



POLICY COMMITTEE

June 12, 2020

1:30 – 3:00 p.m.

Virtual Location via Zoom <https://bloomington.zoom.us/j/95591248942>

Clicking on the link will take you to the meeting. You will automatically be given a dial-in number if you want to use your phone for audio and not your computer microphone.

- I. Call to Order and Introductions
- II. Approval of the Agenda*
- III. Approval of the Minutes*
 - a. May 8, 2020
- IV. Communications from the Chair
- V. Reports from Officers and/or Committees
 - a. Citizens Advisory Committee
 - b. Technical Advisory Committee
- VI. Reports from the MPO Staff
 - a. 2045 Metropolitan Transportation Plan Survey (<https://forms.gle/9b9AvbYnfQ42BbZ49>)
 - b. FY2021 - 2022 Unified Planning Work program - Final Document
- VII. Old Business
 - a. Draft 2045 MTP Chapters and Appendices for PC/TAC/CAC/Public Review and Discussion (<https://bloomington.in.gov/mpo/metropolitan-transportation-plan>)
 - (1) Chapter 2 - Guiding Principles: An extended discussion.
- VIII. New Business
 - a. FY 2020 - 2024 Transportation Improvement Program Amendments*
 - (1) DES#170763, 170764, 170765, 170766, 170767 - Bloomington Transit Grimes Lane Facility Improvements
 - (2) DES#0902215 - Bicentennial Pathway - Phase I construction along Old SR 37 from Audubon Road to Robinson Road for a distance of 2.3 miles.
- IX. Communications from Committee Members (non-agenda items)
 - c. Topic Suggestions for Future Agendas

Upcoming Meetings

- a. Policy Committee – August 14, 2020 at 1:30 p.m. (Virtual)
- b. Technical Advisory Committee – June 24, 2020 at 10:00 a.m. (Virtual)
- c. Citizens Advisory Committee – June 24, 2020 at 6:30 p.m. (Virtual)

Adjournment

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

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



POLICY COMMITTEE

May 8, 2020

1:30 – 3:00 p.m.

Virtual Location via Zoom <https://zoom.us/j/95998749022>

Clicking on the link will take you to the meeting. You will automatically be given a dial-in number if you want to use your phone for audio and not your computer microphone.

Policy Committee present: Matt Flaherty, Jillian Kinzie, Nate Nickel (proxy), Terri Porter (proxy), Lisa Ridge, Sarah Ryterband, Erica Tait, Dave Warren, Kate Wiltz,

Staff present: Pat Martin, Ryan Clemens, Desiree King

- I. Call to Order and Introductions
- II. Approval of the Agenda*
 - **Ryterband moved to approve the agenda. Flaherty seconded. Motion passed by unanimous approval 9:0—Approved.
- III. Approval of the Minutes*
 - a. March 13, 2020
 - **Ryterband moved to approve the minutes. Porter seconded. Motion carried by unanimous approval 9:0—Approved.
 - ii. Communications from the Chair
 - Ridge gave a statement about the Covid-19 pandemic and spoke about stay-at-home restrictions being lifted soon and wished everyone good health while asking for patience as people learn to navigate a new normal.
- 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 a report. Martin reported that the committee did not have quorum so no recommendations could be given.
- I. Reports from the MPO Staff
 - a. COVID-19 Staff Availability & Calendar Year 2020 Meeting Schedule
 - Martin gave the report. Martin and Clemens are available as they continue to work from home. All MPO committee meeting schedules are not expected to change and will be held virtually until further notice.
 - b. BMCMPPO Bylaws Update
 - Clemens gave the report.
 - c. Draft 2045 Metropolitan Transportation Plan
 - (1) Public Workshops, Comments, Schedules, Next Steps
 - Martin gave the report. The draft is 80% complete with two additional chapters to be completed this month for a 95% completion rate. A total working draft will be presented before the July recess and a 30-day public comment period will follow. The CAC and TAC are scheduled to give a recommendation in September and Staff are proposing adoption by the Policy Committee in October. Discussion ensued between Staff and the Committee about upcoming chapters, the draft schedule, and public input.
 - (2) 2045 Metropolitan Transportation Plan Public Survey
 - Clemens said the survey should be placed on the Monroe County website and asked Committee members to send the survey to all contacts in their networks.

II. Old Business

a. FY 2021 - 2022 Unified Planning Work Program - Revised Draft*

Martin gave the report. Wiltz and Martin discussed potential budget changes due to the pandemic, but Martin said he did not foresee any changes. Ryterband, Warren, Flaherty and Clemens discussed long-term effects given the student population decrease during the pandemic and the 2020 census. Warren and Martin discussed performance measures and where to find them.

**Ryterband moved to approve the 2022 Unified Planning Work Program Revised Draft, Wiltz seconded. Motion carried by unanimous vote 9:0—Approved.

III. New Business

a. Draft 2045 MTP Chapters and Appendices for PC/TAC/CAC/Public Review and Discussion

(<https://bloomington.in.gov/mpo/metropolitan-transportation-plan>)

Martin gave the report.

b. FY 2020 - 2024 Transportation Improvement Program Amendments*

Martin reported on each of the projects, detailing the cost of each project and funding sources.

(1) DES#2000311 - SR46 Bridge superstructure replacement 6.04 miles W of SR 37 at Jacks Defeat Creek WBL

(2) DES#2000365 - SR45 Bridge deck overlay over BR Indian Creek, 3.62 miles S of SR 37

(3) DES#2001522 - SR46 ADA Sidewalk Ramp Construction at the intersection with 3rd Street and College Mall Road

**Ryterband moved to approve the TIP amendments. Wiltz seconded. Motion carried by unanimous vote 9:0—Approved.

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

a. Topic Suggestions for Future Agendas

Upcoming Meetings

a. Policy Committee – June 12, 2020 at 1:30 p.m. (Virtual)

b. Technical Advisory Committee – May 27, 2020 at 10:00 a.m. (Virtual)

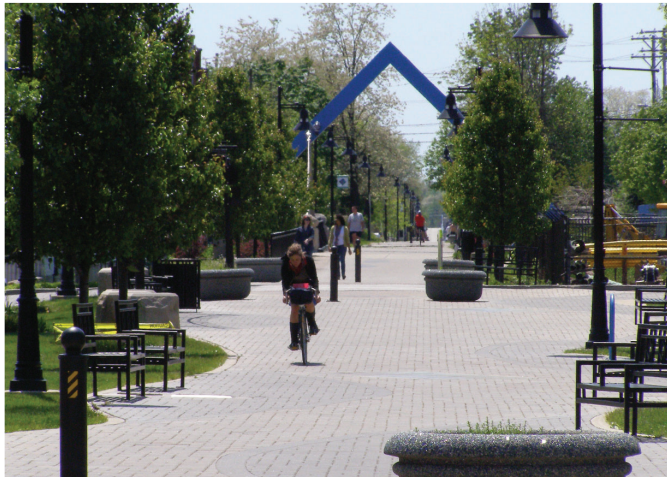
c. Citizens Advisory Committee – May 27, 2020 at 6:30 p.m. (Virtual)

Adjournment

**Ryterband moved to adjourn. Porter seconded.

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

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BLOOMINGTON • MONROE COUNTY

mpo

Unified Planning Work Program

Fiscal Years
2021 & 2022

*Bloomington-Monroe County
Metropolitan Planning Organization*

Policy Committee

Final Adoption

May 8, 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.

