously.

	Work Element	Federal	Local	Total
100	Administration & Public Participation			
	<i>FY 2021</i>	\$104,955	\$26,239	\$131,193
	<i>FY 2022</i>	\$104,955	\$26,239	\$131,193
200	Data Collection & Analysis			
	<i>FY 2021</i>	\$44,452	\$11,113	\$55,565
	<i>FY 2022</i>	\$44,452	\$11,113	\$55,565
300	Short Range Planning & Management Systems			
	<i>FY 2021</i>	\$71,277	\$17,819	\$89,097
	<i>FY 2022</i>	\$71,277	\$17,819	\$89,097
400	Long Range Planning			
	<i>FY 2021</i>	\$43,487	\$10,872	\$54,358
	<i>FY 2022</i>	\$43,487	\$10,872	\$54,358
500	Transit & Active Transportation			
	<i>FY 2021</i>	\$10,563	\$2,641	\$13,204
	<i>FY 2022</i>	\$10,563	\$2,641	\$13,204
600	Other Planning Initiatives & Special Projects			
	<i>FY 2021</i>	\$8,171	\$2,043	\$10,213
	<i>FY 2022</i>	\$8,171	\$2,043	\$10,213
	TOTAL			
	<i>FY 2021</i>	\$282,905	\$70,726	\$353,631
	<i>FY 2022</i>	\$282,905	\$70,726	\$353,631
	TOTAL	\$565,810	\$141,453	\$707,263

Summary Budget For Active Purchase Orders

The tables below summarize the FY 2021-2022 budget for prior BMCMPO active and open purchase orders (P.O.). The FY 2018 purchase order will expire on June 30, 2020. Funds will not be available after these dates. Please note that the remaining unspent funds do not include FY 2020 third and fourth quarter billings. Therefore, the total unspent funds under the FY 2020 purchase order will be markedly lower.

FY 2018 P.O. & FY 2019 P.O. Balance & Expenditures			
	Expiration Date	P.O. Balance Before Expenses	P.O. Balance After Expenses
FY 2018 P.O.	6/30/2020	\$	\$0.00
FY 2019 P.O.	6/30/2020	\$	\$
<i>Total</i>		\$	\$

CONTRACT SERVICE AGREEMENTS

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) enters into annual Contract Service Agreements (CSAs) with the Monroe County Highway Department, the Town of Ellettsville, and the City of Bloomington Public Works Department in order to assist with the completion of specific UPWP work elements.

Each CSA provides a mechanism of coordination thereby avoiding the duplication of transportation planning services. Each CSA will follow the scope of work detailed within this Unified Planning Work Program and will have approval by the BMCMPPO Policy Committee. Each non-MPO government entity entering into a CSA with the BMCMPPO is responsible for all “up-front” costs detailed within a CSA. The table below summarizes the funding allocated to CSAs for each local agency within the BMCMPPO urbanized area boundary.

Agency		Federal	Local	Total
City of Bloomington Public Works				
	<i>FY 2021</i>	\$8,800	\$2,200	\$11,000
	<i>FY 2022</i>	\$8,800	\$2,200	\$11,000
Monroe County Highway Dept.				
	<i>FY 2021</i>	\$8,800	\$2,200	\$11,000
	<i>FY 2022</i>	\$8,800	\$2,200	\$11,000
Town of Ellettsville				
	<i>FY 2021</i>	\$9,600	\$2,400	\$12,000
	<i>FY 2022</i>	\$9,600	\$2,400	\$12,000
TOTAL				
	<i>FY 2021</i>	\$27,200	\$6,800	\$34,000
	<i>FY 2022</i>	\$27,200	\$6,800	\$34,000
	<i>TOTAL</i>	\$54,400	\$13,600	\$68,000

Work Elements

ADMINISTRATION & PUBLIC PARTICIPATION

100

COMMITTEES

See Appendix A for a list of BMCMPPO Committees.

101 Intergovernmental Coordination

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

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

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

Responsible Agency and End Products

- MPO Staff to conduct up to ten (10) Policy Committee meetings per fiscal year. [Estimated Completion: Monthly]
- MPO Staff to conduct up to ten (10) Technical Advisory Committee meetings per fiscal year. [Estimated Completion: Monthly]
- MPO Staff to conduct up to ten (10) Citizens Advisory Committee meetings per fiscal year. [Estimated Completion: Monthly]
- MPO Staff to attend up to twelve (12) MPO Council monthly meetings per fiscal year. [Estimated Completion: Monthly]
- MPO Staff to participate in Federal MPO Certification Review. [Estimated Completion: As Required]
- MPO staff to coordinate with INDOT central office staff regarding an update of INDOTs Planning Roles and Responsibilities Cooperating Operating Manual (PRRCOM) and in consultation with Indiana's Metropolitan Planning Organizations (MPOs) to facilitate open communication, adherence and maintenance of the established "3-C" planning process. [Estimated Q1/FY21]

102 Unified Planning Work Program (UPWP)

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

MPO Staff will administer the FHWA and FTA planning grants associated with the FY 2021-2022 UPWP. The staff shall prepare and provide quarterly progress reports, billing statements, and the financial status of the FY 2021-2022 UPWP to the Policy Committee and to the member agencies for the measurement of MPO activity progress pursuant to the completion of the UPWP.

Responsible Agency and End Products

- MPO Staff to develop amendment(s) to FY 2021-2022 Unified Planning Work Program. [Estimated Completion: Q1/FY21 through Q3/FY22]
- MPO Staff to develop FY 2022-2023 UPWP. [Estimated Completion: Q4/FY21]
- MPO Staff to develop the FY 2022 & 2023 Cost Allocation Plan as part of the FY 2022-2023 UPWP. [Estimated Completion: Q3/FY21]
- MPO Staff to prepare and submit the FY 2020 Annual Completion Report to INDOT. [Estimated Completion: Q1/FY21]
- MPO Staff to prepare and submit the FY 2021 Annual Completion Report to INDOT. [Estimated Completion: Q1/FY22]
- MPO Staff to prepare and submit the FY 2021-2022 Self Certification Review Statement to INDOT/FHWA/FTA representatives. [Estimated Completion: Q4/FY21, with TIP]
- MPO Staff to prepare and submit eight (8) quarterly progress reports to INDOT for review. [Estimated Completion: FY21 & FY22 Quarterly]
- MPO Staff to prepare and submit eight (8) quarterly billing statements to INDOT for reimbursement. [Estimated Completion: FY21 & FY22 Quarterly]

COST ALLOCATION PLAN

See Appendix B for further details.

