



POLICY COMMITTEE

May 14, 2021

1:30 – 3:00 p.m.

Virtual Location via Zoom:

<https://bloomington.zoom.us/j/96148935699?pwd=OEhzM2Rkb2RRZ1pVKzg4V05BRTE4dz09>

Find your local number: <https://bloomington.zoom.us/u/abvErXSHsz>

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 the Agenda*
- III. Approval of the Minutes*
 - a. April 9, 2021
- IV. Communications from the Chair
- V. Reports from Officers and/or Committees
 - a. Citizens Advisory Committee
 - b. Technical Advisory Committee
- VI. Reports from the MPO Staff
 - a. FY 2021-20222 UPWP - Status Update
 - b. American Jobs Plan - Indiana Summary
 - c. BMCMPPO Draft CY 2020 - 2016 Crash Report
 - d. BMCMPPO FY 2022 - 2026 TIP Call for Projects
 - (1) Projects Received
 - (2) Preliminary Complete Streets Scoring
 - (3) Development Timetable
- VII. Old Business
 - a. None.
- VIII. New Business
 - a. BMCMPPO FY 2020 - 2024 TIP Amendments*
 - (1) Bloomington Transit - DES#Pending - Bus Stop Improvements at two (2) locations
 - (2) Bloomington Transit - DES#1700763, 1700764, 1700765, 1700766, 1700767 - Acquisition of Four (4) 35-Foot Replacement Battery Electric (EV) Buses
- IX. Communications from Committee Members (*non-agenda items*)
 - a. Topic Suggestions for Future Agendas
- X. Upcoming Meetings
 - a. Technical Advisory Committee - May 26, 2021 at 10:00 a.m. (Virtual)
 - b. Citizens Advisory Committee - May 26, 2021 at 6:30 p.m. (Virtual)
 - c. Policy Committee - June 11, 2021 at 1:30 p.m. (Virtual)

Adjournment

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

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POLICY COMMITTEE

Meeting Minutes

April 9, 2021

1:30 – 3:00 p.m.

Virtual Location via Zoom:

<https://bloomington.zoom.us/j/92091949044?pwd=S0ZuNTdlUUVV4c0R3TStlQ1BLTkRCdz09>

Policy Committee Present: Lisa Ridge, Sarah Ryterband, Jason Banach, Penny Githens, Nate Nickel (proxy), Kent McDaniel, Margaret Clements Scott Robinson (proxy), Pam Samples, Kate Wiltz, Chris Wahlman (proxy), Steve Volan

Staff present: Pat Martin, Ryan Clemens

Guest: Lew May – Bloomington Transit

I. Call to Order and Introductions

II. Approval of the Agenda*

**** Sarah Ryterband motioned for approval. Kent McDaniel seconded. Motion carried by roll call vote 8:0 - Approved.**

Jason Banach Margaret Clements, Nate Nickel, and Scott Robinson joined the meeting.

III. Approval of the Minutes*

a. March 12, 2021. Penny Githens noted corrections.

****Kent McDaniels motioned for approval with noted corrections. Sarah Ryterband seconded. Motion carried by roll call vote 8:1:3 - Approved.**

IV. Communications from the Chair - None.

V. Reports from Officers and/or Committees

a. Citizens Advisory Committee

Sarah Ryterband reported the CAC met and recommended approval of the FY 2022 UPWP. The Committee further discussed the Coordinated Public Transit Human Service Transportation Plan 2021 Update led by RLS Associated, Inc., for the Indiana Department of Transportation.

b. Technical Advisory Committee

Lew May reported that the TAC met and recommended approval of the FY 2022 Unified Planning Work Program.

VI. Reports from the MPO Staff

a. Pat Martin reported on the BMCMPPO FY 2022 - 2026 Transportation Improvement Program Call for Projects and the American Rescue Plan Summary from the National Association of Regional Councils.

VII. Old Business

Final Draft FY 2022 Unified Planning Work Program. Pat Martin presented the final draft document noting the additional allocation of unspent FY 2020 funds directed specifically for Bloomington Transit's Fuel *Alternatives and Infrastructure Assessment Study*. The draft document received no review comments from the FHWA, FTA, and INDOT. Approval of the Final Draft FY 2022 UPWP requires a formal Adoption Resolution by the Policy Committee.

****Sarah Ryterband motioned for approval of the FY 2021-2021 UPWP and the Adoption Resolution. Steve Volan seconded. Motion carried by roll call vote 11:1 - Approved.**

VIII. New Business

- a. Coordinated Human Services Public Transportation Plan. Pat Martin presented a PowerPoint presentation prepared by RLS Associated, Inc., the consultant team under contract with INDOT Public Transit for the 2021 Update. The plan focuses on transportation for older adults, individuals with disabilities, people with low incomes, and the general public within the urbanized area and is a requirement for Federal Transit Administration Section (FTA) 5310 funding. Under FTA Section 5310 small urban area funding, non-profit organizations may qualify for vehicles to meet needs of older adults and people with disabilities. Public transit systems may additionally qualify for Americans with Disabilities Act (ADA) complimentary paratransit vehicles, new public transportation services, and alternatives beyond those required by the ADA. The plan encompasses a statewide multilingual survey where responses will assist with the formulation of prioritized goals and strategies to address unmet needs. The 2021 Update timetable calls for Plan adoption in August 2021. Discussion ensued.