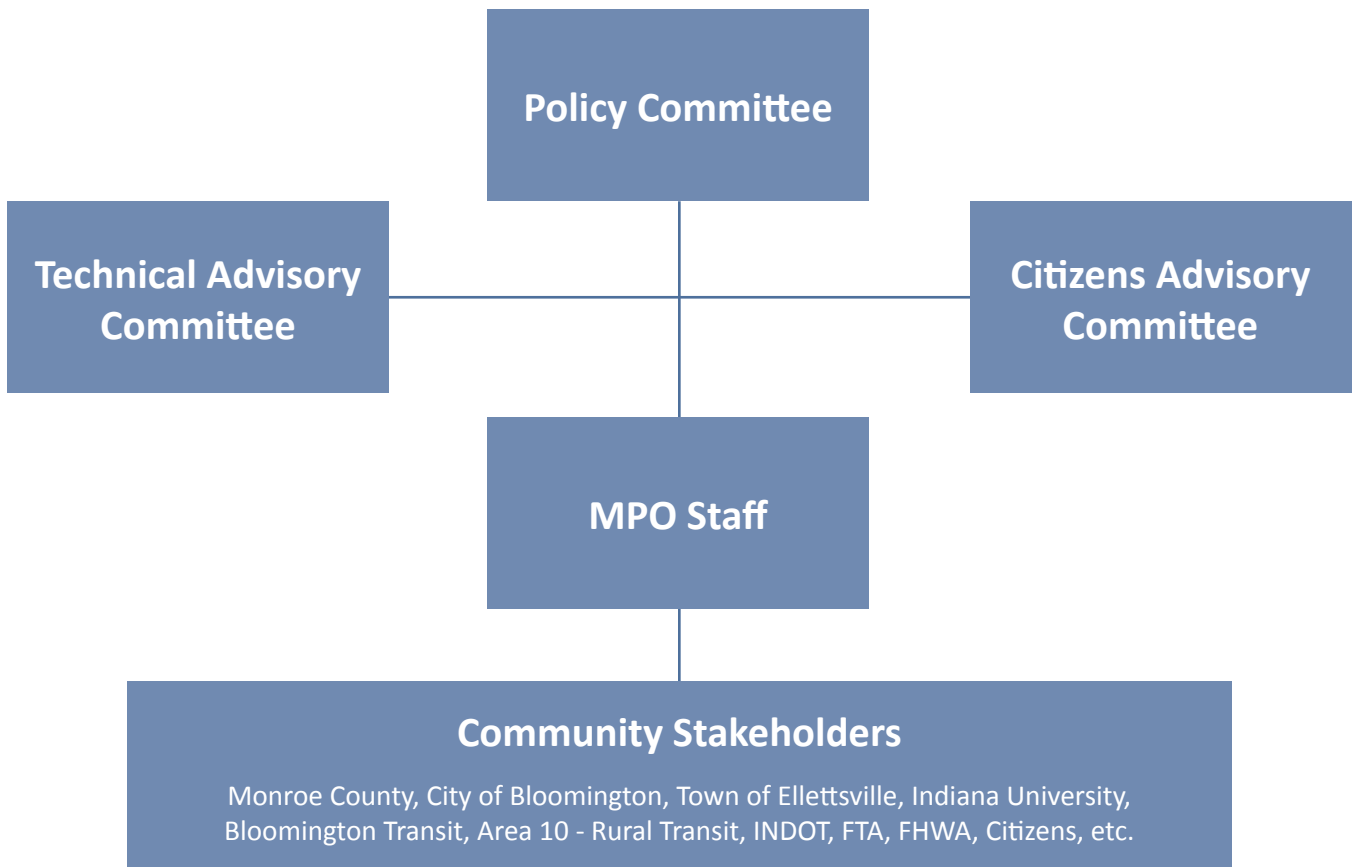
One of the requirements of the urban transportation planning process for an MPO involves the development of a Unified Planning Work Program (UPWP) that describes all planning activities anticipated in the urbanized area over the programming years, and documents the work performed with Federal planning 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
Projected 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>Projected 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>Projected 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 BMCMPPO 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.

Active Purchase Order Balances		
INDOT Purchase Orders	Expiration Date	Current P.O. Balance After Expenses (May 08, 2020)
FY 2018 P.O.	6/30/2020	\$36,045.87
FY 2019 P.O.	6/30/2020	\$32,789.43
FY 2020 P.O.	6/30/2021	\$279,435.00

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>Projected FY 2022</i>	\$8,800	\$2,200	\$11,000
Monroe County Highway Dept.				
	<i>FY 2021</i>	\$8,800	\$2,200	\$11,000
	<i>Projected FY 2022</i>	\$8,800	\$2,200	\$11,000
Town of Ellettsville				
	<i>FY 2021</i>	\$9,600	\$2,400	\$12,000
	<i>Projected FY 2022</i>	\$9,600	\$2,400	\$12,000
TOTAL				
	<i>FY 2021</i>	\$27,200	\$6,800	\$34,000
	<i>Projected 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	Projected 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	Projected 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 and the MPO Policy Committee shall support and adopt Performance Measures developed by INDOT in accordance with Federal Rules. [Estimated Completion: Q4/2021]

Work Element 300 Budget

Task		FY 2021	Projected 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	Projected 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

Task	FY 2021	Projected 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 to identify transportation connectivity gaps in access to essential services, including housing, employment, health care, schools/ education, and/or recreation. This emphasis area identifies performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps, and possible solutions affecting the public, including traditionally underserved populations from the Bloomington Transit Route Optimization Study and the Rural Transit Route Optimization Study. [Estimated Completion: Q4/FY21]
- 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: Q4/FY21]