103 Staff Training and Education

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

Responsible Agency and End Products

- MPO Staff to attend the annual Indiana MPO Conference. [Estimated Completion: FY21 & FY22 Annually]
- MPO Staff to attend the annual Purdue Road School and/or other educational conference opportunities including (but not limited to) webinars, classes, and/or conferences and utilize educational materials for professional development from national associations such as the American Planning Association, the Association of Pedestrian and Bicycle Professionals, the Urban Land Institute, and Institute of Transportation Engineers. [Estimated Completion: Ongoing]
- MPO Staff to renew professional membership dues to the American Planning Association and other relevant professional organizations. As part of its business practices, the BMCMPPO will verify that expenditures are compliant with the requirements of 2 CFR 200.403-405 Factors Affecting Allowability of Cost. [Estimated Completion: Ongoing]

104 Public Outreach

The BMCMPO will continue to review and update the Public Participation Plan (PPP), procedures required by 23 CFR 450.210 and 450.316, and processes to (1) ensure that all community members potentially affected by a transportation decision are invited to engage in the decision making process, and (2) ensure continuous and equitable public engagement in the transportation planning and decision making process.

The BMCMPO staff will post meeting notices, agendas, minutes and MPO documents on-line and in hard copy for access by interested citizens. Staff will assist the CAC with recruitment materials, such as a brochure and letter to local organizations, to provide diverse representation among CAC participants.

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

Responsible Agency and End Products

- MPO Staff to post MPO Committee agendas, minutes, and MPO documents on-line. [Estimated Completion: Ongoing]
- MPO Staff to implement all procedures required to ensure compliance with the MPO's Public Participation Process. [Estimated Completion: Ongoing]
- MPO staff to ensure proper public posting of MPO meeting agendas and proposed plans and documents, including printing of legal notices for public comment periods in the local newspaper. [Estimated Completion: Ongoing]
- MPO to coordinate with INDOT and ensure new strategies and tools (e.g., social media and virtual public involvement tools), are incorporated into public participation plans and procedures, and that plans include documented evaluation of progress toward plan goals. [Estimated Completion: Ongoing]

Work Element 100 Budget

	Task	FY 2021	FY 2022	Total
101	Intergovernmental Coordination			
	<i>Federal Share</i>	\$53,179	\$53,179	\$106,358
	<i>Local Share</i>	\$13,295	\$13,295	\$26,590
	Total	\$66,474	\$66,474	\$132,948
102	Unified Planning Work Program			
	<i>Federal Share</i>	\$18,944	\$18,944	\$37,888
	<i>Local Share</i>	\$4,736	\$4,736	\$9,472
	Total	\$23,680	\$23,680	\$47,360
103	Staff Training & Education			
	<i>Federal Share</i>	\$16,145	\$16,145	\$32,290
	<i>Local Share</i>	\$4,036	\$4,036	\$8,073
	Total	\$20,181	\$20,181	\$40,363
104	Public Outreach			
	<i>Federal Share</i>	\$16,687	\$16,687	\$33,373
	<i>Local Share</i>	\$4,172	\$4,172	\$8,343
	Total	\$20,858	\$20,858	\$41,717
	TOTAL FEDERAL SHARE	\$104,955	\$104,955	\$209,909
	TOTAL LOCAL SHARE	\$26,239	\$26,239	\$52,477
	TOTAL	\$131,193	\$131,193	\$262,387

Work Elements

DATA COLLECTION & ANALYSIS

200

201 Traffic Volume Counting

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

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

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

Responsible Agency and End Products

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

202 Annual Crash Report

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

Responsible Agency and End Products

- MPO Staff to produce the Calendar Years 2017-2020 Crash Report. [Estimated Completion: Q4/FY21]
- MPO Staff to produce the Calendar Years 2018-2021 Crash Report. [Estimated Completion: Q4/FY22]
- MPO Staff to renew MS2 TCLS (Traffic Crash) - Pro Plus License software, TCLS Annual Support, and data migration reader for ARIES crash data and subsequent Crash Reports. [Estimated Completion: Q4/FY21]
- MPO Staff to assist local agencies in developing Local Road Safety Plans (LRSPs) as a tool for reducing roadway fatalities and serious injuries. Emphasis will focus on implementing systemic roadway/corridor improvements and/or selective spot locations determined by key data (e.g., fatalities, serious injury rates, roadway departures, intersections, bicycle, pedestrian, weather, lighting, construction zones, school zones, etc.). [Estimated Completion: Q4/FY21]
- MPO Staff to consider Traffic Incident Management (TIM) activities supporting multiple planning factors related to safety, mobility freight movement, air quality and transportation system reliability including the non-recurring congestion which causes delay that impacts all travelers and just in time freight haulers, reducing the likelihood of a secondary crash and responders being struck, and by reducing delay that impacts consumers resulting in wasted fuel and potential air quality impacts. MPO staff outreach support may include various activities (e.g., market TIM to elected officials, facilitate TIM responder training, facilitate working groups and activities, foster relationships, facilitate after-action reviews, fund ITS projects, and/or compile data for performance measures). [Estimated Completion: Q4/FY21]

Work Element 200 Budget

	Task	FY 2021	FY 2022	Total
201	Traffic Volume Counting			
	<i>Federal Share</i>	\$37,053	\$37,053	\$74,106
	<i>Local Share</i>	\$9,263	\$9,263	\$18,527
	Total	\$46,317	\$46,317	\$92,633
202	Annual Crash Report			
	<i>Federal Share</i>	\$7,399	\$7,399	\$14,798
	<i>Local Share</i>	\$1,850	\$1,850	\$3,699
	Total	\$9,249	\$9,249	\$18,497
	TOTAL FEDERAL SHARE	\$44,452	\$44,452	\$88,904
	TOTAL LOCAL SHARE	\$11,113	\$11,113	\$22,226
	TOTAL	\$55,565	\$55,565	\$111,131

Work Elements

SHORT RANGE PLANNING & MANAGEMENT SYSTEMS

300

301 Transportation Improvement Program (TIP)

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

Responsible Agency and End Products

MPO Staff to administer the FY 2020 – 2024 TIP through coordination with LPAs and INDOT, management of the Change Order Policy, and processing of TIP amendments as needed. [Estimated Completion: Ongoing]

MPO Staff to assist LPAs with development of Red Flag Investigations for new transportation projects for addition to the TIP. [Estimated Completion: Ongoing]

MPO Staff to administer the Quarterly Project Tracking Program for local projects in the TIP, including quarterly meetings with LPAs, design consultants, INDOT and FHWA. [Estimated Completion: Quarterly]

MPO Staff to produce the Fiscal Year 2020 Annual List of Obligated Projects. [Estimated Completion: Q1/FY21]

MPO Staff to produce the Fiscal Year 2021 Annual List of Obligated Projects. [Estimated Completion: Q1/FY22]

MPO Staff to attend County/City projects team meetings for interagency coordination and participation. [Estimated Completion: Monthly]

MPO Staff, in concert with Local Public Agencies, will review the adopted Complete Streets Policy for the Fiscal Years 2020-2024 Transportation Improvement Program. [Estimated Completion: Annual]

302 Highway Safety Improvement Program (HSIP)

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

Responsible Agency and End Product

- MPO Staff to administer the FY 2020-2024 HSIP funding. [Estimated Completion: Q4/FY21 and Q4/FY22, as needed]

FY 2021 PEA

See Appendix E for detailed requirements.