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

- b. Topic Suggestions for Future Agendas
 - (1) Ken McDaniel noted recent articles in Time Magazine regarding the negative impact of the pandemic on transit ridership, and the coming advent of EV transit vehicles. Steve Volan noted the City of Bloomington Redistricting Commission will begin work in the near future with the release of 2020 Census data. He further noted a call for anyone interested (regardless of political affiliation) in serving on the Commission to please apply to the City Council Office at <https://www.bloomington.in.gov/council/redistricting>.

Upcoming Meetings

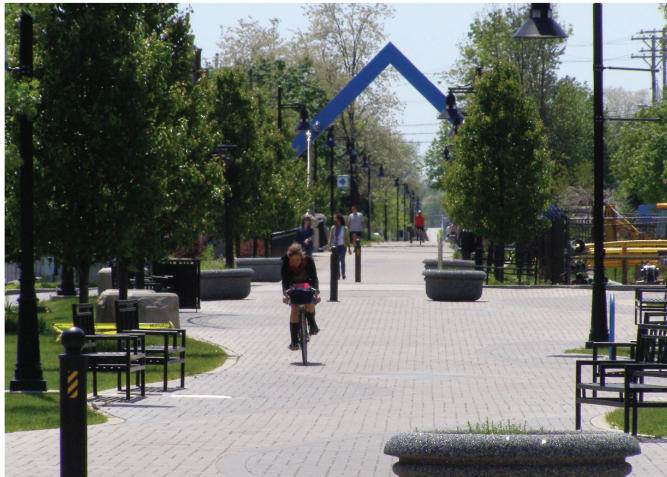
- a. Policy Committee - May 14, 2021 at 1:30 p.m. (Virtual)
- b. Technical Advisory Committee - April 28, 2021 at 10:00 a.m. (Virtual)
- c. Citizens Advisory Committee - April 28, 2021 at 6:30 p.m. (Virtual)

Adjournment

**** Sarah Ryterband to adjourn. Kent McDaniel seconded. Motion carried.**

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

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BLOOMINGTON • MONROE COUNTY



Final Unified Planning Work Program

Fiscal Years
2021 & 2022

*Bloomington-Monroe County
Metropolitan Planning Organization*

Policy Committee

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.

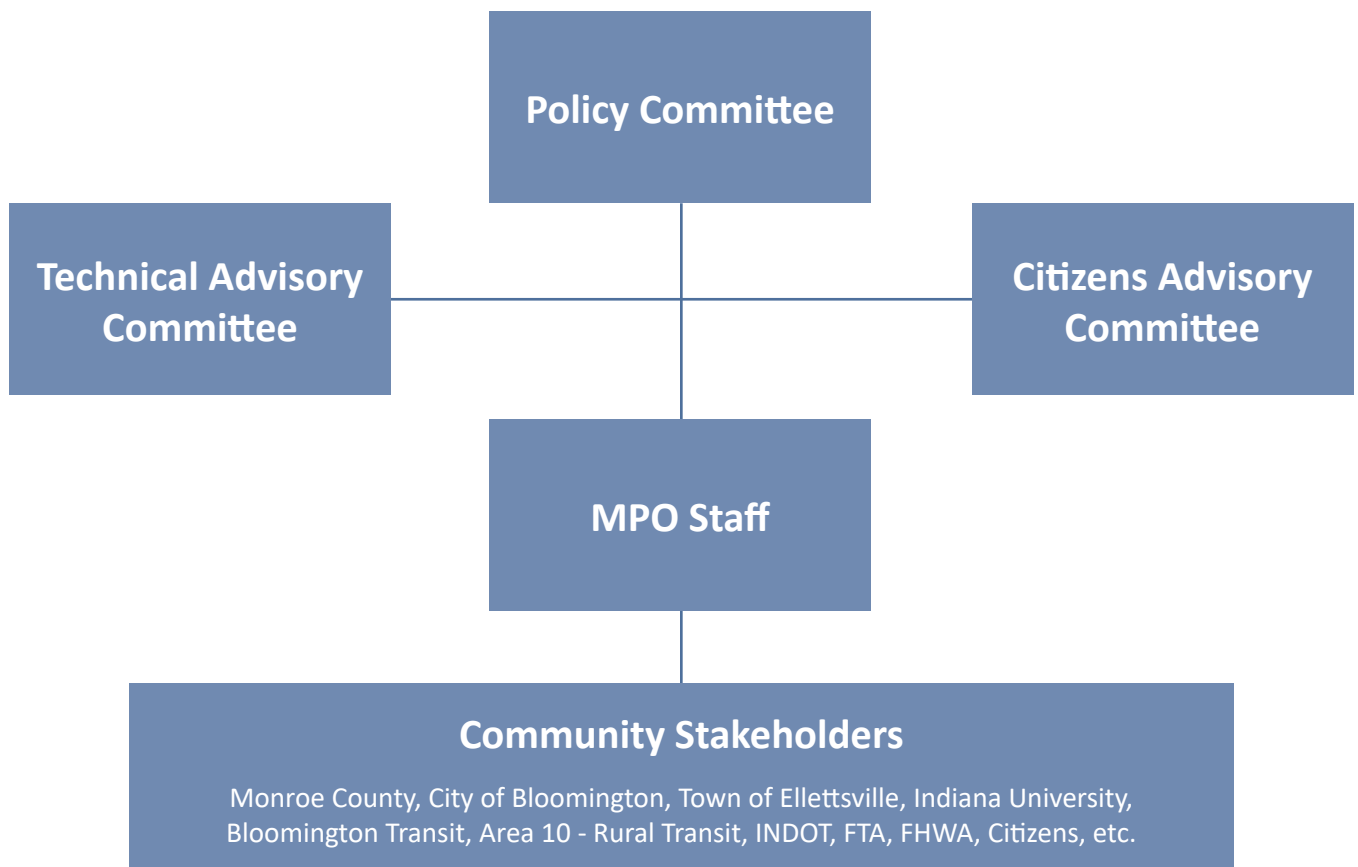
One of the requirements of the urban transportation planning process for an MPO involves the development of a Unified Planning Work Program (UPWP) that describes all planning activities anticipated in the urbanized area over the programming years, and documents the work performed with Federal planning 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, the Monroe County Community School Corporation, the Richland Bean Blossom Community School Corporation, 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 allocated FY 2022 funds. As illustrated in this summary table, the FY 2021 and 2022 funding allocations fall within the total available funding noted previously. At present (April 2021), BMCMPO FY 2020 UPWP Purchase Order #0020021893 has an unexpended federal fund balance exceeding \$55,000.00. **The BMCMPO shall therefore allocate \$50,000.00 from this unexpended FY 2020 Purchase Order federal fund balance to FY 2022 UPWP Work Element 503 for the *Bloomington Transit Alternative Fuels and Infrastructure Assessment Study* as noted in the Summary Budget by Funding Source table found on page 13 of this document.**