Work Element 600 Budget

OTHER PLANNING INITIATIVES & SPECIAL PROJECTS

	Task	FY 2021	Projected 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

BMCMPPO 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
Alexandria Burns	Transportation Program Specialist, 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
Pam Samples	Town Council Member (<i>Designee</i>)	Town of Ellettsville
Mayela Sosa	Division Administrator	Federal Highway Administration (<i>non-voting</i>)
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
Tyler Caldwell	GIS Coordinator	Monroe County
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
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
Catherine Smith	Auditor	Monroe County
Danny Stalcup	Street Commissioner, Street Department	Town of Ellettsville
Erica Tait	Community Planner, Indiana Division	Federal Highway Administration (<i>non-voting</i>)
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 (<i>non-voting</i>)
Larry Wilson	Director, Planning Department	Monroe County
Kelli Witmer	Director, Parks & Recreation Department	Monroe County
<i>Vacant</i>	Community Planner, Region 5	Federal Transit Administration (<i>non-voting</i>)
<i>Vacant</i>	Transportation & Traffic Engineer	City of Bloomington

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



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N955
Indianapolis, Indiana 46204

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

Eric Holcomb, Governor
Joe McGuinness, Commissioner

January 21, 2020

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

Dear Mr. Martin,

INDOT has reviewed the FY 2021 Cost Allocation Plan presented by Bloomington MPO for the period of July 1, 2020 through June 30, 2021.

In accordance 2 CFR 200.331, the Indiana Department of Transportation (INDOT), acting as the pass-through entity for the Federal Highway Administration (FHWA) approved the following indirect and fringe rates which will be monitored with respect to your Unified Planning Work Program Grant. Please include a copy of this letter in your UPWP for future reference. Should the indirect rates change during the FY 2021 grant period, please provide the revised information for re-approval and inclusion of the new rate letter as modification/inclusion in your UPWP Appendix. The approved rates are as follows:

Fringe	83.51%
Indirect	66.00%

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Emmanuel I. Nsonwu".

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

CC: E. Tait
R. Nunnally
J. Mitchell
File

Appendix C

ABBREVIATIONS

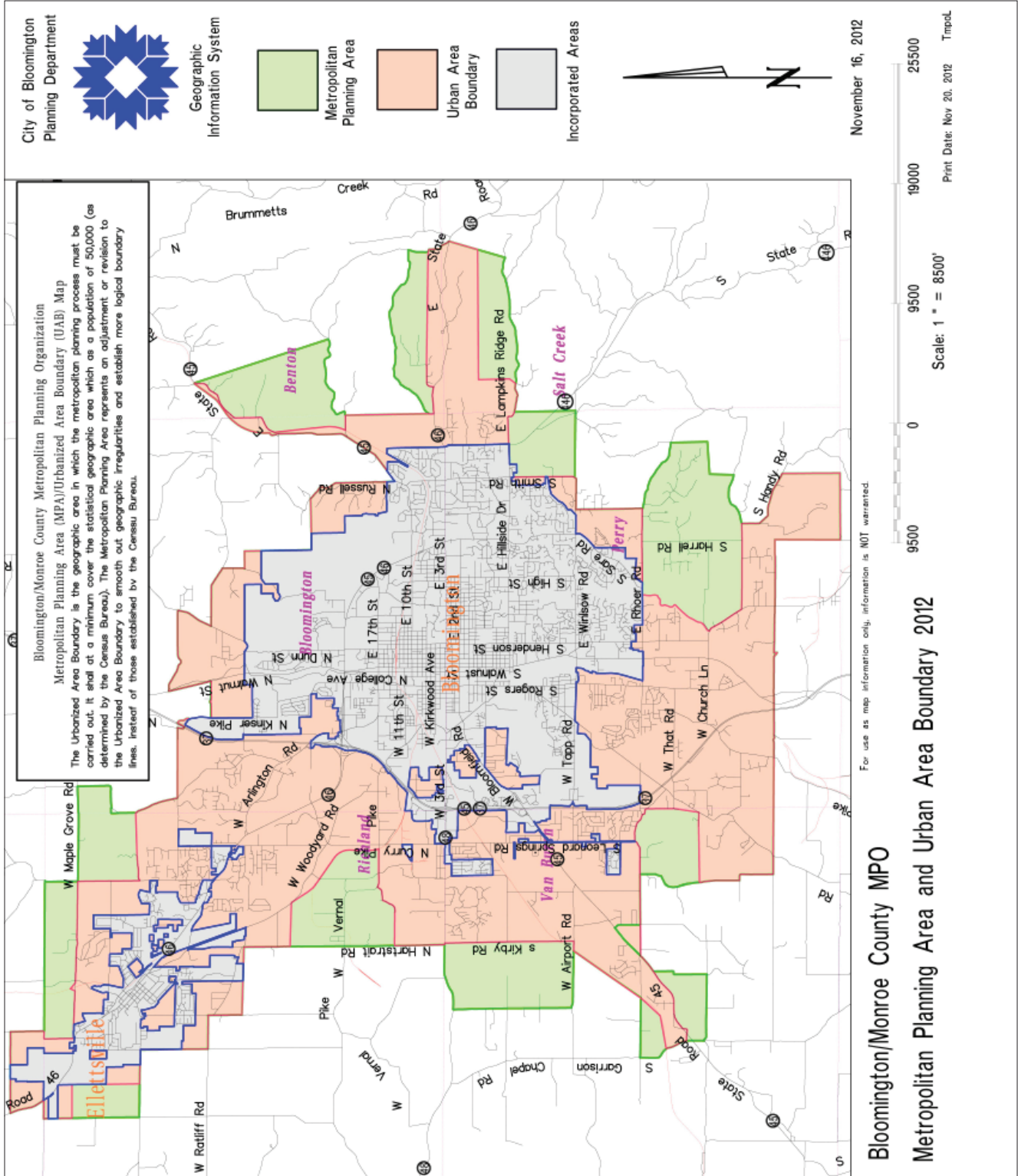
Abbreviations

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

Appendix D

BMCMPO METROPOLITAN PLANNING AREA MAP

BMCMPO Metropolitan Planning Area Map



Appendix E

PLANNING EMPHASIS AREAS

Planning Emphasis Areas



U.S. Department
of Transportation

Federal Transit Administration Region V 200 West Adams St., Suite 320 Chicago, IL 60606-5253	Federal Highway Administration Indiana Division 575 N. Pennsylvania St., Rm 254 Indianapolis, IN 46204-1576
--	---

January 23, 2020

In Reply Refer To: HAD-IN

Dear Indiana MPO Directors and INDOT:

The Indiana Division Office of Federal Highway Administration (FHWA) and Federal Transit Administration Region V (FTA) are issuing its annual planning emphasis areas (PEAs) for FY 2021. They are:

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

As part of the federal planning finding of the Indiana Department of Transportation's (INDOT's) FY 2020-2024 Statewide Transportation Improvement Program (STIP), FHWA and FTA recommended an update of the PRRCOM. FHWA further identified this as a Risk and Opportunity Assessment for Indiana, stating if the PRRCOM is not followed, then communication and the 3-C process breaks down, and the federal planning finding cannot be issued. FHWA communicated this to INDOT and the MPOs in December 2019 and recommends the PRRCOM be updated by August 30, 2020.

