



CITIZENS ADVISORY COMMITTEE

March 24, 2021

6:30 - 8:00 p.m.

Virtual Location via Zoom

*Suggested
Time:*

<https://bloomington.zoom.us/j/91052783203?pwd=ZlQ2NWM4R3oyVGphZktlMzlvNHhhdz09>

Find your local number: <https://bloomington.zoom.us/j/91052783203?pwd=ZlQ2NWM4R3oyVGphZktlMzlvNHhhdz09>

~6:30 p.m.

Clicking on the link will take you to the meeting. You will automatically receive 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 Meeting Agenda*

III. Approval of Minutes*

a. February 24, 2021

IV. Communications from the Chair and Vice Chair

V. Reports from Officers and/or Committees

~7:00 p.m.

VI. Reports from the MPO Staff

a. BMCMPPO FY 2022 - 2026 Transportation Improvement Program Call for Projects

b. American Rescue Plan Summary

VII. Old Business

a. BMCMPPO Final Draft FY 2022 Unified Planning Work Program*

(1) Planning Emphasis Areas

(2) Budget Constraints

(3) Work Elements

~7:30 p.m.

VIII. New Business

a. Coordinated Human Services Public Transportation Plan

(1) https://www.surveymonkey.com/r/Indiana_Transportation

(2) https://www.surveymonkey.com/r/Indiana_transportes_espanol

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

a. Topic Suggestions for Future Agendas

~8:00 p.m.

X. Upcoming Meetings

a. Policy Committee - April 9, 2021 at 1:30 p.m. (Virtual)

b. Technical Advisory Committee - April 28, 2021 at 10:00 a.m. (Virtual)

c. Citizens Advisory Committee - April 28, 2021 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.



CITIZENS ADVISORY COMMITTEE

Meeting Minutes

February 24, 2021

6:30 - 8:00 p.m.

Virtual Location via Zoom

*Suggested
Time:*

~6:30 p.m.

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

Members present: Paul Ash, John Kennedy, Sarah Ryterband, David Walter, and Mary Jane Hall

Guests: None.

Staff present: Pat Martin, Ryan Clemens

~7:00 p.m.

- I. Call to Order and Introductions: 6:30pm
- II. Approval of Meeting Agenda* ****David Walter moved for approval of the meeting agenda, Paul Ash seconded; motion passes by a unanimous roll call vote.****
- III. Approval of Minutes* ****Mary Jane Hall motioned to approve the January 27, 2021 meeting minutes. David Walter seconded; motion passes by a unanimous roll call vote.****
- IV. Communications from the Chair and Vice Chair – David Walter reported that Monroe County received approval for fast forward Funding. Sarah Ryterband reported that the Bloomington Traffic Commission recommended that the City Council eliminate “right on red” in the downtown and the IU Campus. David Walter additionally reported on Blue Ridge and Old SR 37.
- V. Reports from Officers and/or Committees – None.
- VI. Reports from the MPO Staff
 - a. Staff reported on the Coordinated Human Services Public Transportation Plan.
- VII. Old Business - None
- VIII. New Business
 - a. FY 2020 – 2024 TIP Amendments*
 - (1) DES#1902890 - INDOT Seymour District IDIQ Bridge Maintenance at various locations.
 - (2) DES#2100084 – Monroe County Countywide Bridge Inspections FY2022 to FY2025.
****Mary Jane Hall motioned to recommend approval of the FY 2020 - 2024 TIP Amendments to the Policy Committee. Paul Ash seconded; motion passes by a unanimous roll call vote.****

~7:30 p.m.

~8:00 p.m.

b. Draft FY 2022 Unified Planning Work Program*

(1) Planning Emphasis Areas

(2) Budget Constraints

(3) Work Elements

****David Walter motioned to recommend approval of the Draft FY 2022 UPWP to the Policy Committee. Mary Jane Hall; motion passes by a unanimous roll call vote.****

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

a. None.

X. Upcoming Meetings

a. Policy Committee - March 12, 2021 at 1:30 p.m. (Virtual)

b. Technical Advisory Committee - March 24, 2021 at 10:00 a.m. (Virtual)

c. Citizens Advisory Committee - March 24, 2021 at 6:30 p.m. (Virtual)

Adjournment

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

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March 15, 2021

Call for Projects

Fiscal Years 2022 - 2026 Transportation Improvement Program

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) hereby announces a FY 2022 - 2026 Transportation Improvement Program (TIP) Call for Projects. BMCMPPO funding from the Surface Transportation Block Grant Program (STBG), the Highway Safety Improvement Program (HSIP), the Transportation Alternatives Program (TA), and Section 164 Penalty funds will include programming awards for TIP program fiscal years. Local Public Agency (LPA) applicants for funding from these programs must have application submissions to the BMCMPPO by **5:00 PM on Friday, April 30, 2021**. Please contact BMCMPPO staff if you have any questions about this Call for Projects. Please submit questions and applications electronically to clemensr@bloomington.in.gov and martipa@bloomington.in.gov.

The FY 2022 - 2026 TIP has the following development and approval schedule:

Call for Projects Issued:	March 15, 2021
Application Deadline:	April 30, 2021
Policy Committee Project Score Sheet Information:	May 14, 2021
TAC/CAC Project Score Sheet Review & Draft TIP:	May 26, 2021
Policy Committee Approval of Draft TIP Submission:	June 11, 2021
Legal Advertisements	June 12-13, 2021
Thirty-Day Public Comment Period Begins	June 14, 2021
Draft TIP Submission to INDOT:	June 14, 2021
Draft TIP Public Input Meeting (week of):	June 14, 2021
Thirty-Day Public comment Period Ends	July 13, 2021
TAC/CAC Review of Final Draft FY 2022 - 2026 TIP:	August 25, 2021
PC Approval of Final FY 2022 - 2026 TIP:	September 10, 2021
Final Submission of FY 2022 - 2026 TIP to INDOT:	September 10, 2021

Funding

The chart below details the funding available for the FY 2022 - 2026 TIP. Please note the following restrictions on the programming of funds:

- **No Rollover:** The annual allocation of funds for each fiscal year must be spent within that specific fiscal year and may not roll forward to a future fiscal year. Any funds not spent from the fiscal year allocation will be lost. It is therefore very important to be as accurate and realistic as possible about project costs and schedules.

- Fiscal Years 2022 - 2024:** These three fiscal years are currently programmed in the adopted FY 2020 - 2024 TIP. This document is available on the BMCMPPO website for reference at <https://bloomington.in.gov/mpo/transportation-improvement-program>. This FY 2022 - 2026 Call for Projects is an opportunity for Local Public Agencies (LPAs) to make adjustments to those years if needed.

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO)
FY 2022 - 2026 TIP Program Levels*

Program	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
STPB	\$ 2,992,243	\$ 2,992,243	\$ 2,992,243	\$ 2,992,243	\$ 2,992,243
HSIP	\$ 430,795	\$ 430,795	\$ 430,795	\$ 430,795	\$ 430,795
TA	\$ 169,513	\$ 169,513	\$ 169,513	\$ 169,513	\$ 169,513
SEC. 164 PENALTY**	\$ 110,460	\$ 110,460	\$ 110,460	\$ 110,460	\$ 110,460
CARES 2021***	\$ 340,051	N.A.	N.A.	N.A.	N.A.
TOTAL	\$ 4,043,062	\$ 3,703,011	\$ 3,703,011	\$ 3,703,011	\$ 3,703,011

*Source: INDOT-BMCMPPO Local Share of Federal Formula Apportionments, 01-26-21.

**HSIP applicable projects.

***Coronavirus Response and Relief Supplemental Appropriations Act, 2021 funding allocated to the BMCMPPO by INDOT based on 2010 Census population that must have expenditure by September 20, 2024. These funds may supplement current projects or can have application toward new projects, including preventative maintenance for LPAs with an INDOT-Approved Asset Management Plan.

Additional Guidance

The following information is provided as guidance for the preparation of FY 2022 - 2026 TIP project applications.

- Letting Date: All projects must identify an assigned Letting Date for inclusion in the TIP** thereby allowing INDOT to build a project schedules when project are added to their management database. FHWA additionally tracks the percentage of projects that go to letting at their original proposed letting date as a measure of MPO performance. No project should have an assigned contract letting date later than March of any fiscal year. LPAs should select letting dates earlier than March if at all possible thereby ensuring enough post-letting time for INDOT to award bids, process financial approvals, and issue purchase orders for project funds before fiscal year closure.
- DES#: All projects must have an assigned a DES# from INDOT for inclusion in the TIP.** INDOT has a special form for requesting a DES#. If an LPA wishes to include a new project in the TIP, please contact MPO staff for a copy of the DES# application. Staff will assist in filling the form and will then submit the form to INDOT on behalf of the LPA. INDOT will not amend any project into the State TIP (STIP) without an assigned DES#. Moreover, any projects that propose to use HSIP and TA funding must have their eligibility for such funds approved by INDOT before a project DES# issuance.

- **Construction Engineering:** The TIP Project Request Form lists Construction Engineering (CE) as a separate phase from Construction (CN). This will make funding administration easier for the MPO and INDOT as projects move through the process. Please prepare your project financial plans accordingly.
- **HSIP Project Priorities:** FHWA and INDOT require MPOs to prioritize low-cost, systemic HSIP projects for funding. There are currently twenty-five (25) project types listed by INDOT as eligible for HSIP funds under the low-cost, systemic categories.
- **Public Meeting:** The MPO anticipates hosting a virtual public meeting to gather input on the proposed FY 2022 - 2026 TIP. This meeting shall take place in June 2021. The MPO expects that LPA staff should participate in this meeting for discussions of their proposed projects. MPO staff will coordinate with the LPAs to determine the best date, time, and electronic platform for this virtual meeting. The MPO will not conduct in-person meetings given current CDC COVID-19 public health and safety guidelines.