	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 BMCMPO 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
	TOTAL	\$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 BMCMPPO 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 BMCMPPO 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/fhwasal7050.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

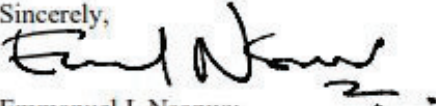
Dear Mr. Martin,

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

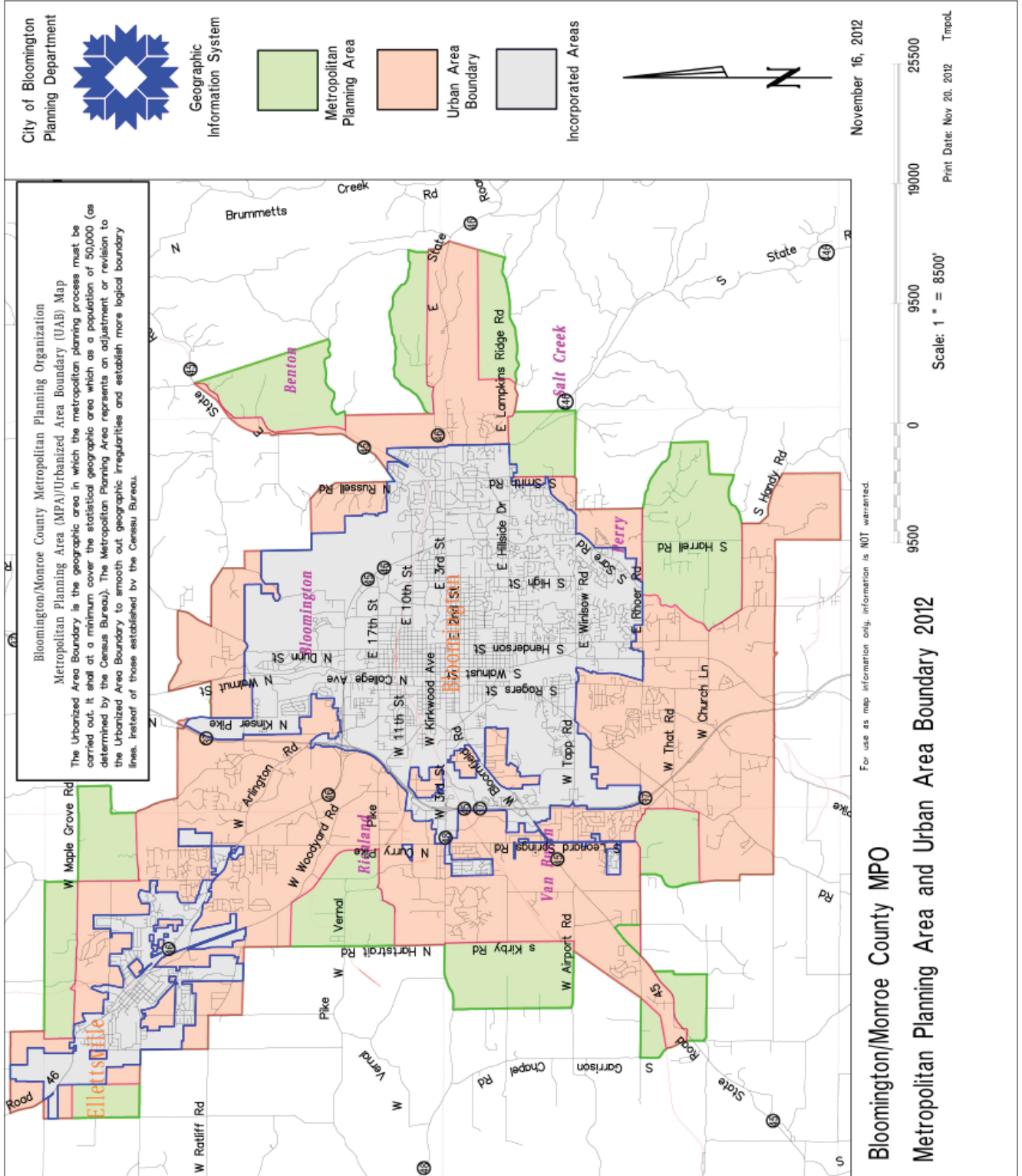
Abbreviations

3-C	Continuing, Comprehensive, and Cooperative Planning Process
ADA	Americans with Disabilities Act
BBPSC	Bloomington Bicycle and Pedestrian Safety Commission
BMCMPPO	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