303 Transportation Alternatives (TA)

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

Responsible Agency and End Product

- MPO Staff to administer the FY 2020-2024 TA funding. [Estimated Completion: Q4/FY21 and Q4/FY22, as needed]

304 Infrastructure Management Systems

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

Responsible Agency and End Products

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

305 ITS Architecture Maintenance

Intelligent Transportation Systems (ITS) use a number of technologies, including information processing and communications to achieve transportation network operating efficiencies. ITS allows the Bloomington-Monroe County Urban Area to improve safety, reduce congestion, improve mobility, enhance economic productivity, and save public investment dollars without negatively affecting the environment. The Bloomington-Monroe County MPO completed its Regional ITS Architecture in 2008. Administrative modifications to the ITS Architecture are warranted when an LPA wishes to include a new technology into a transportation project. Updates and revisions as needed shall ensure that the Architecture remains current and accounts for changes and improvements in the transportation network. Staff will also assist local entities with the implementation of ITS projects as detailed in the ITS Architecture.

Responsible Agency and End Product

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

306 Performance Measures

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

The national performance goals for Federal Highway programs include:

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

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued new transportation planning rules on the statewide and metropolitan transportation planning processes to reflect the use of a performance based approach to decision-making in support of the national goals. These processes must document in writing how the Metropolitan Planning Organizations (MPOs), Indiana Department of Transportation (INDOT) and providers of public transportation shall jointly agree to cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see 23 CFR 450.306(d)) and the collection of data for the INDOT asset management plan for the National Highway System specified in 23 CFR 450.314(h).

FY 2021 PEA

See Appendix E for detailed requirements.

The Federal Transit Administration (FTA) additionally has performance measures for Transit Asset Management with published and effective final regulations. FHWA has performance measures and final regulations published for Safety, Bridge and Pavement Conditions, Congestion Reduction and System Reliability.

INDOT along with the MPOs and FHWA will continue to identify Performance Targets for each Performance Measure. Once Performance Targets are established, the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) modifications will reflect this information. Data collection and analysis evaluations shall determine the success of established targets.

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

Responsible Agency and End Product

- MPO Staff shall develop and the MPO Policy Committee shall adopt Performance Measures in accordance with Federal Rules. [Estimated Completion: Q4/2021]

Work Element 300 Budget

	Task	FY 2021	FY 2022	Total
301	Transportation Improvement Program			
	<i>Federal Share</i>	\$41,558	\$41,558	\$83,116
	<i>Local Share</i>	\$10,389	\$10,389	\$20,779
	Total	\$51,947	\$51,947	\$103,894
302	Highway Safety Improvement Program			
	<i>Federal Share</i>	\$2,011	\$2,011	\$4,022
	<i>Local Share</i>	\$503	\$503	\$1,005
	Total	\$2,514	\$2,514	\$5,027
303	Transportation Alternatives Program			
	<i>Federal Share</i>	\$2,011	\$2,011	\$4,022
	<i>Local Share</i>	\$503	\$503	\$1,005
	Total	\$2,514	\$2,514	\$5,027
304	Infrastructure Management Systems			
	<i>Federal Share</i>	\$21,600	\$21,600	\$43,200
	<i>Local Share</i>	\$5,400	\$5,400	\$10,800
	Total	\$27,000	\$27,000	\$54,000
305	ITS Architecture Maintenance			
	<i>Federal Share</i>	\$804	\$804	\$1,609
	<i>Local Share</i>	\$201	\$201	\$402
	Total	\$1,005	\$1,005	\$2,011
306	Performance Measures			
	<i>Federal Share</i>	\$3,294	\$3,294	\$6,587
	<i>Local Share</i>	\$823	\$823	\$1,647
	Total	\$4,117	\$4,117	\$8,234
	TOTAL FEDERAL SHARE	\$71,277	\$71,277	\$142,555
	TOTAL LOCAL SHARE	\$17,819	\$17,819	\$35,639
	TOTAL	\$89,097	\$89,097	\$178,193

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Work Elements

LONG RANGE PLANNING

400

FY 2021 PEA

See Appendix E for detailed requirements.

401 2045 Metropolitan Transportation Plan (MTP)

Federal requirements mandate that the Metropolitan Transportation Plan (MTP) shall maintain a minimum twenty-year time horizon. The BMCMPPO adopted a 2040 Metropolitan Transportation Plan in December 2017. The BMCMPPO staff initiated a non-technical 2045 Metropolitan Transportation Plan update process during FY 2020. The anticipated adoption of the BMCMPPO 2045 Metropolitan Transportation Plan in the first quarter of FY 2021. The new 2045 Metropolitan Transportation Plan will include new public outreach/input as the significant component of the plan's development. The plan will look beyond automobile travel needs to encompass all modes of travel in its evaluation of long-term transportation needs for the region.

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

Responsible Agency and End Products

- MPO Staff to develop the 2045 Metropolitan Transportation Plan. [Estimated Completion: Q1/FY21]
- MPO to pay annual TransCAD license renewal fees. [Estimated Completion: Annually]

Work Element 400 Budget

LONG RANGE PLANNING

Task		FY 2021	FY 2022	Total
401	2045 Metropolitan Transportation Plan			
	<i>Federal Share</i>	\$43,487	\$43,487	\$86,973
	<i>Local Share</i>	\$10,872	\$10,872	\$21,743
	Total	\$54,358	\$54,358	\$108,717
	TOTAL FEDERAL SHARE	\$43,487	\$43,487	\$86,973
	TOTAL LOCAL SHARE	\$10,872	\$10,872	\$21,743
	TOTAL	\$54,358	\$54,358	\$108,717

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Work Elements

TRANSIT & ACTIVE TRANSPORTATION

500

501 Bicycle & Pedestrian Coordination

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

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

Responsible Agency and End Products

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

502 Bicycle/Pedestrian Counts

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

Responsible Agency and End Products

- MPO Staff to conduct seven-day seasonal baseline counts (spring, summer, and fall) on multi-use trails and bike lane facilities to establish baseline data for bicycle and pedestrian volume counts. [Estimated Completion: Q4/FY21, Q4/FY22]
- MPO Staff to report on the results of the seasonal coverage counts conducted under Element 502(A). [Estimated Completion: Q4/FY21, Q4/FY22]
- MPO Staff will work in collaboration with INDOT to identify best practice opportunities for improved mid-block pedestrian crossings recognizing the State of Indiana's identification as a "Focus State". [Estimated Completion: Ongoing, as needed]

504 Transit Ridership Counts

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

Responsible Agency and End Products

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

Work Element 500 Budget

TRANSIT & ACTIVE TRANSPORTATION

Task	FY 2021	FY 2022	Total
501	Bicycle & Pedestrian Coordination		
<i>Federal Share</i>	\$4,627	\$4,627	\$9,254
<i>Local Share</i>	\$1,157	\$1,157	\$2,314
Total	\$5,784	\$5,784	\$11,568
502	Bicycle & Pedestrian Counts		
<i>Federal Share</i>	\$2,736	\$2,736	\$5,472
<i>Local Share</i>	\$684	\$684	\$1,368
Total	\$3,420	\$3,420	\$6,840
503	Transit Studies		
<i>Federal Share</i>	\$0	\$0	\$0
<i>Local Share</i>	\$0	\$0	\$0
Total	\$0	\$0	\$0
504	Transit Ridership Counts		
<i>Federal Share</i>	\$3,200	\$3,200	\$6,400
<i>Local Share</i>	\$800	\$800	\$1,600
Total	\$4,000	\$4,000	\$8,000
TOTAL FEDERAL SHARE	\$10,563	\$10,563	\$21,126
TOTAL LOCAL SHARE	\$2,641	\$2,641	\$5,282
TOTAL	\$13,204	\$13,204	\$26,408

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Work Elements

OTHER PLANNING INITIATIVES & SPECIAL PROJECTS

600

FY 2021 PEA

See Appendix E for detailed requirements.