Application Requirements

LPAs must submit the following (as applicable) for project funding consideration in the FY 2022 - 2026 TIP. All applications must have appropriate signatures and dates.

- **TIP Project Request Form:** All LPAs must this form all projects regardless of funding source. This includes any project that is in the current FY 2020 - 2024 TIP and that needs to carry forward into the new FY 2022 - 2026 TIP. This is an opportunity to update schedule and funding information for existing projects as well as to make sure they comply with the Construction Engineering (CE) phase requirements as noted above.
- **TA (Transportation Alternatives) Application:** Any project requesting TA funds must submit a TA Application in addition to the TIP Project Request Form. Please see the BMCMPPO TA Guidelines for more information about supporting documentation that must accompany the TA Application.
- **HSIP Low Cost/Systemic Project Application (INDOT):** The purpose of local HSIP project funding is to deliver to road user's cost-effective countermeasures to hazards identified through data analysis as the greatest contributors to incapacitating injury or fatality producing crashes. Any project requesting HSIP funds for a low cost/systemic project must submit and INDOT HSIP Low Cost/Systemic Project Application in addition to the TIP Project Request Form. Eligible HSIP Systemic Projects include the following:
 - Conduct inventory of traffic signs and upgrade warning and regulatory signs to meet MUTCD retroreflectivity requirements
 - Improve the visibility of curves by upgrading curve warning signs and markings
 - Install vehicle activated advanced warning systems at rural, unsignalized intersections

- Install new pedestrian crosswalk warning signs, flashing beacons, or special pavement markings
 - Install or upgrade pedestrian curb ramps and refuge areas at areas of high conflict between pedestrians and vehicular traffic
 - Install pedestrian push button Countdown And Audible (APS) heads on traffic signals
 - Make changes to yellow interval traffic signal timing or signal interconnect to improve safety
 - Upgrade traffic signals to a minimum of one signal head per travel lane
 - Install black backing plates with reflective border on all traffic signal heads
 - Install UPS battery backup (emergency power) systems at traffic signal locations for continuous use during power outages
 - Install emergency vehicle pre-emption systems at traffic signal locations to reduce response times and increase safety as the emergency vehicles pass through intersections
 - Improve sight distance at intersections by installing slotted left turn lanes
 - Install or upgrade passive or new active warning devices at railroad crossings
 - Install railroad pre-emption systems at signalized intersections that are within the influence area of crossing railroad trains
 - Install new centerline or edge line pavement markings on unmarked roadways
 - Install raised medians for access control at intersections and roadway segments
 - Add centerline and/or edge line rumble stripes (pavement markings over the rumble) to rural roads
 - Complete road diet projects at locations that can be accomplished through the use of signs and pavement markings (Not Applicable to pavement reconstruction or geometric modifications)
 - Add FHWA recommended High Friction Surface Treatments (HFST) to spot locations
 - Upgrade guardrail end treatments to current standards
 - Install guardrails or median barriers at locations where none existed previously
 - Install median cable barrier systems on divided roads with grass medians
 - Remove or shield permanent roadside safety obstructions
- **HSIP Intersection Improvement:** Please see the Indiana Department of Transportation (INDOT) HSIP Guidelines for more information about the supporting documentation required in addition to the TIP Project Request Form.

Application Scoring

The MPO staff shall score new project applications consistent with the adopted *Complete Streets Policy* and report score results through Policy Committee, Technical Advisory Committee, and Citizens Advisory Committee meetings.



NARC
Building Regional Communities

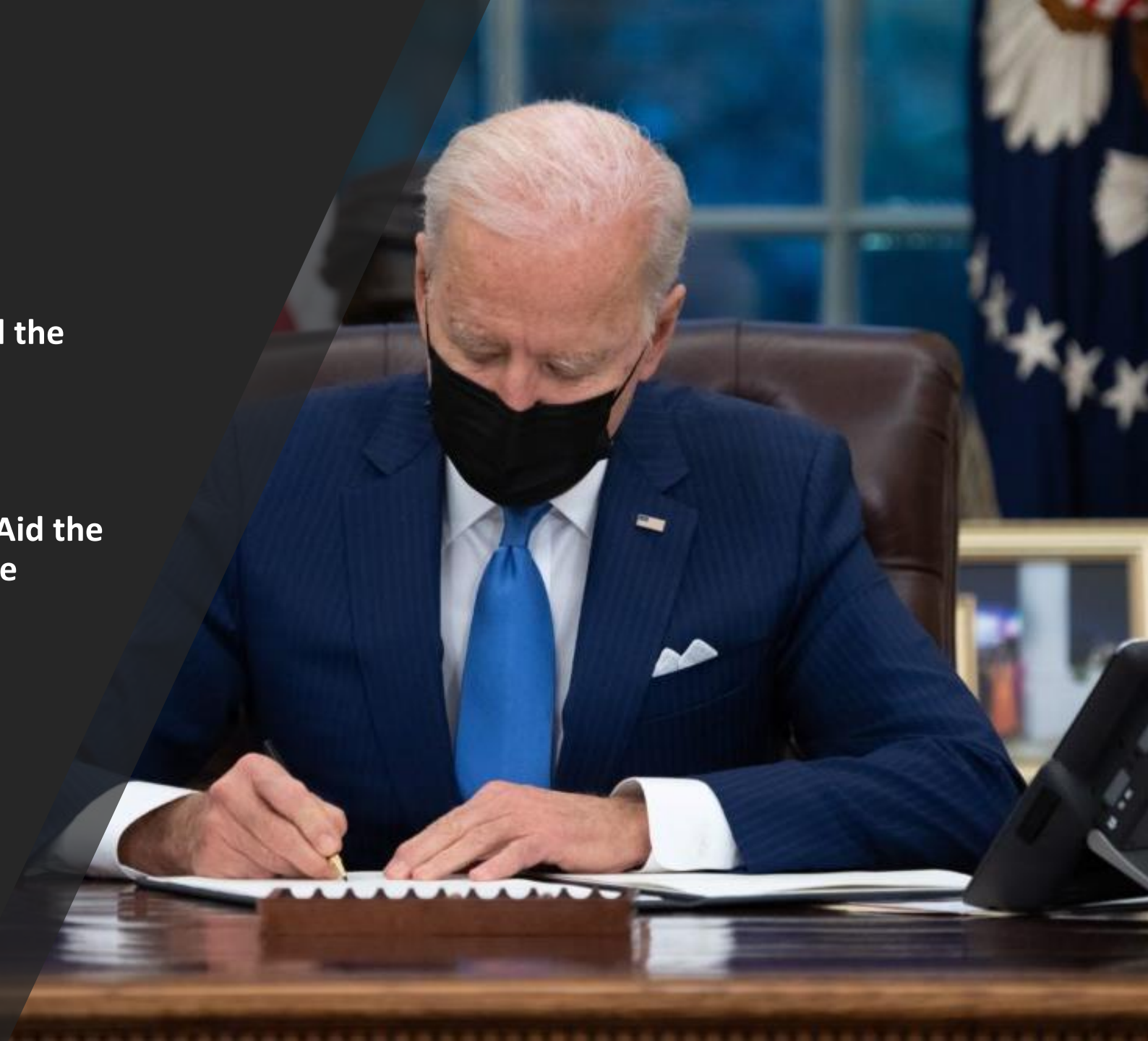
NARC Analysis: American Rescue Plan

March 12, 2021

National Association of Regional Councils

American Rescue Plan Becomes Law

- On March 11, President Joe Biden Signed the *American Rescue Plan Act of 2021*
- The Bill Provides \$1.9 Trillion in Funding, Program Changes, and Tax Provisions to Aid the Nation's Response and Recovery from the Coronavirus Pandemic



Direct Payments to Individuals and Families

- **Additional Direct Payments: \$1,400 Per Person**
 - Single filers with incomes up to \$75,000, head of household filers with incomes up to \$112,500, and joint filers with incomes up to \$150,000 will receive the full payment
 - Direct payments completely phased out for single filers making \$80,000, head of household filers making \$120,000, and joint filers making \$160,000



Coronavirus Relief Fund (CRF) Distribution: Overview

- **Total CRF Allocation: \$350 Billion**
 - This is new CRF funding for states, municipalities, counties, U.S. territories, and tribal governments
 - Distributed in two tranches, with 50% being delivered no later than 60 days from date of enactment, and the remainder delivered no later than one year later
- **Purposes for This Funding:**
 - COVID-19 response and addressing its economic effects
 - Providing government services affected by a revenue reduction resulting from the pandemic
 - Water and sewer infrastructure
 - Broadband infrastructure
 - Premium pay up to \$13 per hour in additional wages for workers performing essential work during the pandemic
- **Deadline to Spend CRF Dollars:
December 31, 2024**



CRF Distribution: States

- CRF Funding Available to States and the District of Columbia: **\$195.3 Billion**
 - **\$25.5 billion** would be equally divided to provide each state a minimum of **\$500 million**.
 - The District of Columbia will receive **\$1.25 billion** to compensate for treatment under the *CARES Act*.
 - **\$169 billion** would be allocated based on the states' share of unemployed workers from October to December 2020.
- States can transfer funds to private nonprofit groups, public benefit corporations involved in passenger or cargo transportation, and special-purpose units of state or local governments