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 also improves safety by reducing the likelihood of a secondary crash and responders being struck. Furthermore, TIM impacts the economy by reducing delay that impacts consumers, and results in wasted fuel and can impact air quality.

MPOs may support TIM by including various TIM activities in their UPWP. Activities may include:

- Market TIM to elected officials
- Facilitate TIM Responder Training
- Facilitate working groups and activities
- Foster relationships
- Facilitate After Action Reviews
- Fund ITS Projects
- Compile data for Performance Measures

MPOs and Rural Planning Organizations (RPOs) should consider assisting agencies in developing Local Road Safety Plans (LRSPs) to be used as a tool for reducing roadway fatalities

and serious injuries. The plan should be viewed as a living document that can be updated to 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. Emphasis is usually placed on implementing systemic improvements, however, some spot locations may be included. Types of crashes to focus on – roadway departure, intersection, pedestrian, etc. – are determined by the data, as well as characteristics such as the types of facilities, corridors, and roadway conditions (e.g. wet weather, lighting). FHWA will be hosting a workshop in late spring that will assist with this PEA.

Participation Plans (PPs) and procedures (required by 23 CFR 450.210 and 450.316) help agencies ensure that all community members who might be affected by a transportation decision are invited to engage in the decision making process. FHWA and FTA will continue to review MPOs' PPs and processes during the certification process. In an effort to ensure continuous and equitable public engagement in the transportation planning and decision making process, we encourage the review of participation plans/procedures. In addition, INDOT and the MPOs should coordinate to ensure new strategies and tools (including, but not limited, to social media and virtual public involvement tools), are incorporated into public participation plans/procedures, and that those plans include documented evaluation of progress toward plan goals. FHWA will work with the MPO Council to identify training and resource opportunities, and to make those available to the MPOs and INDOT as needed.

Should you have any questions, please feel free to call Joyce Newland, FHWA, at 317-226-5353/joyce.newland@dot.gov or Cecilia Crenshaw, FTA, at 317/705-1268/cecilia.crenshaw@dot.gov.

Sincerely,

Digitally signed by
MICHELLE B ALLEN
 Date: 2020.01.24
 10:48:21 -05'00'
 Michelle Allen
 Team Leader, PEAR
 FHWA Indiana Division

Sincerely,

Digitally signed by
JASON M CIAVARELLA
 Date: 2020.01.23
 14:04:16 -06'00'
 Jay Ciavarella
 Director, Office of Planning & Program Development
 FTA Region V

cc:
 Indiana MPO Council
 Roy Nunnally, INDOT
 Larry Buckel, INDOT
 Rickie Clark, INDOT
 Cecilia Crenshaw, FTA
 Mike Holowaty, INDOT
 Karen Stippich, FHWA
 Rick Drumm, FHWA

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Appendix F

TRANSIT OPERATOR LOCAL MATCH ASSURANCE

Transit Operator Local Match Assurance



FY 2021 Federal Highway Administration (FHWA) Planning Funds (PL) and Federal Transit Administration (FTA) Section 5303 Planning Funds:

The City of Bloomington Public Transportation Corporation (hereinafter referred to as the “Transit Provider”) HEREBY GIVES ITS ASSURANCES THAT the local matching requirements for its FY 2021 FHWA and FTA grants shall be met. The MPO is requesting FHWA and FTA Planning grant funds totaling \$4,000.00 requiring a \$800.00 local match. As specified in the FY 2021-2022 Unified Planning Work Program (UPWP), the Transit Provider shall be responsible for **\$4,000.00** of the total grant, requiring **\$800.00** in local match for the following UPWP elements:

- 1) 504(A) – Transit Ridership Counts

Date

Bloomington Public Transportation Corporation
Legal Name of Applicant

By:

Lew May
General Manager
Bloomington Transit

Appendix G

ADOPTION RESOLUTIONS & APPROVAL LETTER

Adoption Resolutions



Bloomington/Monroe County Metropolitan Planning Organization

ADOPTION RESOLUTION FY 2020-03

RESOLUTION ADOPTING THE FISCAL YEAR 2021 - 2022 UNIFIED PLANNING WORK PROGRAM as presented to the Policy Committee of the Bloomington-Monroe County Metropolitan Planning Organization on May 8, 2020.

WHEREAS, the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) is the organization designated by the Governor of Indiana as the Metropolitan Planning Organization responsible for carrying out, with the State of Indiana, the provisions of 23 U.S.C. 134, and capable of meeting the requirements thereof for the Bloomington, Indiana urbanized area; and

WHEREAS, The BMCMPPO must develop and adopt a Unified Planning Work Program (UPWP) detailing all planning activities that are anticipated in the MPO urbanized area over the next programming years and document the work performed with federal highway and transit planning funds; and

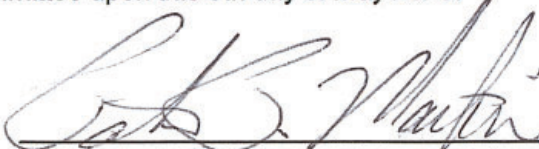
WHEREAS, the work conducted to create the Unified Planning Work Program was performed under Work Element 100 of the *Fiscal Year 2020 Unified Planning Work Program*.

NOW, THEREFORE, BE IT RESOLVED:

- (1) The Bloomington-Monroe County Metropolitan Planning Organization hereby adopts the Fiscal Year 2021 - 2022 Unified Planning Work Program; 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 and Transportation, located in the Showers Center City Hall at 401 North Morton Street, Bloomington, Indiana.

PASSED AND ADOPTED by the BMCMPPO Policy Committee upon this 8th day of May 2020.