601 Title VI Plans

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

Responsible Agency and End Product

- MPO Staff to assist LPAs in complying with Title VI as part of Transportation Improvement Program (TIP) development process and in the development of Title VI Plans as needed. [Estimated Completion: Q4/FY21]

602 Coordinated Human Services Public Transit Plan

SAFETEA-LU created new funding opportunities for public transportation programs, including the Jobs Access Reverse Commute (JARC) program and the New Freedom program. At present, eligible activities are elements of the 5307 Urban Formula Grant Program and continue under the FAST Act. Certain eligibilities were additionally included in the 5310 Enhanced Mobility of Seniors and Individuals with Disabilities grant program. In order for local transit operators to use these funding sources, any proposed project funding must have inclusion in a locally developed Coordinated Human Services Public Transit Plan, which the MPO originally completed in 2007. The BMCMPPO completed a significant update to this plan in February 2012. This update expanded the list of eligible transportation providers, identified new transportation needs in the community, and provided new strategies for addressing those needs. The MPO staff will continue to assist local transportation providers with the implementation of key projects outlined in the local plan in Fiscal Year 2021 and 2022.

Responsible Agency and End Product

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

Work Element 600 Budget

OTHER PLANNING INITIATIVES & SPECIAL PROJECTS

Task		FY 2021	FY 2022	Total
601	Title VI Plans			
	<i>Federal Share</i>	\$8,171	\$8,171	\$16,342
	<i>Local Share</i>	\$2,043	\$2,043	\$4,085
	Total	\$10,213	\$10,213	\$20,427
602	Coordinated Human Services Public Transit Plan			
	<i>Federal Share</i>	\$0	\$0	\$0
	<i>Local Share</i>	\$0	\$0	\$0
	Total	\$0	\$0	\$0
603	Special Studies			
	<i>Federal Share</i>	\$0	\$0	\$0
	<i>Local Share</i>	\$0	\$0	\$0
	Total	\$0	\$0	\$0
	TOTAL FEDERAL SHARE	\$8,171	\$8,171	\$16,342
	TOTAL LOCAL SHARE	\$2,043	\$2,043	\$4,085
	TOTAL	\$10,213	\$10,213	\$20,427

Appendix A

BMCMPO COMMITTEE MEMBERSHIP

BMCMPO COMMITTEE MEMBERSHIP

Policy Committee

Member	Title	Representing
Lisa Ridge, <i>Chair</i>	Director of Public Works	Monroe County
Sarah Ryterband, <i>Vice Chair</i>	Chair, Citizens Advisory Committee	Citizens Advisory Committee
Jason Banach	Director of Real Estate	Indiana University
Alexandra Burns	Regional Administrator, Region 5	Federal Transit Administration (<i>non-voting</i>)
Matt Flaherty	Common Council Member	City of Bloomington
Penny Githens	County Commissioner	Monroe County
John Hamilton	Mayor	City of Bloomington
Jillian Kinzie	Plan Commission Member	City of Bloomington
Tony McClellan	Deputy Commissioner	INDOT Seymour District
Kent McDaniel	Board of Directors Member	Bloomington Public Transportation Corporation
Joyce Newland	Community Planner, Indiana Division	Federal Highway Administration (<i>non-voting</i>)
Pam Samples	Town Council Member (<i>Designee</i>)	Town of Ellettsville
Dave Warren	Plan Commission Member	Monroe County
Adam Wason	Director of Public Works	City of Bloomington
Kate Wiltz	County Council Member	Monroe County

BMCMPO COMMITTEE MEMBERSHIP (cont.)

Technical Advisory Committee

Member	Title	Representing
Lew May, <i>Chair</i>	General Manager	Bloomington Transit
Paul Satterly, PE, <i>Vice Chair</i>	Monroe County Highway Engineer	Monroe County
Reggie Arkell	Community Planner, Region 5	Federal Transit Administration (<i>non-voting</i>)
Chris Ciolli	Director of Building Operations	Monroe County Community School Corp.
Steve Cotter	Director of Operations, Parks Department	City of Bloomington
Jane Fleig	Assistant Engineer, Utilities Department	City of Bloomington
Laura Haley	GIS Coordinator	City of Bloomington
Brian Jones	Project Manager, Transit	Indiana Department of Transportation
Carlos Laverty	Executive Director, Monroe County Airport	Monroe County
Audrey Myers	Transportation Director	Richland-Bean Blossom Community School Corp.
Chris Myers	Manager	Area 10 - Rural Transit
Joyce Newland	Community Planner, Indiana Division	Federal Highway Administration (<i>non-voting</i>)
Brian Noojin	Director, Campus Bus Service	Indiana University
Emmanuel Nsonwu	Transportation Planner/MPO Liaison	Indiana Department of Transportation
Terri Porter, AICP	Director, Planning & Transportation Dept.	City of Bloomington
Matt Rhoads, PE	Highway Design Engineer	Indiana Department of Transportation - Seymour
Craig Shonkwiler, PE	Transportation & Traffic Engineer	City of Bloomington
Catherine Smith	Auditor	Monroe County
Danny Stalcup	Street Commissioner, Street Department	Town of Ellettsville
Kevin Tolloty	Director, Planning Department	Town of Ellettsville
Jeff Underwood	Controller	City of Bloomington
Joe VanDeventer	Director of Street Operations	City of Bloomington
David Walter	Vice Chair, Citizens Advisory Committee	Citizens Advisory Committee
Larry Wilson	Director, Planning Department	Monroe County
Kelli Witmer	Director, Parks & Recreation Department	Monroe County
<i>Vacant</i>	GIS Coordinator	Monroe County

BMCMPO COMMITTEE MEMBERSHIP (cont.)

Citizens Advisory Committee

Member	Representing
Sarah Ryterband, <i>Chair</i>	Citizen
David Walter, <i>Vice Chair</i>	Sixth & Ritter Neighborhood
Paul Ash	McDoel Gardens Neighborhood
Mary Jane Hall	Bloomington Board of Realtors
John Kennedy	Council of Neighborhood Associations
Geoff McKim	Citizen
Mary Ann Williams	Citizen

BMCMPO COMMITTEE (cont.)