CRF Distribution: Counties

- CRF Funding Available to Counties: **\$65.1 Billion**
 - **\$65.1** billion in direct federal aid to counties based on the county share of the U.S. population
- Counties that are Community Development Block Grant (CDBG) recipients (urban entitlement counties) will receive whichever is larger – the population-based share or the share under a modified CDBG allocation formula



CRF Distribution: Municipalities

- **CRF Funding Available to Municipalities: \$65.1 Billion**
 - With populations of at least 50,000: \$45.57 billion in direct federal aid for municipalities using a modified CDBG formula
 - With populations below 50,000: \$19.53 billion based on each jurisdiction's percentage of the state's population, not exceeding 75 percent of its most recent budget as of January 27, 2020. This aid is distributed through the states



Stopping the Spread of the Virus

- Establishes a national COVID-19 vaccination program and improve the distribution of vaccinations: **\$20 Billion**
- Expands testing, contact tracing, and mitigation to stop the spread of COVID: **\$51 Billion**



Housing and Utility Assistance

- HOME Investment Partnership Program: **\$5 Billion**
- Low-Income Home Energy Assistance Program (LIHEAP): **\$4.5 Billion**
- Low-Income Household Drinking Water and Wastewater Emergency Assistance Program: **\$500 Million**
- Emergency Rental Assistance Program: **\$21.6 Billion**
- Housing Choice Vouchers: **\$5 billion**
- Rural Housing: **\$100 Million**



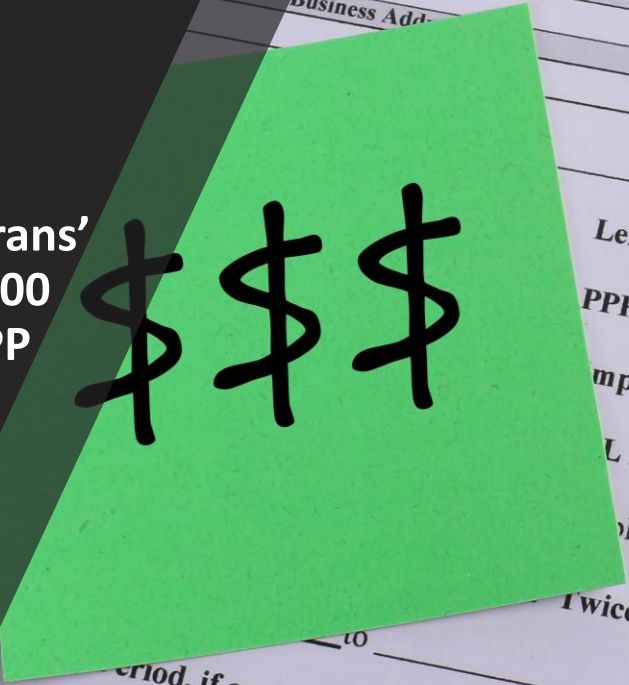
Extending Unemployment Benefits

- **Federal Unemployment Benefit: \$300 Per Week**
 - Extended through September 6, 2021
 - Exempts up to \$10,200 in unemployment benefits received in 2020 from federal income taxes for households making less than \$150,000
- **Extends the Pandemic Unemployment Assistance (PUA) Program through September 6, 2021 and allows emergency unemployment relief for governmental entities and nonprofit organizations**



Paycheck Protection Program (PPP)

- New PPP Allocation: **\$7.25 Billion**
 - This is in addition to half of the \$284 billion in current funding still available
- Current Application Deadline: **March 31, 2021**
- Makes larger 501(c)(3) organizations and veterans' organizations that do not employ more than 500 employees per physical location eligible for PPP funds



Paycheck Protection Program
Loan Forgiveness Application Revised June 16, 2020

PPP Loan Forgiveness Calculation Form

OMB Control Number 32
Expiration Date: 10/31/2020

Business Legal Name ("Borrower")	DBA or Tradename, if applicable	
Business Address	Business TIN (EIN, SSN)	Business Phone
	Primary Contact	E-mail Address

Lender PPP Loan Number: _____

PPP Loan Disbursement Date: _____

Number of employees at Time of Forgiveness Application: _____

Application Number: _____

Frequency of payroll: Twice a month Monthly Other _____

Period, if applicable: _____ to _____

Amount Calculation: _____ together with affiliates, if applicable) received PPP loans _____ to _____

Revitalizing Small Businesses

- Creates a **\$28.66 Billion** Restaurant Revitalization Fund
 - **\$5 billion** set aside for smaller establishments with less than \$500,000 in 2019 annual revenue
 - Applications from restaurants owned and operated by women, veterans, or socially and economically disadvantaged individuals will receive priority for first 21 days
- Economic Injury Disaster Loan (EIDL) Program
Emergency Grants: **\$15 Billion**
- Establishes Community Navigator Pilot Program to increase the awareness of and participation in COVID-19 relief programs for business owners currently lacking access



Investing in EDA and FEMA

- Provides **\$3 billion** to the Economic Development Administration (EDA) for economic adjustment assistance
 - 25 percent of funding is reserved for assistance to communities that have suffered economic injury as a result of job losses in the travel, tourism, or outdoor recreation sectors
- Federal Emergency Management Agency (FEMA) Disaster Relief Fund: **\$50 Billion**
- Additional FEMA Funding:
 - Emergency Food and Shelter Program: **\$400 Million**
 - Firefighter Grants: **\$100 Million**
 - Emergency Managers Performance Grants: **\$100 Million**
 - Staffing for Adequate Fire and Emergency Response (SAFER) Grants: **\$200 Million**



Supporting Public Transportation

- **Transit Agencies Funding: \$30.46 Billion**
 - Provided through fiscal year 2024 at a 100% federal share of all eligible recipients of transit formula grants for operating expenses beginning January 20, 2020. This includes payroll reimbursement, operating costs due to lost revenue, and payment of leave for personnel laid off
- **Amtrak Allocation: \$1.7 Billion**
- **Airport Improvement Program (AIP): \$8 Billion**
 - Available through FY 2024 through AIP formulas at a 100% federal share



Ensuring Food Security

- **Supplemental Nutrition Assistance Program (SNAP)**

- Additional SNAP Administrative Funding: **\$1.1 Billion**
- Extends the 15% SNAP Benefit increase through September 30, 2021

- **Special Supplemental Nutrition Program for Women, Infants, and Children (WIC):**

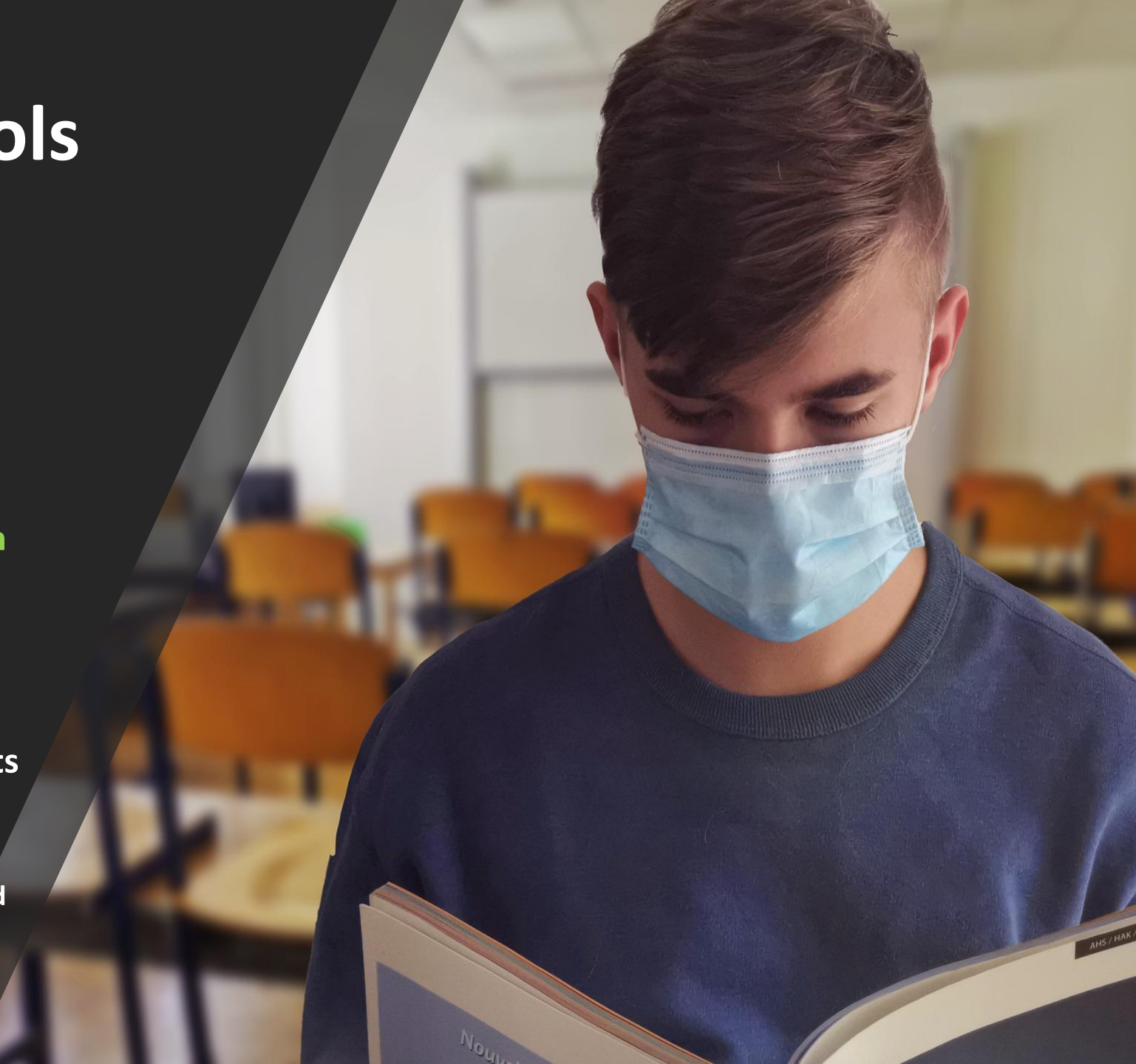
- WIC Allocation: **\$800 Million**
- Temporarily boosts the value of WIC Cash Value Vouchers