 Lisa J. Ridge
 BMCMPPO Policy Committee Chair


 Attest: Patrick Martin
 BMCMPPO Senior Transportation Planner

Chapter 2: Guiding Principles

Vision

We will plan, build, and maintain 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.

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

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.

DRAFT



To: BMCMPO Policy Committee

From: Pat Martin, Ryan Clemens

Date: June 5, 2020

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

INDOT, Bloomington Transit, and Monroe County requests two (2) amendments to the BMCMPO FY 2020 - 2024 TIP. The proposed amendment includes:

Bloomington Transit Grimes Lane Facility Improvements (DES#170763, 170764, 170765, 170766, 170767):
Multiple improvements to the Grimes Lane maintenance and operations facility.

BT Grimes Lane Facility Improvements (DES#170763, 170764, 170765, 170766, 170767)					
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CN	2020	5307	\$290,600	\$72,650	\$363,250
CN	2021	5307	\$40,800	\$10,200	\$51,200
CN	2022	5307	\$41,616	\$10,404	\$52,020
CN	2023	5307	\$42,448	\$10,612	\$53,060
CN	2024	5307	\$43,297	\$10,824	\$54,121
Totals			\$458,761	\$114,690	\$573,451

Bicentennial Pathway – Phase I (DES#0902215): Addition of paved shoulders along Old SR 37 from Audubon Road to Robinson Road for a distance of 2.3 miles.

Bicentennial Pathway – Phase I (DES#0902215)					
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2021	TE/TAP	\$231,200	\$57,800	\$289,000
CN	2024	TE/TAP	\$1,539,200	\$384,800	\$1,924,000
Totals			\$1,770,400	\$442,600	\$2,213,200

Requested Action

Amend the BMCMPO FY 2020 - 2024 Transportation Improvement Program for the addition of the Bloomington Transit Grimes Lane Facility Improvements and the Bicentennial Pathway – Phase I project.

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): Lew May
Phone: (812) 961-0522
Email: mayl@bloomingtontransit.com

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.

Lew May
Employee in Responsible Charge (ERC)

April 30, 2020
Date

Section 3: Project Information

- A. Project Name: Grimes Lane Operations and Maintenance Facility Repair and Replacement of Key Elements
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): **170763, 170764, 170765, 170766, 170767**
- D. Project Location (detailed description of project termini): **130 W.Grimes Lane, Bloomington, IN**
- 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.):LRTP, TDP

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: Oct 31, 2020

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
	5307	\$ 290,600	\$ 40,800	\$ 41,616	\$ 42,448	\$43,297	\$
	Local	\$ 72,650	\$ 10,200	\$ 10,404	\$ 10,612	\$10,824	\$
	Total	\$ 363,250	\$ 51,000	\$ 52,020	\$ 53,060	\$54,121	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
	Totals:	\$ 363,250	\$ 51,000	52,020	\$ 53,060	54,121	\$

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: Transit project

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.



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): Lisa J. Ridge
Phone: (812)349-2555
Email: ljridge@co.monroe.in.us

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.

Lisa Ridge
Employee in Responsible Charge (ERC)

May 19, 2020
Date

Section 3: Project Information

- A. Project Name: Bicentennial Pathway Project, Phase I
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): DES#0902215
- 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: 2/20/2021

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 2021	FY 2022	FY 2023	FY 2024	FY 2025	Outlying Years
PE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW			\$	\$	\$	\$	\$
			\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE	Local	\$ 57,800	\$	\$	\$	\$	\$
	TE/TAP	\$ 231,200	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
	Local	\$ 384,800	\$	\$	\$	\$	\$
	TE/TAP	\$ 1,539,200	\$	\$	\$	\$	\$
Totals:		\$ 2,213,000	\$	\$	\$	\$	\$

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.



October 31, 2017

Dear Environmental Reviewer,

The Bicentennial Pathway Project, Phase 1 (Des. 0902215) of the overall Griffy Lake to Lake Lemon bicycle improvements projects is located along Old State Road 37 in Bloomington Township, Monroe County, Indiana. The project is located in Section 2, 3, 10, 11, 15, and 16, Township 9N, Range 1W. Monroe County, the project sponsor, has been awarded federal funds from the Federal Highway Administration (FHWA) for this project.

The project involves the addition of paved shoulders along a 2.3 mile length of Old SR 37 from Audubon Road to Robinson Road to allow room for bicyclists. A more detailed project description and location maps are included in this Early Coordination packet.

Information specific to your agency's area of expertise concerning the effects of the project should be forwarded to Kevin McLane at kevin@green3studio.com or Green 3, 1104 Prospect Street, Indianapolis, IN 46203. If you have any questions or comments regarding this request, please contact Kevin at (317) 634-4110 or direct e-mail at kevin@green3studio.com or Lisa Ridge of the Monroe County Highway Department at ljridge@co.monroe.in.us. Your response is requested within 30 days.

Thank you for your assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "K. McLane".

Kevin McLane

Bicentennial Pathway Project, Phase 1 Monroe County, IN - Des 0902215

Project Location

The Bicentennial Pathway Project, Phase 1 of the overall Griffy Lake to Lake Lemon bicycle improvements projects is located along Old State Road 37 in Bloomington Township, Monroe County, Indiana. The project is located in Section 2, 3, 10, 11, 15, and 16, Township 9N, Range 1W. Monroe County, the project sponsor, has been awarded federal funds from the Federal Highway Administration (FHWA) for this project.

Purpose & Need

The purpose of this project is to address the lack of cyclist accommodations and safety issues along Old SR 37. The need for this project is due to the current conditions of Old SR 37 as a narrow, winding road, which in many places does not allow for an upcoming view of bicyclists who may be occupying the travel lanes. The road also has considerable drop-off from the shoulder in some location and these conditions create safety issues for bicyclists. Currently, a significant number of bicyclists utilize this route for travel north out of Bloomington and no continuous paved shoulders or bicycle lanes exists on this section of the road.

Project Description

The project involves the addition of paved shoulders along a 2.3 mile length of Old SR 37 from Audubon Road to Robinson Road. The proposed project generally consists of the addition of four- (4') to six-foot (6') wide asphalt shoulders with one- (1') or two-foot (2') graded shoulders to both sides of the existing mainline roadway pavement. The existing travel lanes may be narrowed or adjusted to allow for a best fit of the bicycle improvements. The project will also include foreslope grading, ditch grading, backslopes in various locations along the route, modified to match the new improvements. Curb and gutter may be utilized in certain areas to minimize adjacent impacts. Street and driveway approaches will be adjusted accordingly. Existing guardrail in most areas will be removed and replaced to meet current standards; complete removal of guardrail may occur in other areas. Existing culverts will be extended or modified as necessary to correspond with the new improvements. Existing bridges are to remain in place with no planned modifications. It is anticipated that tree removal will be required along the roadside. The current proposed method for maintenance of traffic during construction is temporary lane closures and flagging.