BCMCMPO 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
07:08:01 -05'00'

Michelle Allen
Team Leader, PEAR
FHWA Indiana Division

Sincerely,

**JASON M
CIAVARELLA**
Digitally signed by JASON M
CIAVARELLA
Date: 2020.12.16 07:36:01
-06'00'

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

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

4/12/21

Bloomington Public Transportation Corporation
Legal Name of Applicant

By:

Lew May

Lew May
General Manager
Bloomington Transit

Appendix G

ADOPTION RESOLUTIONS & FHWA/FTA APPROVAL LETTER



ADOPTION RESOLUTION FY 2021-02

RESOLUTION ADOPTING THE FISCAL YEAR 2021-2022 UNIFIED PLANNING WORK PROGRAM as presented to the Policy Committee of the Bloomington/Monroe County Metropolitan Planning Organization on April 9, 2021.

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

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

WHEREAS, the work conducted to create the Unified Planning Work Program was performed under Work Element 100 of the *Fiscal Year 2021-2022 Unified Planning Work Program*

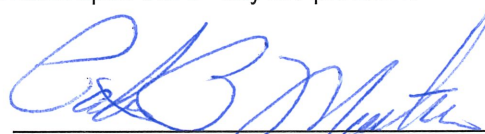
NOW, THEREFORE, BE IT RESOLVED:

- (1) The Bloomington/Monroe County Metropolitan Planning Organization hereby adopts the *Fiscal Year 2021-2022 Unified Planning Work Program*; and
- (2) That the adopted document shall be forwarded to all relevant public officials and government agencies, and shall be available for public inspection during regular business hours at the City of Bloomington Planning Department, located in the Showers Center City Hall at 401 North Morton Street, Bloomington, Indiana.

PASSED AND ADOPTED by the BMCMPPO Policy Committee upon this 9th day of April 2021.



Lisa J Ridge
BMCMPPO Policy Committee Chair



Attest: Patrick Martin
BMCMPPO Senior Transportation Planner



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

April 23, 2021

Roy Nunnally, Director
Technical Planning & Programming Division
Indiana Department of Transportation
100 N Senate Ave. N955
Indianapolis, IN 46204

Dear Mr. Nunnally:

The purpose of this letter is to respond to the Indiana Department of Transportation's (INDOT's) April 13, 2021 request for the Federal Highway Administration (FHWA) and Federal Transportation Administration (FTA) to approve the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) FY 2022 Unified Planning Work Program (UPWP). FHWA and FTA have, in cooperation with INDOT, reviewed the BMCMPPO's UPWP document and found it to be in compliance with 23 CFR 420, and it is hereby approved.

This approval does not constitute FHWA & FTA authorization of the associated Federal-aid funds. Please assure the associated funds are authorized in the Fiscal Management Information System (FMIS) prior to the beginning of State FY 2022 (July 1, 2021).

Should you have any questions, please contact Erica Tait of FHWA at (317) 226-7481 or Angelica Salgado of FTA at (312) 886-1621.

Sincerely,

**KELLEY
BROOKINS** Digitally signed by
KELLEY BROOKINS
Date: 2021.04.21
06:36:00 -05'00'

Kelley Brookins
Regional Administrator
FTA Region V

Sincerely,

Erica Tait Digitally signed by
Erica Tait
Date: 2021.04.23
07:58:48 -04'00'

For Jermaine Hannon
Division Administrator
FHWA Indiana Division

ecc: Patrick Martin, BMCMPPO
Emmanuel Nsonwu, INDOT

BRIEFING ROOM

White House Releases State-by-State Fact Sheets to Highlight Nationwide Need for the American Jobs Plan

APRIL 12, 2021 • STATEMENTS AND RELEASES

Today, the White House released state-by-state fact sheets that highlight the urgent need in every state across the country for the investments proposed by President Biden in the American Jobs Plan. The fact sheets highlight the number of bridges and miles of road in each state in poor condition, the percentage of households without access to broadband, the billions of dollars required for water infrastructure, among other infrastructure needs.

Individual fact sheets for each of the 50 states, the District of Columbia and Puerto Rico are linked below.

These fact sheets are the latest in a series from the White House highlighting the benefits of the American Jobs Plan for communities. Additional issue-based fact sheets will be released in the coming days and weeks. Fact sheets on how the American Jobs Plan Advances Racial Equity and the American Jobs Plan Supports Rural America have been released in recent weeks.

The [American Jobs Plan](#) is an investment in America that will create millions of good jobs, rebuild our country's infrastructure, and position the United States to out-compete China.

Fact Sheets by State:

Indiana

AMERICAN JOBS PLAN

The Need for Action in Indiana

For decades, infrastructure in Indiana has suffered from a systemic lack of investment. The need for action is clear:

Indiana's infrastructure received a **C-** grade on its Infrastructure Report Card. The American Jobs Plan will make a historic investment in our nation's infrastructure.