Metropolitan Planning Organization Staff

Name	Position
Beth Rosenbarger, AICP	Planning Services Manager
Pat Martin	Senior Transportation Planner
Ryan Clemens	Transportation Planner
Mallory Rickbeil	Bicycle & Pedestrian Coordinator
Michael Stewart	Planning Technician
Desiree King	Administrative Assistant

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Appendix B

FY 2021 UPWP COST ALLOCATION PLAN

FY 2021 UPWP Cost Allocation Plan

Appendix C

ABBREVIATIONS

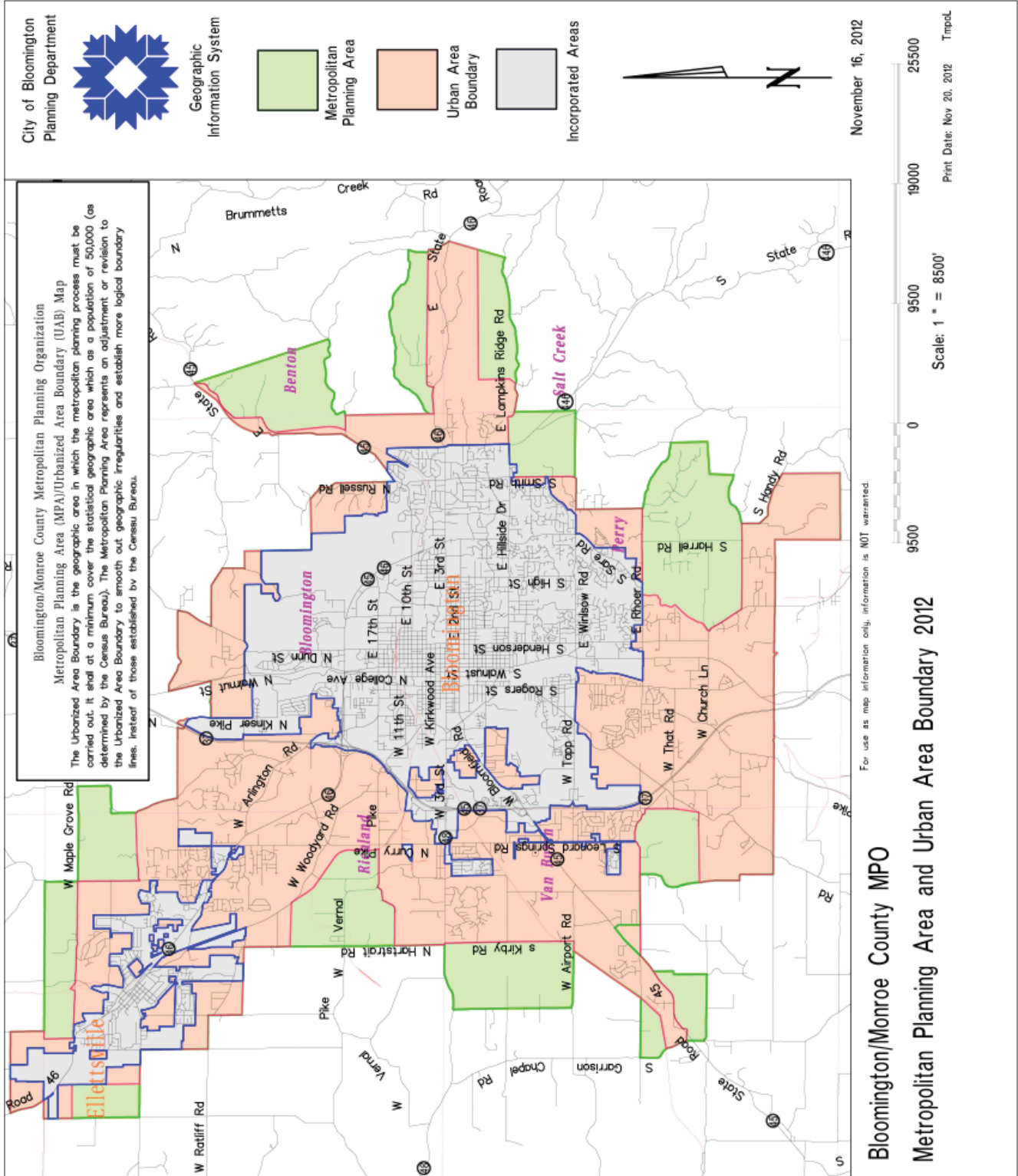
Abbreviations

3-C	Continuing, Comprehensive, and Cooperative Planning Process
ADA	Americans with Disabilities Act
BBPSC	Bloomington Bicycle and Pedestrian Safety Commission
BMCMPPO	Bloomington-Monroe County Metropolitan Planning Organization
BT	Bloomington Transit
CAC	Citizens Advisory Committee
EJ	Environmental Justice
FAST	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Indiana State Fiscal Year (July 1 through June 30)
GIS	Geographic Information Systems
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
INDOT	Indiana Department of Transportation
INSTIP/STIP	Indiana State Transportation Improvement Program
ITS	Intelligent Transportation System
IU	Indiana University
LPA	Local Public Agency
MAP-21	Moving Ahead for Progress in the 21st Century
MCCSC	Monroe County Community School Corporation
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
PC	Policy Committee
PDP	Program Development Process
PL	Metropolitan Planning Funds
SAFETEA-LU	Safe, Affordable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
STBG	Surface Transportation Block Grant
TAP	Transportation Alternatives Program
TAC	Technical Advisory Committee
TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
VMT	Vehicle Miles of Travel

Appendix D

BMCMPO METROPOLITAN PLANNING AREA MAP

BMCMPO Metropolitan Planning Area Map



Appendix E

PLANNING EMPHASIS AREAS

Planning Emphasis Areas

Appendix F

TRANSIT OPERATOR LOCAL MATCH ASSURANCE

Transit Operator Local Match Assurance

Appendix G

ADOPTION RESOLUTIONS & APPROVAL LETTER

Adoption Resolutions - To Be Included

Adoption Resolutions (cont.)

Adoption Resolutions (cont.)

Adoption Resolutions (cont.)



To: BMCMPO Policy Committee

From: Pat Martin, Ryan Clemens

Date: February 18, 2020

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

INDOT requests three (3) amendments to the BMCMPO FY 2020-2024 TIP. The proposed amendments include the following:

I-69 Installation of New Cable Rail Safety Barriers from SR 445 (exit) to SR 37 (Exit 114) in Monroe County - Safety (DES#1902884).

<i>I-69 Installation of New Cable Rail Safety Barrier</i>					
Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2021	STBG	\$900,000	\$100,000	\$1,000,000
Totals			\$900,000	\$100,000	\$1,000,000

SR46 Signals Modernization @ SR446 in Monroe County - Signals (DES#2000220)

SR46 Signals Modernization @ SR446					
Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2021	STBG	\$1,160,000	\$290,000	\$1,450,000
Totals			\$1,160,000	\$290,000	\$1,450,000

Rockport Road, Bridge #308, 0.04 miles south of Bolin Lane in Monroe County - Bridge (DES#1902772)

This project will replace the steel underfill bridge rated in poor condition. The existing bridge is structurally deficient and has a sufficiency rating of 48.7. The bridge will be replaced on a modified horizontal alignment to correct the substandard curve to the south. The new bridge will be skewed to better align with the channel to eliminate the existing scour problems at the site.