Other Alternatives Considered

Two other alternatives were considered for this bridge project. The first alternative was to do nothing, but this alternative does not address the safety issues or lack of bicyclist accommodations. The second alternative considered was to utilize an off-road multi-use trail generally parallel to SR 45 as a route for connecting Lake Lemon to Bloomington. This alternative would not meet ADA compliance, had steep slopes, and would not be as conducive to bicyclists. This alternative was dismissed for the preferred route along Old SR 37.

Existing Conditions of Project Area

Land use around the project is suburban residential and agricultural. Utility coordination will be completed by the project designers.

Right-of-Way

It is currently anticipated over 0.5 acre of right-of-way will be acquired for this project. No relocations of businesses or residences will occur due to this project.

Resources and Anticipated Environmental Impacts

According to the U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory, the National Hydrography Dataset (NHD, from IndianaMaps: maps.indiana.edu), and the United States Geological Service (USGS) Topographic Map, two sections of the Muddy Fork stream and an Unnamed Tributary of Griffy Creek all cross under Old SR 37.

The project is located within the boundary of the Karst Region of Indiana. According to the Indiana Geological Survey GIS mapping tool, there is a section of Old SR 37 that passes through a Sinkhole Area with at least one sinkhole inventoried within 100 feet of the roadway.

The project area is within the state-wide range of the Indiana bat and northern long-eared bat, and thus required an on-site investigation per the range-wide informal consultation programmatic agreement between the Federal Highway Administration (FHWA) and the USFWS. During the site investigation and structure/bridge inspections, no signs or presence of bat species was observed. A Determination Key will be completed on the USFWS Information for Planning and Conservation (IPaC) website as part of the Indiana bat and northern long-eared bat Range-Wide Programmatic Informal Consultation process. The Determination Key will be submitted to INDOT Environmental Services for review before forwarding to USFWS for concurrence.

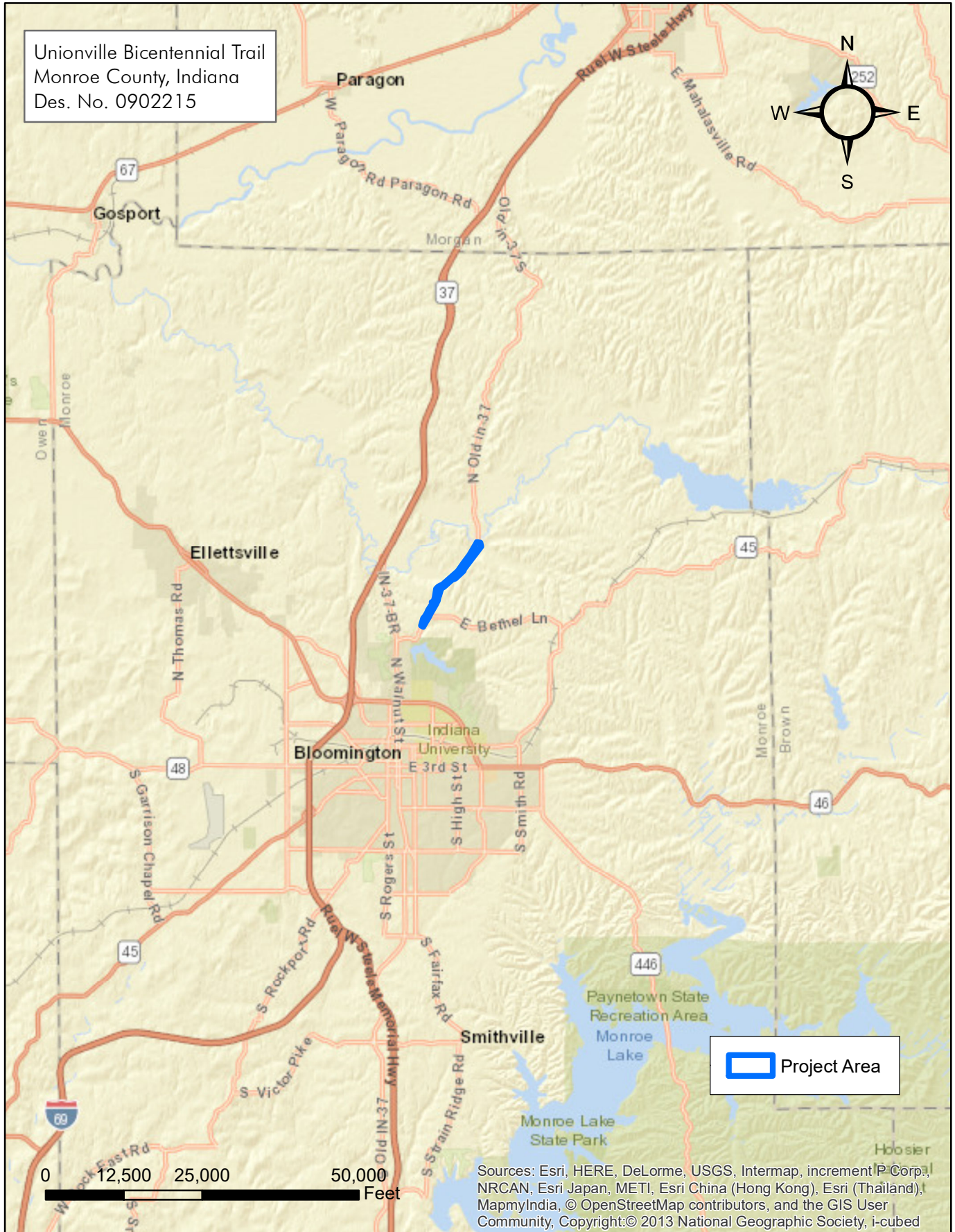
The project area is within the historic range for the rusty-patched bumble bee, an endangered species, but not in any current dispersal zones for the species. Coordination will occur with the USFWS.

Due to the scope, this project will likely require full Section 106 documentation. Coordination with the INDOT Cultural Resources Office (CRO) will occur. The project area is directly neighboring the Payne Cemetery and will require a Cemetery Development Plan for any work done within 100 ft of the cemetery that will also be sent to INDOT CRO for approval.