- **ROADS AND BRIDGES:** In Indiana there are 1,111 bridges and over 5,478 miles of highway in poor condition. Since 2011, commute times have increased by 4.4% in Indiana and on average, each driver pays \$638 per year in costs due to driving on roads in need of repair. The American Jobs Plan will devote more than \$600 billion to transform our nations' transportation infrastructure and make it more resilient, including \$115 billion repairing roads and bridges.
- **PUBLIC TRANSPORTATION:** Hoosiers who take public transportation spend an extra 88.7% of their time commuting and non-White households are 4.5 times more likely to commute via public transportation. 38% of trains and other transit vehicles in the state are past useful life. The American Jobs Plan will modernize public transit with an \$85 billion investment.
- **RESILIENT INFRASTRUCTURE:** From 2010 to 2020, Indiana has experienced 34 extreme weather events, costing the state up to \$10 billion in damages. The President is calling for \$50 billion to improve the resiliency of our infrastructure and support communities' recovery from disaster.
- **DRINKING WATER:** Over the next 20 years, Indiana's drinking water infrastructure will require \$7.5 billion in additional funding. The American Jobs Plan includes a \$111 billion investment to ensure clean, safe drinking water is a right in all communities.
- **HOUSING:** In part due to a lack of available and affordable housing, 358,000 renters in Indiana are rent burdened, meaning they spend more than 30% of their income on rent. The President proposes investing over \$200 billion to increase housing supply and address the affordable housing crisis.
- **BROADBAND:** 12.4% of Hoosiers live in areas where, by one definition, there is no broadband infrastructure that provides minimally acceptable speeds. And 48.4% of Hoosiers live in areas where there is only one such provider. Even where infrastructure is available, broadband may be too expensive to be within reach. 16% of Indiana households do not have an internet subscription. The American Jobs Plan would invest \$100 billion to bring universal, reliable, high-speed, and affordable coverage to every family in America.
- **CAREGIVING:** Across the country, hundreds of thousands of older adults and people with disabilities are in need of home and community-based services. The President's plan will invest \$400 billion to help more people access care and improve the quality of caregiving jobs.
- **CHILD CARE:** In Indiana, there is an estimated \$518 million gap in what schools need to do maintenance and make improvements and 55% of residents live in a childcare desert. The American Jobs Plan will modernize our nation's schools and early learning facilities and build new ones in neighborhoods across Indiana and the country.

- **MANUFACTURING:** Manufacturers account for more than 27.8% of total output in Indiana, employing 541,000 workers, or 17.1% of the state's workforce. The American Job's Plan will invest \$300 billion to retool and revitalize American manufacturers.
- **HOME ENERGY:** In Indiana, an average low-income family spends 8-10% of their income on home energy costs forcing tough choices between paying energy bills and buying food, medicine or other essentials. The American Jobs Plan will upgrade low-income homes to make them more energy efficient through a historic investment in the Weatherization Assistance Program, a new Clean Energy and Sustainability Accelerator to finance building improvements, and expanded tax credits to support home energy upgrades.
- **CLEAN ENERGY JOBS:** As of 2019, there were 86,892 Hoosiers working in clean energy, and the American Jobs Plan invests in creating more good paying union jobs advancing clean energy production by extending and expanding tax credits for clean energy generation, carbon capture and sequestration and clean energy manufacturing.
- **VETERANS HEALTH:** Indiana is home to over 409,836 veterans, 7.6% of whom are women and 46% of whom are over the age of 65. The President is calling for \$18 billion to improve the infrastructure of VA health care facilities to ensure the delivery of world-class, state of the art care to veterans enrolled in the VA health care system. This includes improvements to ensure appropriate care for women and older veterans.

*Bloomington-Monroe County
Metropolitan Planning Organization*

**Crash Report -
Calendar Years 2015 through 2019 (50% DRAFT)**

April 29, 2021



2015-2019 Crash Report – 50% Draft

Executive Summary

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) 2015-2019 Crash Report represents a continuation of the MPO's effort to provide an analysis of the crash location causes and trends within Monroe County. This report includes an analysis of raw crash data from the Indiana State Police (ISP) Department ARIES data portal (<https://www.in.gov/isp/3147.htm>) for Calendar Years 2015, 2016, 2017, 2018, and 2019.

This crash report prepared by the BMCMPPO staff from the ISP raw data provides relevant generalized information for the MPO Citizen's Advisory Committee (CAC), the Technical Advisory Committee (TAC), and the Policy Committee (PC). The crash report shall additionally achieve distribution to local units of government, Indiana University, and the general public through the BMCMPPO website hosted by the Bloomington Planning and Transportation Department.

A summary of the specific calendar year crash trends provided below highlights general information on crash data within Monroe County. Detailed tables, charts, and summaries provided in subsequent chapters highlight information on annual and daily observational trends involving frequency, severity, and other related characteristics of crashes that occurred from 2015 to 2019.

Introduction

Mobility is a defining aspect of life in the United States and around the world. Transportation infrastructure investments have led to new opportunities for trade, travel, recreation, relocation, and economic growth. The BMCMPPO receives approximately \$3.1 million per year of federal transportation funding allocated from the Indiana Department of Transportation (INDOT) for local transportation network investments. Despite this continued investment, tangible and intangible costs attributable to motor vehicle crashes undermine the effectiveness of the local transportation system.

The BMCMPPO Crash Reports demonstrate that motor vehicle crashes contribute to a significant loss of life, property, and productivity in Monroe County. A better understanding of crash trends is attainable through continued efforts in crash reporting and analysis. Targeted infrastructure investments should further improve safety on roads within Monroe County.

The purpose of this Crash Report is twofold. First, the Crash Report provides a consistent and straightforward means to disseminate annual crash data for use by any interested individual or organization. Second, the Crash Report provides another useful tool for civil engineers, transportation planners, and local policy makers when considering both funding and design strategies aimed at reducing the frequency and severity of transportation-related crashes. Specifically, the Indiana Department of Transportation and the BMCMPPO require Local Public Agencies (LPAs) to use crash data as part of the Highway Safety Improvement Program (HSIP). This program provides federal funding to target areas with high incidences of crashes. The HSIP primary goal is reducing fatal and incapacitating injury crashes. The implementation of effective mitigation strategies further curtail crashes within Monroe County through annual reporting and analysis.