Rockport Road, Bridge #308					
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2021	Local BR	\$312,000	\$78,000	\$390,000
ROW	2024	Local BR	\$120,000	\$30,000	\$150,000
CE	2025	Local BR	\$336,000	\$84,000	\$420,000
CN	2025	Local BR	\$1,324,800	\$331,200	\$1,656,000
Totals			\$2,092,800	\$523,200	\$2,616,000

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



FY 2020-2024 Transportation Improvement Program Project Request Form

Mail: Bloomington/Monroe County MPO
401 N. Morton Street, Suite 130
Bloomington, Indiana 47402
Email: martipa@bloomington.in.gov or clemensr@bloomington.in.gov
Fax: (812) 349-3530

Section 1: Local Public Agency Information

- City of Bloomington
- Monroe County
- Town of Ellettsville
- Indiana University
- Bloomington Transit
- Rural Transit
- INDOT**
- _____

Employee in Responsible Charge (ERC): Robin Bolte
Phone: 812-524-3734
Email: rbolte@indot.in.gov

Section 2: Verification

I hereby certify that the information submitted as part of this form is complete and accurate. Furthermore, if applicable, I certify that the project complies with the BMCMPPO Complete Streets Policy.

_____ Robin Bolte _____

Date 1/29/2020

Section 3: Project Information

- A. Project Name: **Install new cable rail safety barriers from SR 445 (exit) to SR 37 (Exit 114) on I-69 in Monroe County.**
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned) **1902884**:
- D. Project Location (detailed description of project termini): I-69 from SR 445 (exit) to SR 37 (Exit 114).
- E. Please identify the primary project type (select only one):
 - Bicycle & Pedestrian
 - Bridge
 - Road – Intersection
 - Road – New/Expanded Roadway

- Road – Operations & Maintenance
- Road – Reconstruction/Rehabilitation/Resurfacing
- Sign
- Signal
- Transit

F. Project Support (local plans, LRTP, TDP, etc.):

G. Allied Projects:

H. Does the Project have an Intelligent Transportation Systems (ITS) component?

- Yes No

If yes, is the project included in the MPO's ITS Architecture?

- Yes No

I. Anticipated Letting Date: 3/3/2021

Section 4: Financial Plan

Identify all anticipated costs for all phases of the project, including any costs anticipated in years beyond the scope of this TIP. All phases must incorporate a four percent (4%) per year inflation factor per BMCMPO policy. All CN phases must include an appropriate amount of funding for construction inspection in addition to project construction costs.

Note: Fiscal Year 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
PE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
	STBG	\$	\$900,000	\$	\$	\$	\$
	State	\$	\$100,000	\$	\$	\$	\$
Totals:		\$	\$ 1,000,000	\$	\$	\$	\$

Section 5: Complete Streets Policy

A. Select one of the following:

- Compliant** - This project is subject to the Complete Streets Policy because it involves the new construction or reconstruction of local roadways that will use federal funds through the BMCMPO for any phase of project implementation. *Additional Information items 1-8 (below) must be submitted for Compliant projects.*

Not Applicable - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for 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.*

Exempt – The LPA is requesting that this project be exempted from the Complete Streets Policy due to certain circumstances or special constraints, as detailed in Section IV of the Complete Streets Policy. Please provide a detailed explanation of why the project should be exempted. *Additional Information items 1, 4-8 (below) must be submitted for Exempt projects.*

Justification for Exemption: _____

B. Additional Information:

Attach to this application form the following information as required by the Complete Streets Policy. If any items are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined.” Any required information not provided at the time of this application must be reported to the MPO as soon as it becomes available.

- 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 for being on the list.

STIP AMENDMENT and/or MODIFICATION REQUEST

Date: 29-Jan 2020

Amendme
modifcau

Requestor: Robin Bolte

Sponsor	DES	Route	Work Type	Location	County	District	Miles	Federal Category	Asset Program - (State Projects Only)	Phase	Federal Funds	State Match	2020	2021	2022	2023	Remarks	Letting Date	MPO
INDOT	1902884	I-69	Install New Cable Rail Barriers	From SR 445 (exit) to SR 37 (Exit 114)	Monroe	Seymour		STBG	Safety	CN	900,000	100,000		1,000,000			Amend CN to the current TIP/STIP in 2021	03/03/21	BMCMPO



FY 2020-2024 Transportation Improvement Program Project Request Form

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Section 1: Local Public Agency Information

- City of Bloomington
- Monroe County
- Town of Ellettsville
- Indiana University
- Bloomington Transit
- Rural Transit
- INDOT**
- _____

Employee in Responsible Charge (ERC): _____ Robin Bolte _____
Phone: _____ 812-524-3734 _____
Email: _____ rbolte@indot.in.gov _____

Section 2: Verification

I hereby certify that the information submitted as part of this form is complete and accurate. Furthermore, if applicable, I certify that the project complies with the BMCMPPO Complete Streets Policy.

____ Robin Bolte _____ 1/29/2020
Employee in Responsible Charge (ERC) Date

Section 3: Project Information

- A. Project Name: **SR 46 Traffic Signals Modernization at SR 446 I Monroe County.**
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): **2000220**
- D. Project Location (detailed description of project termini):
- E. Please identify the primary project type (select only one):
 - Bicycle & Pedestrian
 - Bridge
 - Road – Intersection
 - Road – New/Expanded Roadway

- Road – Operations & Maintenance
- Road – Reconstruction/Rehabilitation/Resurfacing
- Sign
- Signal
- Transit

F. Project Support (local plans, LRTP, TDP, etc.):

G. Allied Projects:

H. Does the Project have an Intelligent Transportation Systems (ITS) component?

- Yes No

If yes, is the project included in the MPO's ITS Architecture?

- Yes No

I. Anticipated Letting Date: _____ 4/7/21 _____

Section 4: Financial Plan

Identify all anticipated costs for all phases of the project, including any costs anticipated in years beyond the scope of this TIP. All phases must incorporate a four percent (4%) per year inflation factor per BMCMPO policy. All CN phases must include an appropriate amount of funding for construction inspection in addition to project construction costs.

Note: Fiscal Year 2018 begins on July 1, 2017, and ends on June 30, 2018.