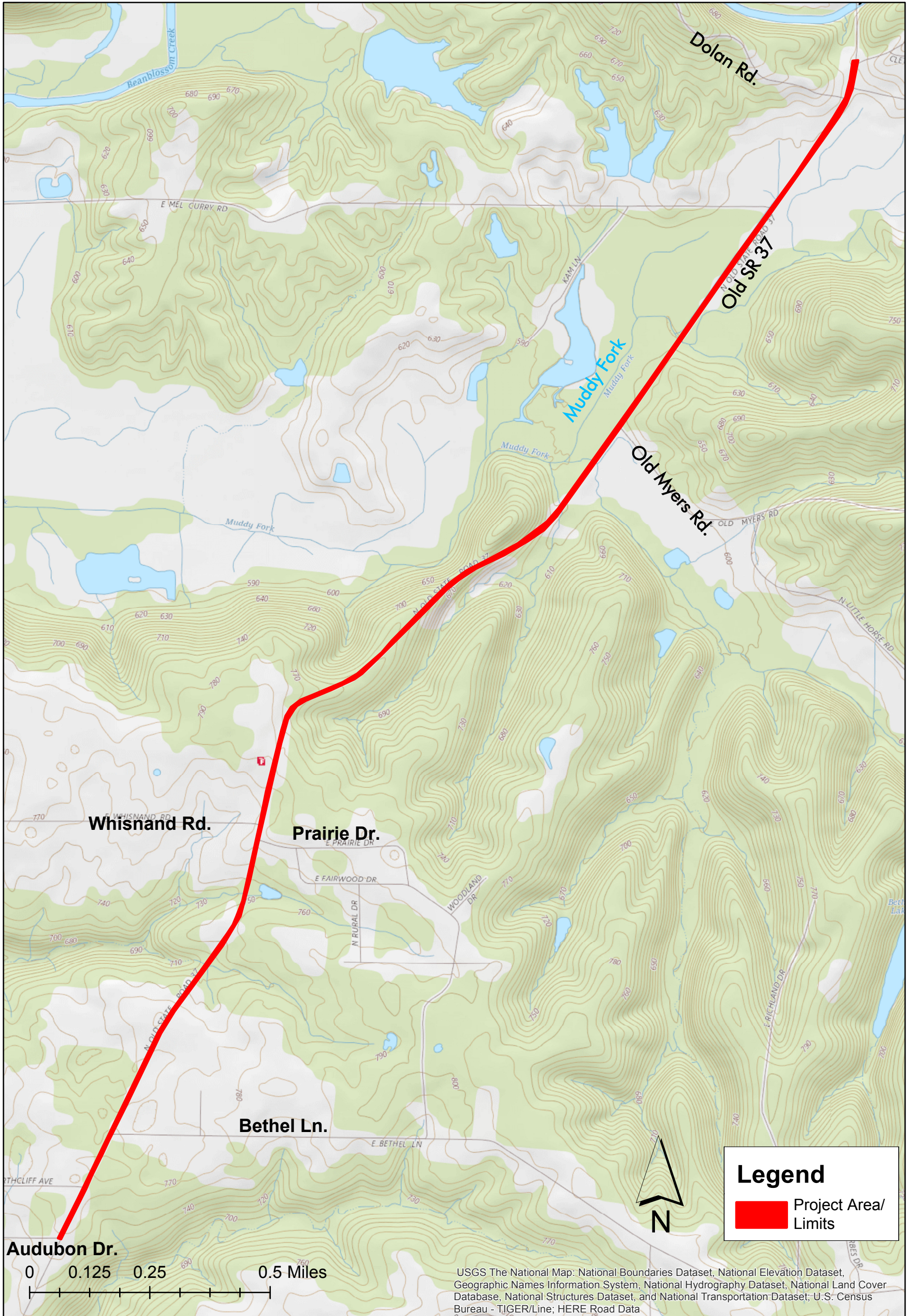
Anticipated Permit Requirements

An Indiana Department of Natural Resource (IDNR) Construction in a Floodway Permit is anticipated. Section 401/404 permits from the Indiana Department of Environmental Management (IDEM) and U.S. Army Corps of Engineers (USACE) are required for any work below the Ordinary High Water Mark of any jurisdictional streams or ditches. An IDEM Rule 5 permit will likely be required as well for any land disturbance over 1 acre. No other permits are anticipated at this time.