This Crash Report focuses on a five-year period for Calendar Years 2015, 2016, 2017, 2018, and 2019, with some tables and figures including the Calendar Years 2013 and 2014 to depict a longer time period trend to inform five-year rolling averages. By focusing on a longer time horizon, random variations in annual crashes do not unduly influence the trends reported. For instance, annual variations in bicycle and pedestrian crashes, fatalities and incapacitating injuries, and

2015-2019 Crash Report – 50% Draft

location-specific crashes can be significant, even though there may not be an actual change in the likelihood of those crashes. By using a five-year window, identified trends are more likely to be meaningful by using a five-year analyses window. The crash data tabulated from 2019 alone provide a snapshot of the most recent year we have data for at the moment. Furthermore, information from this Crash Report will help inform future crash reports.

Methodology and Data Considerations

The data for the Bloomington-Monroe County Crash Report originates from the “Automated Report and Information Exchange System” (ARIES) of the Indiana State Police (<https://www.in.gov/isp/3147.htm>). This system maintains statewide crash data from law enforcement agency reports dating back to 2003. The Indiana law enforcement report data are organized by collisions, units (vehicles), and individuals. These data elements, related to one another by a common master field (e.g., Master Record Number) offer independent analysis capability. It is possible to retrieve information regarding collisions (e.g., locations and dates of greatest crash frequency), number of vehicles involved, and individuals involved. It is also possible to perform more complex analyses using attributes from each of these entities.

As with any database, the validity of conclusions resulting from the data is contingent upon accurate and complete data entry. Lack of data information from hit-and-run collisions, confusion surrounding alternate names of roads (e.g., Country Club Drive and Winslow Road, SR 46 and 3rd St., and similar road names being used in multiple jurisdictions like 2nd St. or Walnut Ave.), misspelled or mis-entered street names, GPS errors, and incomplete data entry undoubtedly introduce some error into the results of this report. Therefore, results of the Crash Report should not have a rigid interpretation. With that being mentioned, all efforts were made to correct these issues in the raw data before analysis and inclusion in this Crash Report.

The BMCMPPO staff corrected obvious data errors to achieve valid results. Consequently, some minor inconsistencies may be evident when comparing crash reports from prior years. Therefore, the most recently issued Crash Report reflects the best and most accurate crash information. Regardless of methodological changes and slight differences between reports, the overall findings of this report are consistent with those of past years. The most recent report before this Crash Report was the 2013-2015 Crash Report, so methodologically, the raw data for years 2016-2019 have all been analyzed in the same way, with the year 2015 being updated to reflect the processes of the subsequent years.

Collisions are categorically analyzed given the crash type and severity. If a crash included a moped, motorcycle, bus, and bicyclist or pedestrian, the crash was subsequently classified as a “moped/motorcycle”, “bus”, “bicycle” or “pedestrian” crash, accordingly, regardless of the number of vehicles involved. If the crash involved only motor vehicles, the “crash modal type” classification identified the number of cars: one car, two cars, or three or more cars (***Tables and figures to be included in Final Report.***). The “severity” classification of a collision is dependent upon the most severe injury that resulted from a crash. For example, if a crash resulted in a fatality as well as a non-incapacitating injury, the severity of the crash had an assigned classification as “Fatal Injury.” Most data methods used in the report are self-explanatory.

Collisions were analyzed using available geographic, road inventory, and traffic count data. Individual crashes were located according to reported geographic coordinates which were available for more than **93%** of all records. A crash frequency was determined for each intersection by tabulating the total number of crashes that occurred within a **250-ft radius** of the center of the intersection. Crash rates were determined from available traffic data from the City of

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Bloomington, the Town of Ellettsville, Monroe County, and the Indiana Department of Transportation using standard adjustments and engineering judgment as necessary. (***Tables and figures to be included in Final Report.**)

When reading the Crash Report, it is important to understand the distinction between “crashes” and “individuals.” The term “crash” refers to the characteristics of the crash itself under consideration. For example, a “Fatal Injury” column (e.g., “Crash by Type and Severity, 2015-2019”) shows how many crashes resulted in a fatal injury; it would be incorrect, however, to interpret this column as the number of fatalities since more than one fatality can result from a single crash.

Crash Characteristics

This section provides a summary of crash characteristics in Monroe County, including the type and severity of crashes from 2015-2019. These factors reflect trends in the overall safety of the transportation system.

A further breakdown of the Calendar Year 2015-2019 crash totals provides insights into trends involving pedestrians, bicyclists, buses, mopeds/motorcycles, scooters, and crashes that resulted in fatalities. Over the course of the five years analyzed, there were **forty-three (43)** fatal crashes resulting in **forty-eight (48)** fatalities (**Table X**), slightly fewer than the **fifty (50)** fatalities reported from 2014 to 2018. Of the twenty (43) fatal crashes, (X) resulted from two-car crashes, (X) were from one-car crashes, (X) involved mopeds/motorcycles, and (X) involved a pedestrian. For the nine years prior to 2016, there have been no fatalities involving a bicycle or a bus. This has not been the case during this current five-year period. (***More information to follow. Tables and figures to be included in Final Report.**)

The time distribution of crashes continues to follow a predictable pattern correlating with peak hour and off-peak hour traffic volumes. The greatest number of crashes occurred during weekday rush hours between 4:00 P.M. and 6:00 P.M., with an average slightly greater than one (1) crash per hour for the entire county. There is also a peak from 12:00 P.M. to 1:00 P.M. on weekdays. The weekend also follows a similar pattern in terms of frequency of crashes, but the crash rate has a more even distribution through the day and early evening hours. Between the hours of 7:00 PM and 4:00 AM, the weekend experiences a higher crash frequency compared with weekdays. Friday continued to have the highest number of crashes overall, while Sunday had the lowest number of crashes.