Phase	Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Outlying Years
PE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	STBG	\$	\$1,160,000	\$	\$	\$	\$
	State	\$	\$290,000	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$	\$1,450,000	\$	\$	\$	\$

Section 5: Complete Streets Policy

A. Select one of the following:

- Compliant** - This project is subject to the Complete Streets Policy because it involves the new construction or reconstruction of local roadways that will use federal funds through the BMCMPO for any phase of project implementation. *Additional Information items 1-8 (below) must be submitted for Compliant projects.*

Not Applicable - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for 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.*

Exempt – The LPA is requesting that this project be exempted from the Complete Streets Policy due to certain circumstances or special constraints, as detailed in Section IV of the Complete Streets Policy. Please provide a detailed explanation of why the project should be exempted. *Additional Information items 1, 4-8 (below) must be submitted for Exempt projects.*

Justification for Exemption: _____

B. Additional Information:

Attach to this application form the following information as required by the Complete Streets Policy. If any items are unknown at the time of application, the applicant may indicate that “specific information has not yet been determined.” Any required information not provided at the time of this application must be reported to the MPO as soon as it becomes available.

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- 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 for being on the list.

STIP AMENDMENT and/or MODIFICATION REQUEST

Date: 29-Jan 2020


Amendment
Modification

Requestor: Robin Bolte

Sponsor	DES	Route	Work Type	Location	County	District	Miles	Federal Category	Asset Program - (State Projects Only)	Phase	Federal Funds	State Match	2020	2021	2022	2023	Remarks	Letting Date	MPO	
INDOT	2000220	SR 46	Traffic Signals Modernization	SR 46 @ SR 446	Monroe	Seymour		STBG	Safety	CN	1,160,000	290,000		1,450,000			Amend CN to current TIP/STIP in 2021.	04/07/21	BCMPO	

Application Information	
Application ID: 12240	Project Type: New Project
Application Status: Draft	Status Update Date: 11/14/2019

Sponsoring Agency	
Sponsoring Agency	
Name	Monroe County
Address	100 W. Kirkwood Avenue
City	BLOOMINGTON
State	IN
Zip	47404

If Sponsoring Agency is not in the list, please click on the icon  to email the SPMS administrator to request a Sponsoring Agency be added.

Certified Employee in Responsible Charge (ERC)	
Name	Lisa Ridge
Certificate Date	02/26/2019
ERC Phone	(812) 349-2555
ERC Email	lridge@co.monroe.in.us

Certify on letterhead that your LPA is compliant or is working toward ADA/Section 504 compliance.

Have you completed your ADA Transition Plan?	Yes
Completion Date	01/01/2009
Do you have ADA Coordinator?	Yes
First Name	Angela
Last Name	Purdie
Phone	8123492550
Email	apurdie@co.monroe.in.us
Have you completed your Title VI Implementation Plan?	Yes
Completion Date	10/28/2016
Do you have Title VI Coordinator?	Yes
First Name	Angela
Last Name	Purdie
Phone	8123492550
Email	apurdie@co.monroe.in.us
Have you completed you goals and accomplishment report?	Yes
Completion Date	08/01/2017

Application Information

Application ID: 12240
 Application Status: Draft

Project Type: New Project
 Status Update Date: 11/14/2019

Planning Area

Metropolitan Planning Area

Is the project in the Metropolitan Planning Area of MPO?

No

Select MPA

Name

MPO Email

Is project within Urbanized area of MPO?

No

Select Urban Area

MPO Assigned User (entered by MPO)

MPO Decision (entered by MPO)

Project Information

Project Details

* Secondary Work type: Examples include, if your road project contains a bridge in the project area and funds will be requested for both types of infrastructure, please select a bridge work type as your secondary work type. Or if you are requesting federal funds for road reconstruction and are including safety components as a part of the project; please select a safety work type as your secondary work type.

* Functional Class: Click this link <http://www.in.gov/indot/2615.htm> for assistance.

* Project Location: Example, Bridge over no name creek or From Main St. to Locust Ave., or to Washington Blvd.

* City/County Priority: If you are only submitting 1 application for a new or existing project then select 1 as the Project Priority. If you plan to submit multiple applications for new or existing projects then select the appropriate priority for this application.

*AADT: Click this link <http://www.in.gov/indot/2720.htm> for assistance.

*Sub District: Click this link <http://dotmaps.indot.in.gov/apps/districtmaps/default.asp> for assistance.

*Congressional District: Click this link http://www.in.gov/legislative/house_republicans/rd/pdfs/Congressional.pdf for assistance.

Overall Improvement	Local Bridge Project	Work Type	Bridge Replacement
Primary County	Monroe	*Secondary Work Type	
INDOT District	Seymour	Road Name	Rockport Road
Sub District	Bloomington Sub	US Congressional DistrictN	District 9
*Functional Class	Major Collector	City Boundary	
Rural/Urban Population	=> 50,000	Transportation System	On Federal Aid
Program Class	Local Bridge		
*Project Location	Rockport Road, Bridge # 308, .04 miles south of Bolin Lane		

Application Information

Application ID: 12240
 Application Status: Draft

Project Type: New Project
 Status Update Date: 11/14/2019

Project Description (Include a Scope of Work)	To replace the steel underfill bridge that is rated in poor condition . The existing bridge is structurally deficient and has a sufficiency rating of 48.7. The bridge will be replaced on a modified horizontal alignment to correct the substandard curve to the south. The new bridge will be skewed to better align with the channel to eliminate the existing scour problems at the site.									
	Latitude	Start:	39	6	5	Longitude	Start:	86	34	37
		Mid:	39	6	8		Mid:	86	34	31
		End:	39	6	11		End:	86	34	30
	Length of Project (miles)	.17			Latest AADT (Average Auto Daily Traffic) Count	310				
	Latest ADTT (Average Daily Truck Traffic) Count	31			Year of Latest Count	2014				
	*City/County Priority	1			Would the LPA be interested in the Federal Exchange Program?	Yes				

Bridge

Bridge Information	
NBI Number	53000163
New Bridge Location	
Name of Feature crossed by bridge	Branch of Clear Creek
Posted Weight Limit	No
If yes what is posted weight limit (tons)	

Application Information

Application ID: 12240
 Application Status: Draft

Project Type: New Project
 Status Update Date: 11/14/2019

Safety Information

Safety Information

Posted Speed (In MPH)	30
Current Number of Lanes	2
Current Roadway Width (feet)	20.00

If the last three years are not available please provide the last three years that are available

Year	# of Fatalities/Injuries	# of Property Damage
2018	0	0
2017	0	0
2016	0	0

Scheduling and Funding

Estimated Project Scheduling and Funding Information

Special Note: The budget and schedule provided in the application and financial commitment letter must be the schedule and budget used in the required quarterly reports. Adjustments to that information must be justified and approved by INDOT before it may be changed. Totals and Anticipated Award % Split are calculated when the application is saved.