General Location



USGS Topographic Map

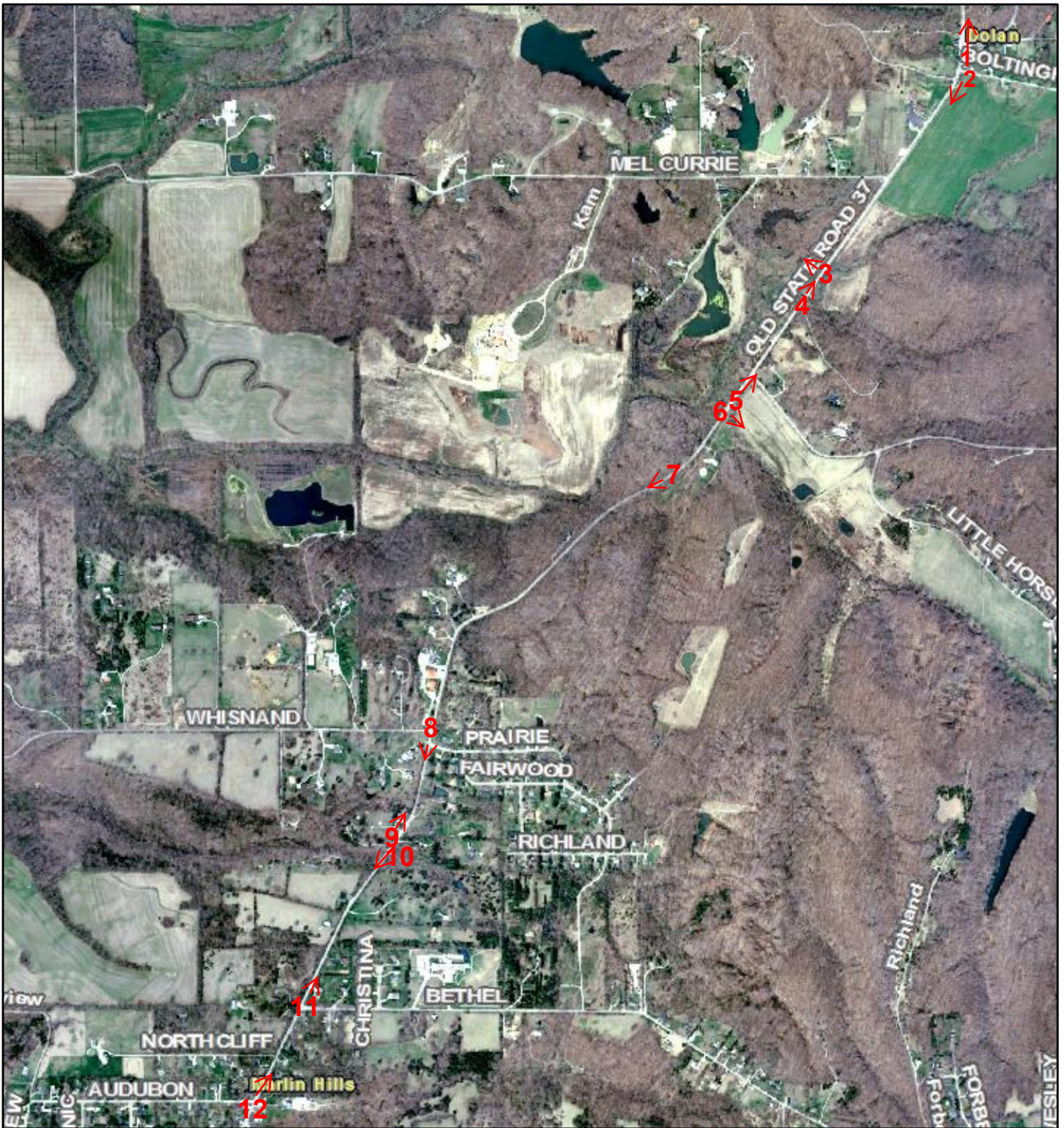


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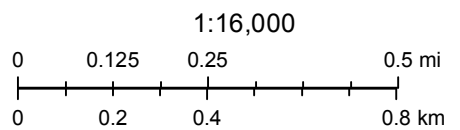
Bicentennial Pathway Project, Phase 1
Bloomington Township, Monroe County
Bloomington and Unionville Quadrangles
Des. 0902215

Bicentennial Pathway Project
Monroe County, IN - Des. 0902215
Site Photograph Locations



October 24, 2017

Photo Locations



Indiana Spatial Data Portal, UITS, ESRI

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Photo 1. Facing north along Old SR 37 toward the intersection of Robinson Rd.



Photo 2. Facing south along Old SR 37 toward the intersection of Boltinghouse Rd.



Photo 3. Facing north east along a segment of Muddy Fork from Old SR 37.

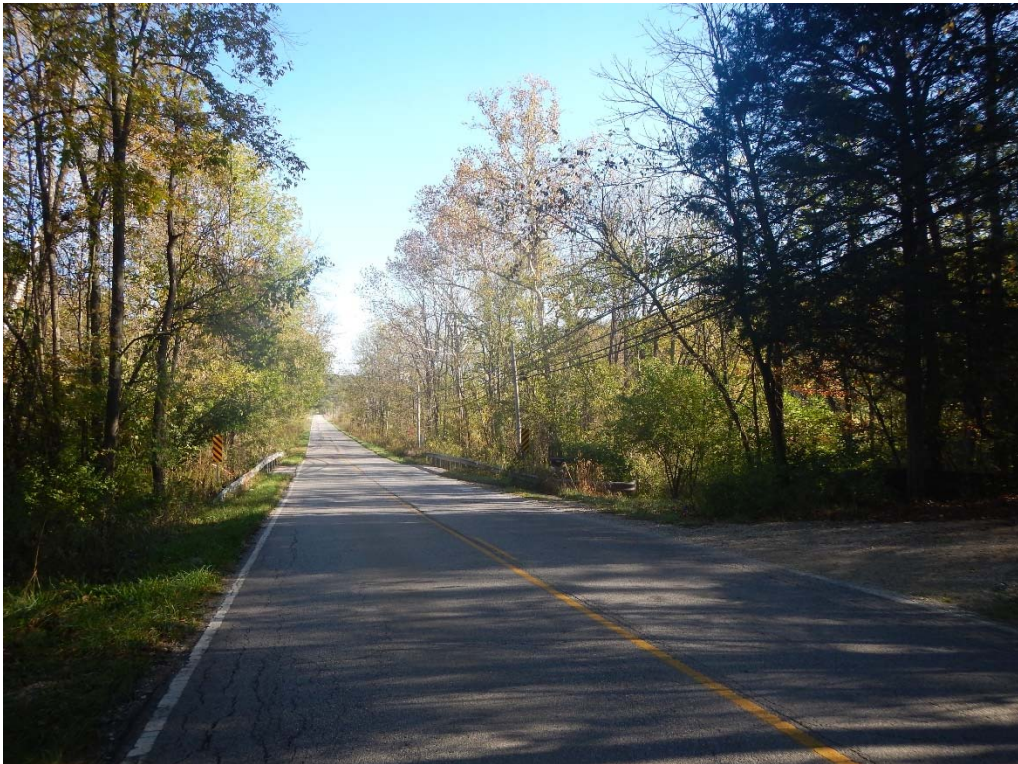


Photo 4. Facing northeast along Old SR 37 toward crossing of a segment of Muddy Fork.



Photo 5. Facing northeast along the roadside of Old SR 37.



Photo 6. Facing southeast from Old SR 37 along Muddy Fork.



Photo 7. Facing southwest along Old SR 37.



Photo 8. Facing southwest along Old SR 37, near Prairie Dr.



Photo 9. Facing northeast along the edge of the cemetery and Old SR 37.



Photo 10. Facing southwest along Old SR 37, from in front of the cemetery.



Photo 11. Facing northeast along Old SR 37, from just north of Bethel Ln.



Photo 12. Facing northeast along Old SR 37 from Audubon Dr.

BICENTENNIAL PATHWAY PROJECT, PHASE 1

DES# 0902215

LETTING DATE: FEBRUARY 20, 2021

This project is Phase 1 of the overall Griffy Lake to Lake Lemon bicycle improvements projects and is located along Old State Road 37. Monroe County, the project sponsor, has been awarded federal funds from the Federal Highway Administration (FHWA) to implement this project which involves the addition of paved shoulders along a 2.3 mile length of Old State Road 37 from Audubon Road to Robinson Road to allow more space for bicyclists within this heavily-trafficked route by both motorists and bicyclists.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	TOTAL
CE	2021	TAP	\$231,200	\$57,800	\$289,000
CN	2024	TAP	\$1,539,200	\$384,800	\$1,924,000
TOTAL			\$1,770,400	\$442,600	\$2,213,000