State and federal designated highway routes are prominently featured in the list of the highest crash frequency intersections or the total number of crashes over a given time period. Higher traffic volumes on these roads are undeniably the primary factor. INDOT jurisdictional intersections at SR 37 and 3rd Street, SR 45/46 and 10th Street, and SR 37 and Bloomfield Road are consistently high frequency crash locations. These intersections therefore warrant constant monitoring as do several local jurisdictional intersections that exhibit consistently high crash frequencies.

The leading cause of crashes during the Calendar Year 2015-2019 study period was once again a “failure to yield right of way” with **XXXX** incidents. A typical leading cause of this includes “following too closely” and “unsafe backing”, although most “unsafe backing” incidents have been omitted in this report due to them not occurring in the public right-of-way, such as within private parking lots. These causes are addressable through education efforts as well as through selective physical improvements. “Running off the right side of the road” and “speeding in adverse weather” additionally present opportunities for physical safety improvements, such as guard rails, rumble strips, and interactive signage. These types of improvements warrant further exploration for crash reductions; however they are designed to decrease the amount of crashes resulting in injuries and fatalities. (***Tables and figures to be included in Final Report.**)

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Crashes involving pedestrians and bicyclists are considerably important within the BCCMPO's Metropolitan Planning Area given a relatively high number of urbanized area non-motorized trips, the vulnerability to injury of individuals using these modes, and the BCCMPO's goals for increasing walking and bicycling modal shares. Compared to other types of crashes, those involving pedestrians and bicyclists are much more likely to result in a fatality or an incapacitating injury. Reducing the frequency and severity of these crashes is therefore a priority. **(*Tables and figures to be included in Final Report.)**

Time of Crashes

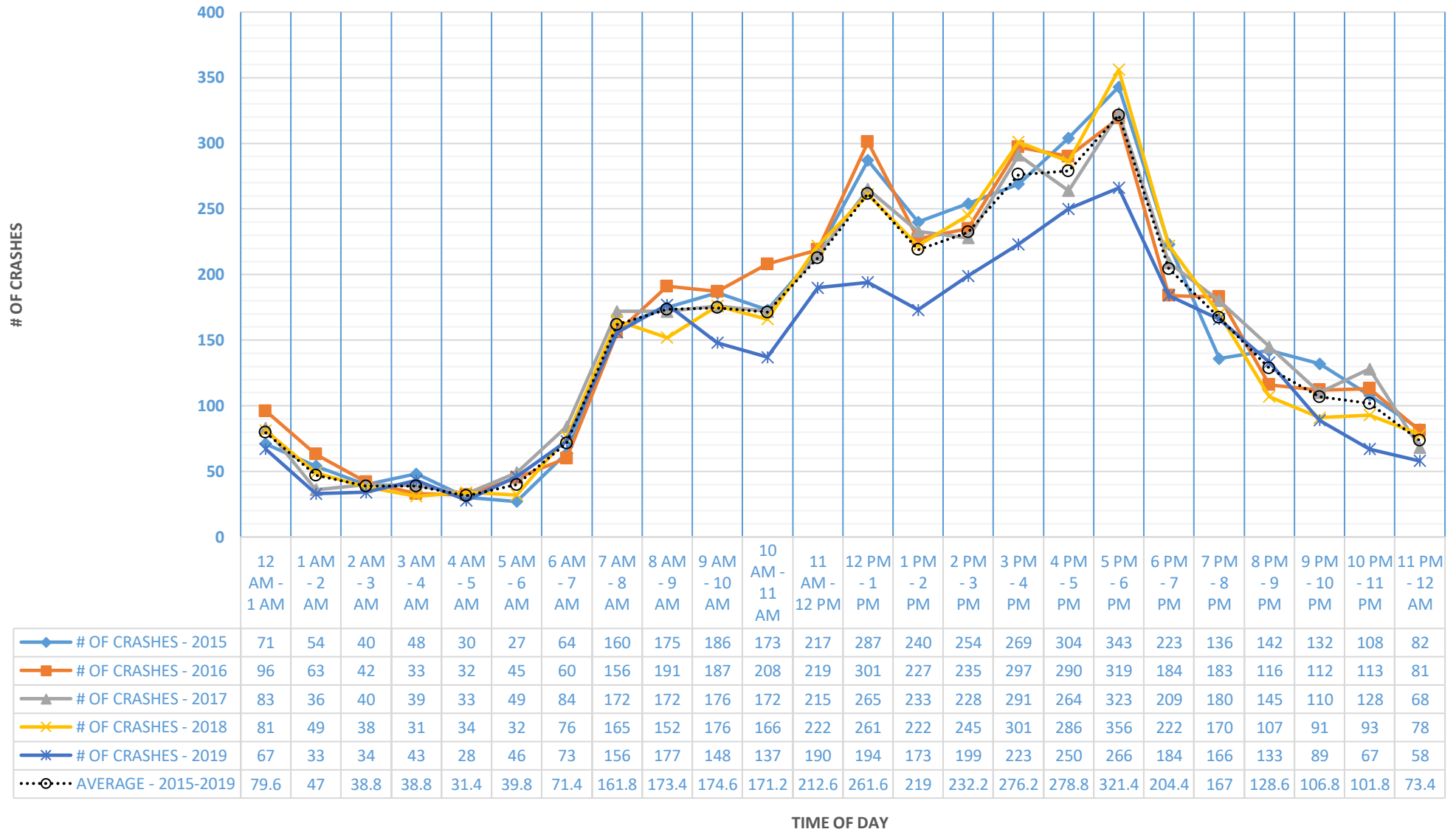
This section summarizes the number of crashes by hour and day. Law enforcement agencies and emergency responders can use these data relating to the timing of crashes for planning purposes. Additionally, decision makers may use this information in an attempt to reduce peak crash times.