- Extends Pandemic-EBT program (providing SNAP benefits to low-income children who have lost access to meals at school and child care due to the pandemic) through the summer months



Safely Re-Open Schools

- **Education Stabilization Fund: \$123 Billion**
 - Funding will go towards activities such as addressing learning loss, repairing ventilation systems, purchasing technology, implementing social distancing guidelines, purchasing PPE, and hiring staff
- **Funding to Make Up Lost Revenue for Institutions of Higher Education: \$40 Billion**
- **Head Start Emergency Funding: \$1 Billion**
- **Expanding Internet Connectivity to Students and Communities: \$7.1 Billion**
 - Funds will reimburse schools and libraries to purchase equipment such as hotspots, internet service, and computers on behalf of students and patrons



Supporting Working Families

- Child Care and Development Block Grant: **\$39 Billion**
- Child and Dependent Care Tax Credit will be expanded in 2021, making it refundable and increasing the maximum rate by 50 percent
- Emergency Paid Leave and Paid Leave Tax Credit will be extended through September 30, 2021 and provides up to 12 Weeks of paid sick and family medical leave related to COVID-19
- Temporary Assistance for Needy Families (TANF) Pandemic Emergency Fund: **\$1 Billion**



Serving Older Americans

- Older Americans Act (OAA) Programs: **\$1.4 billion**
 - **\$750 million** for senior nutrition programs
 - **\$460 million** for home and community-based support services
 - **\$145 million** in assistance for grandparents caring for grandchildren
 - **\$45 million** for disease prevention
 - **\$10 million** for long-term care ombudsman program
- OAA funding goes directly to Area Agencies on Aging
- **\$188 Million** for Elder Justice Act Programs in both fiscal year 2021 and 2022



Sources

American Rescue Plan Act of 2021 Bill Text:

<https://www.congress.gov/bill/117th-congress/house-bill/1319/text>

Fact Sheet from House Speaker Nancy Pelosi – Senate-Passed Version of H.R. 1319, The American Rescue Plan Act of 2021:

<https://narc.org/wp-content/uploads/2021/03/Senate-Passed-American-Rescue-Plan-Act-of-2021-FINAL.pdf>

National Conference of State Legislatures (NCSL) American Rescue Plan Act of 2021 Analysis:

<https://www.ncsl.org/ncsl-in-dc/publications-and-resources/american-rescue-plan-act-of-2021.aspx>

National Association of Counties (NACo) Analysis of the American Rescue Plan Act:

<https://www.naco.org/resources/naco-analysis-american-rescue-plan-act>

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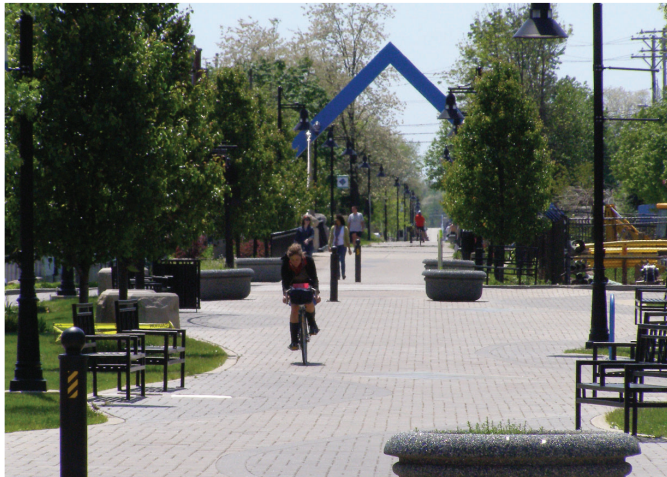
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NARC

Building Regional Communities



BLOOMINGTON • MONROE COUNTY



Draft Unified Planning Work Program

Fiscal Years
2021 & 2022

*Bloomington-Monroe County
Metropolitan Planning Organization
Policy Committee
ANTICIPATED Final Adoption*

April 9, 2021

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.

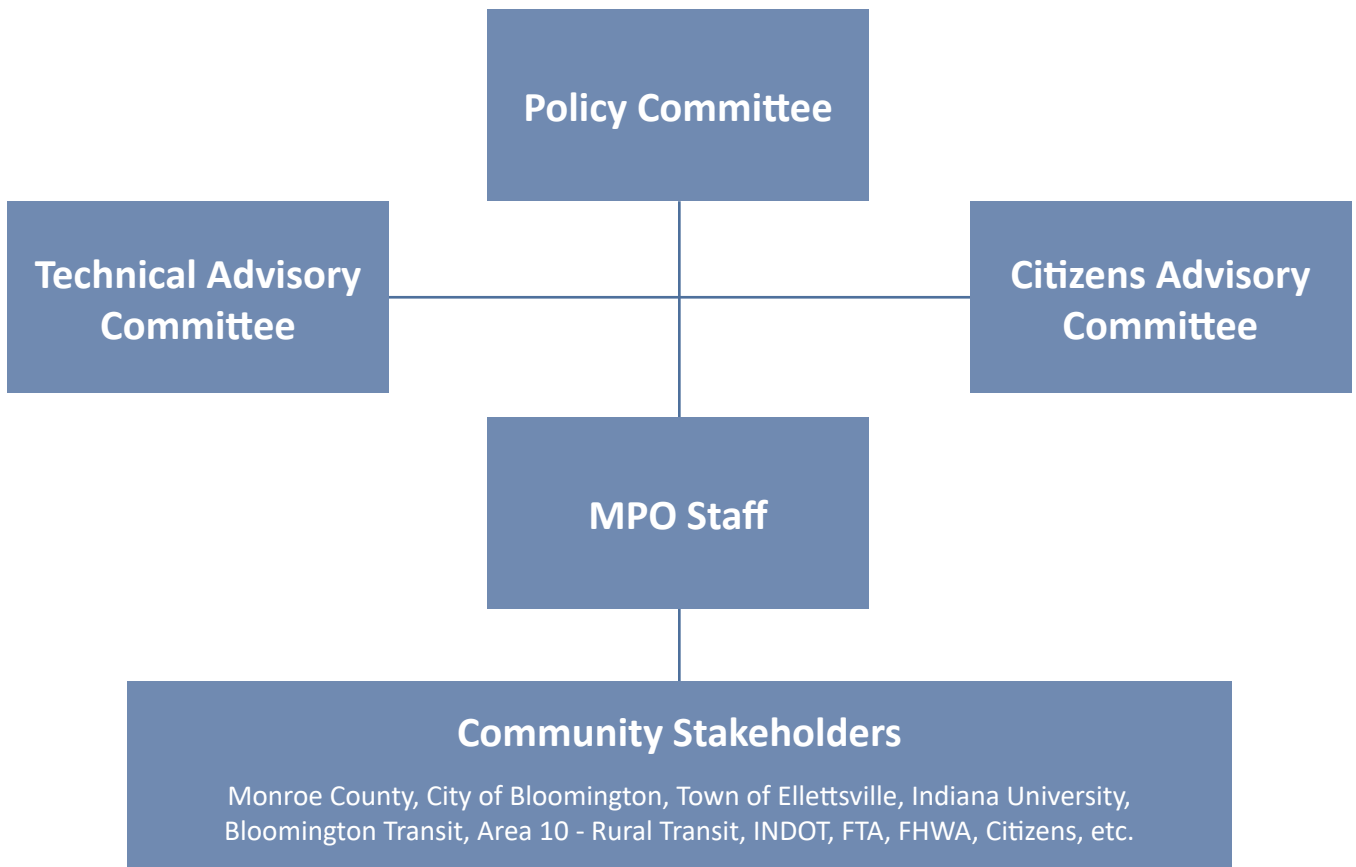
One of the requirements of the urban transportation planning process for an MPO involves the development of a Unified Planning Work Program (UPWP) that describes all planning activities anticipated in the urbanized area over the programming years, and documents the work performed with Federal planning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

- Pedestrian Safety
- Resiliency
- Metropolitan Planning Area & Urban Area Boundaries
- Human Service Coordinated Transportation Plan
- Micromobility.

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 2022 UPWP Planning Emphasis Area elements.