Phase	Requesting Funds For (MM/YYYY)	Total Project Cost	Existing Federal Funds (If Applicable)	Federal Funds Being Requested for this Application	Local Funds	Anticipated Awarded % Split
Preliminary Engineering	01/2020	\$390,000.00	\$0.00	\$312,000.00	\$78,000.00	80.00/20.00
Right of Way	01/2020	\$150,000.00	\$0.00	\$120,000.00	\$30,000.00	80.00/20.00
Utility		\$0.00	\$0.00	\$0.00	\$0.00	
Railroad		\$0.00	\$0.00	\$0.00	\$0.00	
Construction	09/2024	\$1,656,000.00	\$0.00	\$1,324,800.00	\$331,200.00	80.00/20.00
Construction Inspection	09/2024	\$420,000.00	\$0.00	\$336,000.00	\$84,000.00	80.00/20.00
Total		\$2,616,000.00	\$0.00	\$2,092,800.00	\$523,200.00	

Justification

Justification

Purpose for the project (Explain the deficiency of the pavement if this is a pavement project)

To replace the deteriorating existing bridge which has a condition rating of Poor (4). The replacement structure will be designed for the current vehicle design criteria and will have a geometry that meets AASHTO, INDOT and Monroe County standards. To avoid impacting the creek and improving the horizontal alignment the road will be shifted east slightly, it is anticipated that the intersection with Bolin Lane will also be improved. The revised alignment and new skewed structure will also eliminate the scour problems at the site.

Application Information

Application ID: 12240
Application Status: Draft

Project Type: New Project
Status Update Date: 11/14/2019

Planning Support

Monroe County supports this project and will be priority to completion.

Safety Considerations

The replacement will improve the bridge load rating capacity and horizontal sight distance. Additionally, the replacement will result in the construction of the bridge railing, guardrail and end treatments which meet current crash criteria.

Economic Development Impact

We do not predict an economic development impact for this bridge project.

Other Considerations

This road has many quarry companies located in this vicinity. Heavy truck loads of limestone are continuously using this road as their main route to and from their destinations. It is imperative that we get the bridge replaced to avoid impacts to the quarry companies in the area.

*LPA Financial Commitment Letter: Please use LPA letterhead and upload as an attachment to the application. This letter **MUST** be submitted with the application or the application will be sent back. Please include the following in the letter.*

- Financial Plan for Local Match
- Estimated local contribution by phase and by year
- Commitment of funds availability
- Commitment to the project
- Signed by the Fiduciary body of LPA

Application Information

Application ID: 12240

Project Type: New Project

Application Status: Draft

Status Update Date: 11/14/2019

Transportation Alternatives

Transportation Alternatives

Project Description or Name

How would you describe the proposed project? Check the most appropriate improvement type(s). Note that sidewalks are NOT for bicycling.

- Sidewalk
- Safe Routes for Non-Drivers
- Pedestrian or Bike Signal
- Other
- Crosswalk
- ADA Improvements
- Traffic Calming Treatment
- On-Road Bike Lane
- Separated Shared Use Path
- Light or Other Safety Feature

Project's Relationship to the Qualifying Activity Criteria

How does the project meet one or more of the 11 qualifying activities? Describe how at least one category best describes your project. If the project could fall under more than one activity, describe how the project relates to each applicable activity.

Project's Relationship to Transportation

Transportation alternatives are transportation related activities that strengthen the cultural, aesthetic and environmental aspects of the Nation's transportation system. Transportation alternatives activities should improve the transportation experience in and through a community. Describe how this project relates to the surface transportation system (excludes aviation).

Will land be acquired for this phase of the project?

No

If yes, what is the estimated total acreage of the proposed acquisition?

How much of the proposed project would be developed on the acquired land?

What type of surface is proposed for this facility? Note that some surface types are not suitable for all users. If there is to be more than one surface type, list all types and the length of each surface type.

Application Information

Application ID: 12240

Project Type: New Project

Application Status: Draft

Status Update Date: 11/14/2019

Will the project connect to or extend an existing or funded facility of a compatible type?

Has your agency previously received federal transportation funds for bicycle or pedestrian projects?

If yes, what kind of project was it?

What type of federal transportation funds were used for the project?

When was it funded?

Is this proposed non-motorized facility supported by the State Trails Plan or identified as a Visionary Trail?

What local or regional planning documents provide planning support for this project?

Is this project based on an adopted corridor management plan, marketing plan, or interpretive plan for a byway?

Is this proposed project associated with a designated State of National Byway?

Note: Official endorsement letter(s) from the byway organization must be included with this application.

Who is the indented audience...what group would likely benefit directly from the proposed improvements? Please name the specific facility (school, retirement or nursing home, medical office, senior center, rehabilitation center), if there is one, expected to derive a safety benefit from the proposed improvements.

List other programs available in the area for assisting this group of non-drivers, such as safe kids, hospital safety programs, etc.

Application Information

Application ID: 12240

Project Type: New Project

Application Status: Draft

Status Update Date: 11/14/2019

Explain how the proposed improvements coordinate with these existing programs?

Upload Supporting Documents

Attachments

Document Name	Document Type	Description	Created By	Created On
Monroe County Lett of Committment.pdf	Financial Document & Letter	Monroe County Lett of Committment.pdf	Ridge, Lisa	12/05/2019
Self Scoring.pdf	Supporting Document	Self Scoring.pdf	Ridge, Lisa	12/03/2019
Bridge Inspection Report 2019.pdf	Supporting Document	Bridge Inspection Report 2019.pdf	Ridge, Lisa	12/03/2019
Monroe 308 Utility Locates.pdf	Supporting Document	Monroe 308 Utility Locates .pdf	Ridge, Lisa	12/03/2019
Photos.pdf	Supporting Document	Photos.pdf	Ridge, Lisa	12/03/2019
Monroe 308 Utility Information.pdf	Supporting Document	Monroe 308 Utility Information.pdf	Ridge, Lisa	12/03/2019
Maps.pdf	Supporting Document	Maps.pdf	Ridge, Lisa	12/03/2019
Cost Estimate Monroe 308.pdf	Supporting Document	Cost Estimate Monroe 308.pdf	Ridge, Lisa	12/03/2019
ADA Compliance Letter.pdf	ADA Letter	ADA Compliance Letter.pdf	Ridge, Lisa	11/15/2019

ROCKPORT ROAD, BRIDGE #308, 0.04 MILES S OF BOLIN LANE

DES# 1902772

LETTING DATE: SEPTEMBER 2024

This project will replace the deteriorating existing bridge which has a condition rating of Poor (4). The replacement structure is designed for the current vehicle design criteria and will have a geometry that meets AASHTO, INDOT, and Monroe County standards. To avoid impacting the creek, a direct tributary of Clear Creek, and improving the horizontal alignment, Rockport Road will be shifted slightly east with the anticipation of also improving its intersection with Bolin Lane. The revised alignment and new skewed structure will also eliminate the scour problems at the current site.

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	TOTAL
PE	2020	Local BR	\$312,000	\$78,000	\$390,000
RW	2024	Local BR	\$120,000	\$30,000	\$150,000
CE	2025	Local BR	\$336,000	\$84,000	\$420,000
CN	2025	Local BR	\$1,324,800	\$331,200	\$1,656,000
TOTAL			\$2,092,800	\$523,200	\$2,616,000





Figure 1:6-4: Continuous Reinforced Concrete Slab Bridge



Figure 1:6-5: Precast Concrete Underfill Bridge