Pedestrian Safety

Pedestrian Safety has been highlighted by FHWA recently due to a national/state increase in pedestrian fatalities far out pacing the increase in overall traffic fatalities over the past decade (44% increase for pedestrian fatalities vs. 9% increase for all fatalities). While only one city in Indiana has been designated a pedestrian/bicycle focus city by FHWA, all metropolitan areas would benefit from an emphasis on addressing pedestrian safety in their plans. Eighty-one percent of all pedestrian fatalities occur in urban settings (2018 data). The focus on the Indiana State Police reported data, analyses of these data, programming improvements (“hot spot” and systemic), and constructing projects will ultimately save lives and prevent serious injuries to the most vulnerable users of our transportation system. The BMCMPPO will rely upon https://safety.fhwa.dot.gov/ped_bike/ped_focus/docs/fhwasa17050.pdf for a Pedestrian Safety Plan. **The BMCMPPO will address this PEA through Element 202 of the FY 2022 UPWP.**

Resiliency

Resiliency is one of the ten planning factors identified within the Fixing America’s Surface Transportation Act (FAST Act) defined as “the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.” INDOT and Indiana MPOs must ensure that resiliency is considered in the transportation planning process. The FAST Act makes reducing the vulnerability of the existing transportation infrastructure to

natural disasters a part of the Metropolitan Transportation Plan (MTP). The FAST Act also adds the requirement for MPOs to coordinate with officials responsible for natural disaster risk reductions when developing the MTP and TIP. FHWA anticipates issuing a new guidebook on this subject. The following U.S. Department of Transportation link provides additional information: <https://www.fhwa.dot.gov/environment/sustainability/resilience/>. **The BMCMPO will address this PEA through Work Element 401 of the FY 2022 UPWP.**

Metropolitan Planning Area & Urban Area Boundaries

The BMCMPO and INDOT shall work jointly to address Metropolitan Planning Area and Urbanized Area Boundary adjustments from the 2020 Census data for the fulfillment of this PEA. The BMCMPO, in cooperation with INDOT and the FHWA shall review the proposed boundaries and make any necessary local adjustments. The BMCMPO shall additionally review **the boundaries to ensure MPO planning program standards and consistency. The BMCMPO will address this PEA through Element 101 of the FY 2022 UPWP.**

Human Service Coordinated Transportation Plan

As part of the Human Service Coordinated Transportation Plan (HSCTP) review or update, the FHWA/FTA Team recommends review of the Coordinated Council on Access and Mobility (CCAM) tools, particularly the inventory of federal programs that fund transportation. FHWA/FTA further encourage partnerships with other Federal agencies as there are matching opportunities available to allow for 100% federal support of transit projects. The FTA-funded National Center for Mobility Management (NCMM) can help identify CCAM partners, explore cooperative funding and match programs, and address technical assistance needs. Contact your NCMM regional liaison. **The BMCMPO will address this PEA through Element 602 of the FY 2022 UPWP.**

Micromobility

In furtherance of efforts relating the Americans with Disabilities Act compliance and the growing use of micromobility modes and their potential impacts on the pedestrian environment, MPOs, advocacy groups and government partners are encouraged continue to coordinate through the E-Scooter/ADA Committee as coordinated by the statewide MPO Council. **The BMCMPO will address this PEA through Element 104 of the FY 2022 UPWP.**

FY 2021-2022 BMCMPPO Budget

FUND USE BY MATCHING AGENCY

The table below summarizes FY 2021-2022 funding allocations based on the agency using FY 2022 funds. The totals 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 Contract Service Agreement (CSA) column shows funds identified for use by partner agencies through Contract Service Agreements. Later sections of the BMCMPO 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	\$162,630	\$0	\$1,750	\$0	\$164,380
200	Data Collection & Analysis				
FY 2021	\$19,100	\$0	\$29,465	\$7,000	\$55,565
FY 2022	\$25,759	\$0	\$4,400	\$13,000	\$43,159
300	Short Range Planning & Management Systems				
FY 2021	\$62,097	\$0	\$0	\$27,000	\$89,097
FY 2022	\$69,091	\$0	\$0	\$26,000	\$95,091
400	Long Range Planning				
FY 2021	\$52,858	\$0	\$1,500	\$0	\$54,358
FY 2022	\$11,441	\$0	\$1,500	\$0	\$12,941
500	Transit & Active Transportation				
FY 2021	\$7,704	\$4,000	\$1,500	\$0	\$13,204
FY 2022	\$10,406	\$4,000	\$284	\$0	\$14,690
600	Other Planning Initiatives & Special Projects				
FY 2021	\$10,213	\$0	\$0	\$0	\$10,213
FY 2022	\$11,096	\$0	\$0	\$0	\$11,096
	TOTAL				
FY 2021	\$277,566	\$4,000	\$38,065	\$34,000	\$353,631
FY 2022	\$290,423	\$4,000	\$7,934	\$39,000	\$341,357
TOTAL	\$567,989	\$8,000	\$45,999	\$73,000	\$694,988

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 using FY 2022 funds. Fringe and Indirect expenses for FY 2022 are calculated rates found in the approved FY 2022 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>	\$88,896	\$22,249	\$111,245
<i>FY 2022</i>	\$86,752	\$21,688	\$108,440
Fringe Expenses			
<i>FY 2021</i>	\$74,320	\$18,580	\$92,900
<i>FY 2022</i>	\$80,428	\$20,107	\$100,534
Indirect Expenses			
<i>FY 2021</i>	\$58,737	\$14,684	\$73,421
<i>FY 2022</i>	\$65,159	\$16,290	\$81,449
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>	\$6,347	\$1,587	\$7,934
Contract Service Agreements			
<i>FY 2021</i>	\$27,200	\$6,800	\$34,000
<i>FY 2022</i>	\$31,200	\$7,800	\$39,000
TOTAL			
<i>FY 2021</i>	\$282,905	\$70,726	\$353,631
<i>FY 2022</i>	\$273,086	\$68,271	\$341,357
TOTAL	\$555,991	\$138,997	\$694,988

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 using FY 2022 funds. 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	\$131,934
	<i>FY 2022</i>	\$131,504	\$32,876	\$164,380
200	Data Collection & Analysis			
	<i>FY 2021</i>	\$44,452	\$11,113	\$55,565
	<i>FY 2022</i>	\$34,527	\$8,632	\$43,159
300	Short Range Planning & Management Systems			
	<i>FY 2021</i>	\$71,277	\$17,819	\$89,097
	<i>FY 2022</i>	\$76,073	\$19,018	\$95,091
400	Long Range Planning			
	<i>FY 2021</i>	\$43,487	\$10,872	\$54,358
	<i>FY 2022</i>	\$10,353	\$2,588	\$12,941
500	Transit & Active Transportation			
	<i>FY 2021</i>	\$10,563	\$2,641	\$13,204
	<i>FY 2022</i>	\$11,752	\$2,938	\$14,690
600	Other Planning Initiatives & Special Projects			
	<i>FY 2021</i>	\$8,171	\$2,043	\$10,213
	<i>FY 2022</i>	\$8,877	\$2,219	\$11,096
	TOTAL			
	<i>FY 2021</i>	\$282,905	\$70,726	\$353,631
	<i>FY 2022</i>	\$273,086	\$68,271	\$341,357
	TOTAL	\$555,991	\$138,997	\$694,988

FUND USE BY MATCHING AGENCY (Includes Use of FY 2020 Unexpended Purchase Order Funds for Bloomington Transit Study)

The table below summarizes FY 2021-2022 funding allocations based on the agency using programmed FY 2022 and unexpended FY 2020 funds.

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	\$162,630	\$0	\$1,750	\$0	\$164,380
200	Data Collection & Analysis					
	FY 2021	\$19,100	\$0	\$29,465	\$7,000	\$55,565
	FY 2022	\$25,759	\$0	\$4,400	\$13,000	\$43,159
300	Short Range Planning & Management Systems					
	FY 2021	\$62,097	\$0	\$0	\$27,000	\$89,097
	FY 2022	\$69,091	\$0	\$0	\$26,000	\$95,091
400	Long Range Planning					
	FY 2021	\$52,858	\$0	\$1,500	\$0	\$54,358
	FY 2022	\$11,441	\$0	\$1,500	\$0	\$12,941
500	Transit & Active Transportatio (*FY 2022 Total Includes use of FY 2020 Unexpended Purchase Order Funds of \$62,500)					
	FY 2021	\$7,704	\$4,000	\$1,500	\$0	\$13,204
	FY 2022*	\$10,406	\$66,500	\$284	\$0	\$77,190
600	Other Planning Initiatives & Special Projects					
	FY 2021	\$10,213	\$0	\$0	\$0	\$10,213
	FY 2022	\$11,096	\$0	\$0	\$0	\$11,096
	TOTAL					
	FY 2021	\$277,566	\$4,000	\$38,065	\$34,000	\$353,631
	FY 2022	\$290,423	\$66,500	\$7,934	\$39,000	\$403,857
	TOTAL	\$567,989	\$70,500	\$45,999	\$73,000	\$757,488

OBJECT CLASS BUDGET BY FUNDING SOURCE (Includes Use of FY 2020 Unexpended Purchase Order Funds for Bloomington Transit Study)

The Object Class Budget table shown below summarizes FY 2021-2022 UPWP funding allocations by object class and funding source. Fringe and Indirect expenses for FY 2022 are calculated rates found in the approved FY 2022 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			
FY 2021	\$88,896	\$22,249	\$111,245
FY 2022	\$86,752	\$21,688	\$108,440
Fringe Expenses			
FY 2021	\$74,320	\$18,580	\$92,900
FY 2022	\$80,428	\$20,106	\$100,534
Indirect Expenses			
FY 2021	\$58,737	\$14,684	\$73,421
FY 2022	\$65,159	\$16,290	\$81,449
Bloomington Transit (*FY 2022 Total Includes use of FY 2020 Unexpended Funds of \$62,500)			
FY 2021	\$3,200	\$800	\$4,000
FY 2022	\$53,200	\$13,300	\$66,500
Consultants/Supplies			
FY 2021	\$30,452	\$7,613	\$38,065
FY 2022	\$6,347	\$1,587	\$7,934
Contract Service Agreements			
FY 2021	\$27,200	\$6,800	\$34,000
FY 2022	\$31,200	\$7,800	\$39,000
TOTAL			
FY 2021	\$282,905	\$70,726	\$353,631
FY 2022	\$323,086	\$80,771	\$403,857
TOTAL	\$605,991	\$151,497	\$757,488

SUMMARY BUDGET BY FUNDING SOURCE (Includes Use of FY 2020 Unexpended Purchase Order Funds for Bloomington Transit Study)

The table below summarizes FY 2021-2022 funding allocations based on the agency using programmed FY 2022 and unexpended FY 2020 funds.

	Work Element	Federal	Local	Total
100	Administration & Public Participation			
	<i>FY 2021</i>	\$104,955	\$26,239	\$131,934
	<i>FY 2022</i>	\$131,504	\$32,876	\$164,380
200	Data Collection & Analysis			
	<i>FY 2021</i>	\$44,452	\$11,113	\$55,565
	<i>FY 2022</i>	\$34,527	\$8,632	\$43,159
300	Short Range Planning & Management Systems			
	<i>FY 2021</i>	\$71,277	\$17,819	\$89,097
	<i>FY 2022</i>	\$76,073	\$19,018	\$95,091
400	Long Range Planning			
	<i>FY 2021</i>	\$43,487	\$10,872	\$54,358
	<i>FY 2022</i>	\$10,353	\$2,588	\$12,941
500	Transit & Active Transportation (*Includes FY 2020 Unexpended P.O. Funds in FY 2022 Total)			
	<i>FY 2021</i>	\$10,563	\$2,641	\$13,204
	<i>FY 2022</i>	\$61,752	\$15,438	\$77,190
600	Other Planning Initiatives & Special Projects			
	<i>FY 2021</i>	\$8,171	\$2,043	\$10,213
	<i>FY 2022</i>	\$8,877	\$2,219	\$11,096
	TOTAL			
	<i>FY 2021</i>	\$282,905	\$70,726	\$353,631
	<i>FY 2022</i>	\$323,086	\$80,771	\$403,857
	TOTAL	\$605,991	\$151,497	\$757,488

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. The BMCMPPO will additionally employ a CSA with the new City of Bloomington Engineering Department for traffic volume counting services.

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 Department				
	<i>FY 2021</i>	\$8,800	\$2,200	\$11,000
	<i>FY 2022</i>	\$8,800	\$2,200	\$11,000
City of Bloomington - Engineering Department				
	<i>FY 2021</i>	N/A	N/A	N/A
	<i>FY 2022</i>	\$8,000	\$2,000	\$10,000
Monroe County Highway Department				
	<i>FY 2021</i>	\$8,800	\$2,200	\$11,000
	<i>FY 2022</i>	\$8,800	\$2,200	\$11,000
Town of Ellettsville				
	<i>FY 2021</i>	\$9,600	\$2,400	\$12,000
	<i>FY 2022</i>	\$5,600	\$1,400	\$7,000
TOTAL				
	<i>FY 2021</i>	\$27,200	\$6,800	\$34,000
	<i>FY 2022</i>	\$31,200	\$7,800	\$39,000
	<i>TOTAL</i>	\$58,400	\$14,600	\$73,000

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. The BMCMPPO has a scheduled certification review at the beginning of FY 2022 in July 2021.

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 and INDOT shall jointly and cooperatively address 2020 Census data Metropolitan Planning Area and Urban Area boundary adjustments with reviews of proposed boundaries and make any necessary local adjustments. The MPO shall additionally review the boundaries to ensure MPO planning program standards and consistency. [Estimated Completion: Q4/FY22]

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 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 2022 Unified Planning Work Program. [Estimated Completion: Q1/FY22 through Q3/FY22]
- MPO Staff to develop FY 2022 UPWP. [Estimated Completion: Q4/FY21]
- MPO Staff to develop the FY 2023 Cost Allocation Plan as part of the FY 2022-2023 UPWP. [Estimated Completion: Q3/FY22]
- 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 2022 Annual Completion Report to INDOT. [Estimated Completion: Q1/FY23]
- MPO Staff to prepare and submit the FY 2022-2022 Self Certification Review Statement to INDOT/FHWA/FTA representatives. [Estimated Completion: Q4/FY22, with TIP]
- MPO Staff to prepare and submit eight (8) quarterly progress reports to INDOT for review. [Estimated Completion: FY22 Quarterly]
- MPO Staff to prepare and submit eight (8) quarterly billing statements to INDOT for reimbursement. [Estimated Completion: 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 in a virtual format. [Estimated Completion: Q1/FY 2022]
- 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 Staff to further efforts relating the Americans with Disabilities Act (ADA) compliance and the growing use of micromobility modes, including their potential impacts on the pedestrian environment through the E-Scooter/ADA Committee as coordinated by the statewide MPO Council consistent with community guidelines (<https://bloomington.in.gov/transportation/scooters>). [Estimated Completion: Ongoing]
- MPO Staff to coordinate with INDOT and ensure new strategies and tools (e.g., social media and virtual public involvement tools), are incorporated into public participation plans and procedures, and that plans include documented evaluation of progress toward plan goals. [Estimated Completion: Ongoing]

Work Element 100 Budget

	Task	FY 2021	FY 2022	Total
101	Intergovernmental Coordination			
	<i>Federal Share</i>	\$53,179	\$59,201	\$112,380
	<i>Local Share</i>	\$13,295	\$14,800	\$28,095
	Total	\$66,474	\$74,001	\$140,475
102	Unified Planning Work Program			
	<i>Federal Share</i>	\$18,944	\$40,172	\$59,116
	<i>Local Share</i>	\$4,736	\$10,043	\$14,779
	Total	\$23,680	\$50,215	\$75,895
103	Staff Training & Education			
	<i>Federal Share</i>	\$16,145	\$14,410	\$30,555
	<i>Local Share</i>	\$4,036	\$3,603	\$7,639
	Total	\$20,181	\$18,013	\$38,194
104	Public Outreach			
	<i>Federal Share</i>	\$16,687	\$17,721	\$34,408
	<i>Local Share</i>	\$4,172	\$4,430	\$8,602
	Total	\$20,859	\$22,1521	\$43,010
	TOTAL FEDERAL SHARE	\$104,955	\$131,504	\$236,459
	TOTAL LOCAL SHARE	\$26,239	\$32,876	\$59,115
	TOTAL	\$131,194	\$164,380	\$295,574

Work Elements

DATA COLLECTION & ANALYSIS

200

201 Traffic Volume Counting

The MPO staff, in conjunction the Town of Ellettsville and the City of Bloomington Engineering Department, 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 complete 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. The BMCMPPO 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]
- City of Bloomington, Engineering Department, to maintain traffic coverage counts, HPMS counts, and seasonal bike/ped counts with the provision of quarterly status reports to the BMCMPPO under a CSA. [Estimated Completion: Ongoing, 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 and Q4/FY22]
- MPO Staff to assist local agencies in developing Local Road Safety Plans (LRSPs) as a tool for reducing roadway fatalities and serious injuries. [Estimated Completion: Annually As Needed]
- MPO Staff will consider Traffic Incident Management (TIM) activities supporting multiple planning factors related to safety, mobility freight movement, air quality and transportation system reliability. [Estimated Completion: Annually As Needed]
- MPO Staff renewal of 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 and Q4/FY22]
- MPO Staff to focus on the pedestrian crash data, analyses of data, programming improvements (“hot spot” and systemic), and constructing projects relying upon https://safety.fhwa.dot.gov/ped_bike/ped_focus/docs/fhwas17050.pdf for a Pedestrian Safety Plan. [Estimated Completion: Q4/FY22]
- MPO Staff will initiate research and formulation of a “Vision Zero” policy for adoption by the Policy Committee consistent with the stated goals of the 2045 Metropolitan Transportation Plan. [Estimated Completion: Q4/FY22]

Work Element 200 Budget

	Task	FY 2021	FY 2022	Total
201	Traffic Volume Counting			
	<i>Federal Share</i>	\$37,053	\$17,002	\$54,055
	<i>Local Share</i>	\$9,263	\$4,251	\$13,514
	Total	\$46,317	\$21,253	\$67,570
202	Annual Crash Report			
	<i>Federal Share</i>	\$7,399	\$17,525	\$24,924
	<i>Local Share</i>	\$1,850	\$4,381	\$4,561
	Total	\$9,249	\$21,906	\$31,155
	TOTAL FEDERAL SHARE	\$44,452	\$34,527	\$78,979
	TOTAL LOCAL SHARE	\$11,113	\$8,632	\$19,745
	TOTAL	\$55,565	\$43,159	\$98,724

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 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 Year 2020-2024 Transportation Improvement Program. [Estimated Completion: Annually]

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 2022 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 Public Works Department to maintain Five-Year Pavement Management Plan and provide quarterly status reports to the BMCMPPO under a CSA. [Estimated Completion: Ongoing, Annually]
- Monroe County Highway Department 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 Street Department 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) transportation planning issued rules on the statewide and metropolitan transportation planning processes reflect the use of a performance-based approach to decision-making in support of 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 2022 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/FY21 and Q4/FY22.]

Work Element 300 Budget

SHORT RANGE PLANNING & MANAGEMENT SYSTEMS

Task		FY 2021	FY 2022	Total
301	Transportation Improvement Program			
	<i>Federal Share</i>	\$41,558	\$45,502	\$87,060
	<i>Local Share</i>	\$10,389	\$11,375	\$21,764
	Total	\$51,947	\$56,877	\$108,824
302	Highway Safety Improvement Program			
	<i>Federal Share</i>	\$2,011	\$2,202	\$4,213
	<i>Local Share</i>	\$503	\$550	\$1,053
	Total	\$2,514	\$2,752	\$5,266
303	Transportation Alternatives Program			
	<i>Federal Share</i>	\$2,011	\$2,202	\$4,213
	<i>Local Share</i>	\$503	\$550	\$1,053
	Total	\$2,514	\$2,752	\$5,266
304	Infrastructure Management Systems			
	<i>Federal Share</i>	\$21,600	\$20,800	\$42,400
	<i>Local Share</i>	\$5,400	\$5,200	\$10,600
	Total	\$27,000	\$26,000	\$53,000
305	ITS Architecture Maintenance			
	<i>Federal Share</i>	\$804	\$1,761	\$2,565
	<i>Local Share</i>	\$201	\$440	\$641
	Total	\$1,005	\$2,201	\$3,206
306	Performance Measures			
	<i>Federal Share</i>	\$3,294	\$3,606	\$6,900
	<i>Local Share</i>	\$823	\$902	\$1,725
	Total	\$4,117	\$4,508	\$8,625
	TOTAL FEDERAL SHARE	\$71,278	\$76,073	\$147,351
	TOTAL LOCAL SHARE	\$17,819	\$19,017	\$36,836
	TOTAL	\$89,097	\$95,090	\$184,187

Work Elements

LONG RANGE PLANNING

400

FY 2022 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 staff initiated a non-technical 2045 Metropolitan Transportation Plan (2045 MTP) update process in January 2020 (FY 2020) and achieved formal Policy Committee adoption in October 2020 (FY 2021). The 2045 Metropolitan Transportation Plan includes extensive metropolitan planning area public outreach opinion data as the singular significant component of the plan's non-technical development. The 2045 MTP encompasses a multi-modal assessment of future transportation needs, financial forecasts, travel demand model scenarios, transportation planning requirements, performance measures, plan development & public involvement methodology, travel demand model documentation, an environmental justice assessment, air quality and climate change scientific assessments, potential projects within the specified twenty-five year time horizon with reliant upon high-level cost estimates, a glossary of terms, and 2045 Metropolitan Transportation Plan Record of Public Comments addressed under the Draft Plan. Topical focus areas of the 2045 Metropolitan Transportation Plan include the COVID-19 pandemic, a concomitant pandemic-induced economic collapse, social and racial justice equity challenges, and the immediate threats of climate change on human health, the economy, the natural environment, and the built environment.

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 review Transportation System Policy Priorities (Safety, Vision Zero, Maintaining Existing Facilities, Climate Resilience, Economic Resilience, Healthy Outcomes, Air Quality, Electric Vehicle Charging Stations, Public Transportation for Environmental Quality, Public Transportation Electric Fleet Conversion, and Carpooling/Bicycle/Scooters/Shared Vehicles for Environmental Quality for developing 2045 Metropolitan Transportation Plan amendments. [Estimated Completion: Annually]
- MPO to pay annual TransCAD license support and activation renewal fees. [Estimated Completion: Annually]

Work Element 400 Budget

LONG RANGE PLANNING

Task		FY 2021	FY 2022	Total
401	2045 Metropolitan Transportation Plan			
	<i>Federal Share</i>	\$43,487	\$10,353	\$53,840
	<i>Local Share</i>	\$10,872	\$2,588	\$13,460
	Total	\$54,358	\$12,941	\$67,299
	TOTAL FEDERAL SHARE	\$43,487	\$10,353	\$53,840
	TOTAL LOCAL SHARE	\$10,872	\$2,588	\$13,460
	TOTAL	\$54,358	\$12,941	\$67,299

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]

503 Bloomington Transit Alternative Fuels and Infrastructure Assessment

Bloomington Transit shall explore the use of alternative fuels and optimal future directions with respect to powering its transit bus fleet. Battery electric technology is rapidly emerging and maturing as a technology choice for transit fleets. Compressed natural gas is a reliable, proven, mature technology widely used in public transit fleets for several decades. Both technologies require significant up-front infrastructure investments for Bloomington Transit as well as physical space. Both technologies offer different environmental benefits and come with different investment requirements.

Responsible Agency and End Products

- Bloomington Transit shall undertake a transit alternative fuels and infrastructure assessment study to compare and contrast different technologies and the potential derived cost benefits. The transit alternative fuels and infrastructure assessment study will necessitate a contract engagement of a qualified consulting firm with experience in helping transit systems identify and assess the challenges each technology brings, and provide Bloomington Transit with a conceptual roadmap that policymakers can use to make important decisions. [Estimated Completion: Q4/FY22]

504 Transit Ridership Counts

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

Responsible Agency and End Products

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

Work Element 500 Budget

TRANSIT & ACTIVE TRANSPORTATION

Task	FY 2021	FY 2022	Total
501	Bicycle & Pedestrian Coordination		
<i>Federal Share</i>	\$4,627	\$4,879	\$9,506
<i>Local Share</i>	\$1,157	\$1,220	\$2,377
Total	\$5,784	\$6,099	\$11,883
502	Bicycle & Pedestrian Counts		
<i>Federal Share</i>	\$2,736	\$3,673	\$6,409
<i>Local Share</i>	\$684	\$918	\$1,602
Total	\$3,420	\$4,591	\$8,011
503	Transit Studies (*Note: Using Only FY 2020 Unexpended Purchase Order Balance Funds)		
<i>Federal Share</i>	\$0	\$50,000	\$50,000
<i>Local Share</i>	\$0	\$12,500	\$12,500
Total	\$0	\$62,500	\$62,500
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	\$61,752	\$72,315
TOTAL LOCAL SHARE	\$2,641	\$15,438	\$18,079
TOTAL	\$13,204	\$77,190	\$90,394

Work Elements

OTHER PLANNING INITIATIVES & SPECIAL PROJECTS

600

FY 2022 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/FY22]

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, updated in 2012, and updated again in FY2021, thereby expanding the list of eligible transportation providers, the identification of new transportation needs in the community, and 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 2022.

The FHWA/FTA recommends a FY2022 review of the Coordinated Council on Access and Mobility (CCAM) tools, particularly the inventory of federal programs that fund transportation. FHWA/FTA further encourage partnerships with other Federal agencies as there are matching opportunities available to allow for 100% federal support of transit projects. The FTA-funded National Center for Mobility Management (NCMM) can help identify CCAM partners, explore cooperative funding and match programs, and address technical assistance needs.

Responsible Agency and End Product

- MPO staff to identify transportation connectivity gaps in access to essential services, performance measures & analytical methods for assessing system connectivity to essential services for identifying gaps and possible solutions including traditionally underserved populations from recent route optimization studies. [Estimated Completion: Q4/FY22]
- 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/FY22]
- MPO Staff to review Coordinated Council on Access and Mobility (CCAM) tools, inventory federal transportation funding program opportunities, and contact the NCMM regional liaison for coordinated assistance. [Estimated Completion: Q1/FY22]

Work Element 600 Budget

OTHER PLANNING INITIATIVES & SPECIAL PROJECTS

Task		FY 2021	FY 2022	Total
601	Title VI Plans			
	<i>Federal Share</i>	\$8,171	\$8,877	\$17,048
	<i>Local Share</i>	\$2,043	\$2,219	\$4,262
	Total	\$10,214	\$11,096	\$21,310
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	\$8,877	\$17,048
TOTAL LOCAL SHARE		\$2,043	\$2,219	\$4,262
TOTAL		\$10,214	\$11,096	\$21,310

Appendix A

BMCMPO COMMITTEE MEMBERSHIP

BMCMPO COMMITTEE MEMBERSHIP

Policy Committee

Member	Title	Representing
Lisa Ridge, <i>Chair</i>	Director of Public Works	Monroe County
Sarah Ryterband, <i>Vice Chair</i>	Chair, Citizens Advisory Committee	Citizens Advisory Committee
Jason Banach	Director of Real Estate	Indiana University
Alexandria Burns	Transportation Program Specialist, Region 5	Region 5 FTA (<i>non-voting</i>)
Steve Volan	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
Jermaine R. Hannon	Division Administrator	Federal Highway Administration (<i>non-voting</i>)
Margaret Clements	Plan Commission Member	Monroe County
Adam Wason	Director of Public Works	City of Bloomington
Kate Wiltz	County Council Member	Monroe County

BMCMPPO 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
<i>Vacant</i>	GIS Coordinator	Monroe County
<i>Vacant</i>	Director of Building Operations	Monroe County Community School Corp.
Tim Street	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	Executive Director	Area 10 - Rural Transit
Brian Noojin	Director, Campus Bus Service	Indiana University
Emmanuel Nsonwu	Transportation Planner/MPO Liaison	Indiana Department of Transportation
Scott Robinson, 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
Angelica Salgado	Community Planner, Region 5	Federal Transit Administration (non-voting)
Andrew Cibor, PE, PTOE	City 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
Mary Ann Williams	Citizen

BMCMPPO 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
Seyedamir Kaboli Farshchi	Long Range Planner
Darla Frost	Administrative Assistant

Appendix B

FY 2022 UPWP COST ALLOCATION PLAN

FY 2022 UPWP COST ALLOCATION PLAN LETTER



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 29, 2021

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

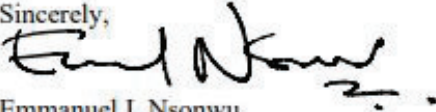
Dear Mr. Martin,

INDOT has reviewed the FY 2022 Cost Allocation Plan presented by Bloomington MPO for the period of July 1, 2021 through June 30, 2022.

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 2022 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	92.71%
Indirect	75.11%

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

Sincerely,

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

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

Appendix C

ABBREVIATIONS

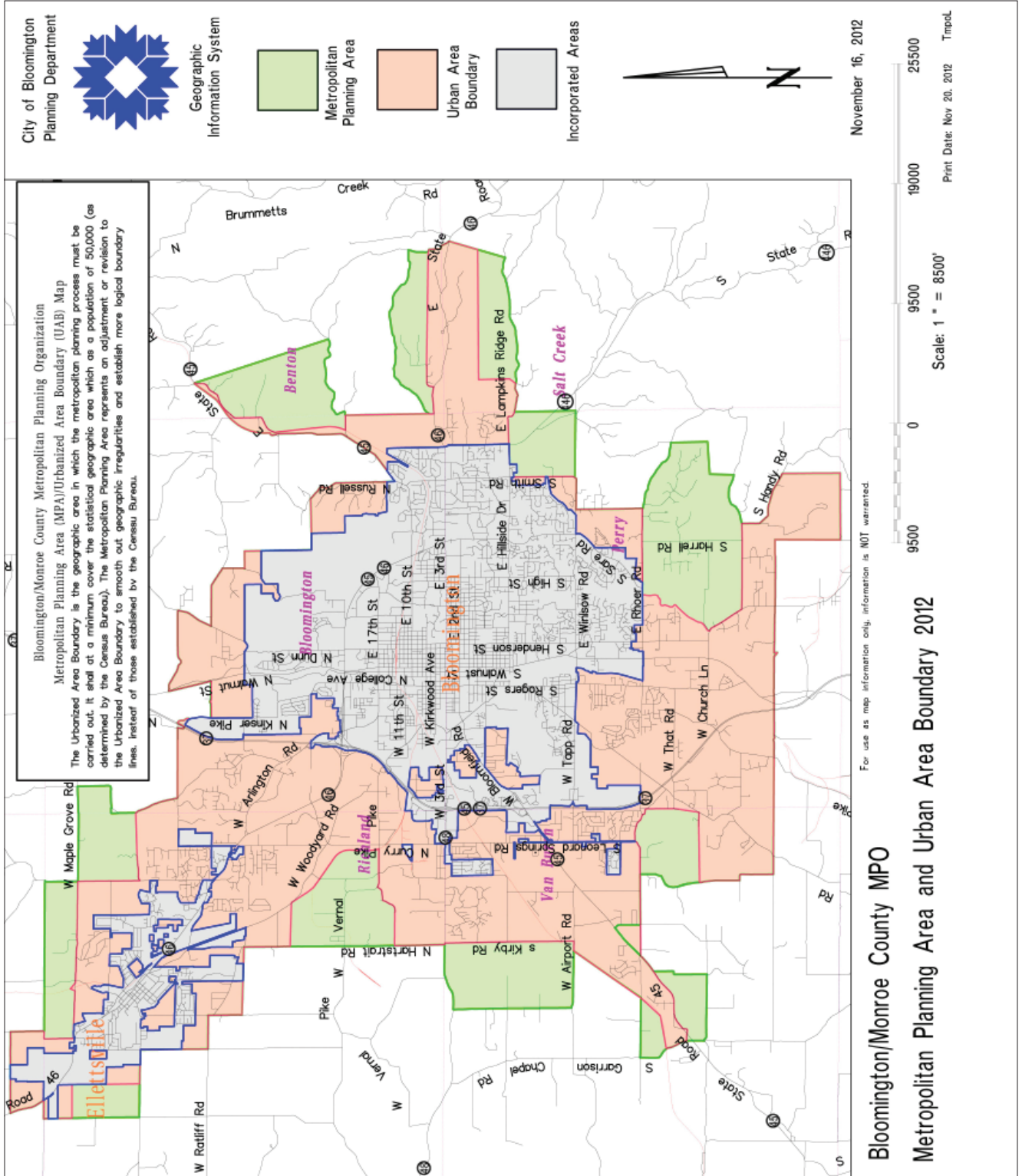
Abbreviations

3-C	Continuing, Comprehensive, and Cooperative Planning Process
ADA	Americans with Disabilities Act
BBPSC	Bloomington Bicycle and Pedestrian Safety Commission
BMCMPO	Bloomington-Monroe County Metropolitan Planning Organization
BT	Bloomington Transit
CAC	Citizens Advisory Committee
COVID-19	An infectious disease caused by a newly discovered coronavirus
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
STBG	Surface Transportation Block Grant
TAP	Transportation Alternatives Program
TAC	Technical Advisory Committee
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

FHWA/FTA FY 2022 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

December 16, 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 incorporation into the FY 2022 Unified Planning Work Programs, Statement of Works and the Statewide Planning & Research Part I program. They are:

- Pedestrian Safety
- Resiliency
- Metropolitan Planning Area & Urbanized Area Boundaries
- Human Service Coordinated Transportation Plan
- Micromobility

Pedestrian Safety has been highlighted by FHWA recently due to the acknowledgement of the increase in pedestrian fatalities far out pacing the increase in overall traffic fatalities over the past decade (44% increase for ped fatalities vs. 9% increase for all fatalities). While only one city in Indiana has been designated a pedestrian/bicycle focus city by FHWA, all metropolitan areas would benefit from an emphasis on addressing pedestrian safety in their plans. Eighty-one percent of all pedestrian fatalities occur in urban settings (2018 data). The focus on getting a good handle on the data, data analysis, programming improvements (hot spot and systemic), and constructing projects will ultimately save lives and prevent serious injuries to the most vulnerable users of our transportation system. Here is a resource on how to develop a pedestrian safety action plan: https://safety.fhwa.dot.gov/ped_bike/ped_focus/docs/fhwasal7050.pdf.

Resiliency is one of the ten planning factors per Fixing America's Surface Transportation Act (FAST Act). It is defined as the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. INDOT and the MPOs need to ensure resiliency is being considered in the transportation planning process. FAST Act makes reducing the vulnerability of the existing transportation infrastructure to natural disasters a part of the metropolitan transportation plan. It also adds the requirement for MPOs to coordinate with officials responsible for natural disaster risk reductions when developing the MTP and TIP. FHWA anticipates issuing a new guidebook on this subject. In the meantime, please refer to this link for additional information: <https://www.fhwa.dot.gov/environment/sustainability/resilience/>

INDOT and the MPOs should work together to prepare updates to the Metropolitan Planning Area Boundaries as well as any adjusted Urbanized Area Boundaries as a result of the 2020 Census.

As part of the Human Service Coordinated Transportation Plan (HSCTP) review or update, the Federal Team recommends review of the Coordinated Council on Access and Mobility (CCAM) tools, particularly the inventory of federal programs that fund transportation. We encourage partnerships with other Federal agencies as there are matching opportunities available to allow for 100% federal support of transit projects. The FTA-funded National Center for Mobility Management (NCMM) can help identify CCAM partners, explore cooperative funding and match programs, and address technical assistance needs. Contact your NCMM regional liaison.

In furtherance of efforts relating the Americans with Disabilities Act compliance and the growing use of micromobility modes and their potential impacts on the pedestrian environment, MPOs, advocacy groups and government partners are encouraged continue to coordinate through the E-Scooter/ADA Committee as coordinated by the statewide MPO Council.

Should you have any questions, please feel free to call Erica Tait, FHWA, at 317-226-7481/erica.tait@dot.gov or Cecilia Crenshaw, FTA, at 317/705-1268/ cecilia.crenshaw@dot.gov.

Sincerely,

**MICHELL
E B ALLEN**
Digitally signed by
MICHELLE B ALLEN
Date: 2020.12.21
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Michelle Allen
Team Leader, PEAR
FHWA Indiana Division

Sincerely,

**JASON M
CIAVARELLA**
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CIAVARELLA
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Jay Ciavarella
Director, Office of Planning & Program Development
FTA Region V

cc:
Indiana MPO Council
Roy Nunnally, INDOT
Larry Buckel, INDOT
Erin Hall, INDOT
Cecilia Crenshaw, FTA
Rick Drumm, FHWA
Mike Holowaty, INDOT
Brandon Burgoa, INDOT

Appendix F

TRANSIT OPERATOR LOCAL MATCH ASSURANCE

Transit Operator Local Match Assurance



DRAFT - Transit Operator Local Match Assurance

FY 2022 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 2022 FHWA and FTA grants shall be met. The MPO is requesting federal FHWA and FTA Planning grant funds totaling **\$53,200**, requiring **\$13,300** local match for Bloomington Transit work elements and study. As specified in the **FY 2022 Unified Planning Work Program (UPWP)**, the Transit Provider shall be responsible for **\$66,500** of the total grant, requiring **\$13,300** in local match for the following UPWP elements:

- 1) Element 503 - Bloomington Transit Alternative Fuels and Infrastructure Assessment
- 2) Element 504 - Annual Passenger Count Data Collection for estimates of annual passenger miles
- 3) Element 504 - Annual Passenger Count Report

Date

Bloomington Public Transportation Corporation
Legal Name of Applicant

By:

Lew May
General Manager
Bloomington Transit

Appendix G

ADOPTION RESOLUTIONS & APPROVAL LETTER

Adoption Resolutions