On weekdays, the number of crashes typically peaked in conjunction with the morning rush hour, 7:00 AM to 9:00 AM, and then increased gradually throughout the day until peaking again in conjunction with the evening rush hour, 4:00 PM to 6:00 PM (**Figure X**). There was an additional peak at noon around the lunch hour. The late afternoon was the most likely time for a crash to occur, with more than one per hour.

The hourly distribution of weekend crashes exhibits a predictable pattern. Crashes in the late evening and early morning are apparently more common during the weekend, and rush hour peaks were not as prevalent as on weekdays. During the Calendar Year 2013-2015 study period, a greater number of crashes occurred on Fridays than on any other day and the fewest crashes occurred on Sundays (**Figure X**).

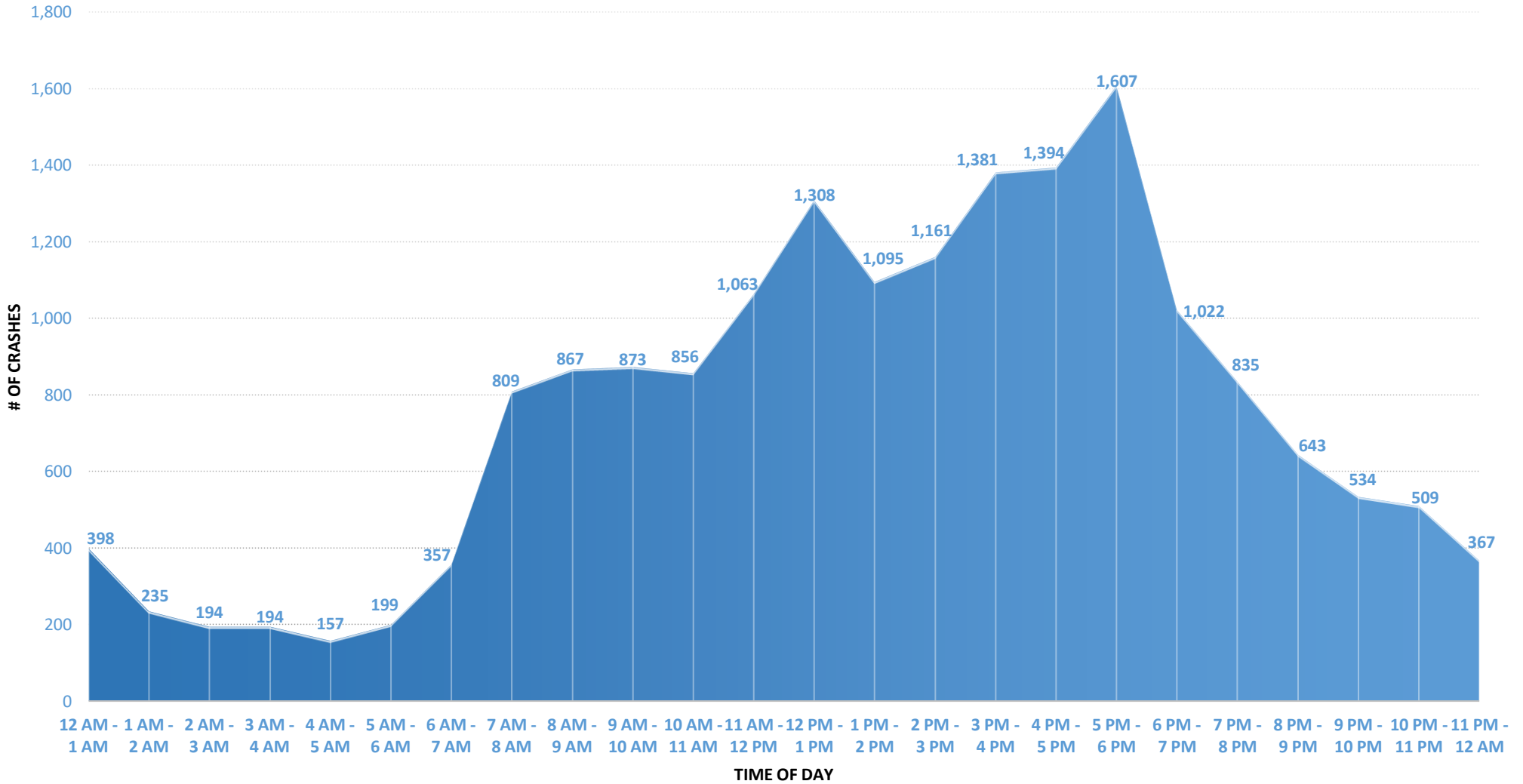
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OF CRASHES BY TIME OF DAY - 2015-2019



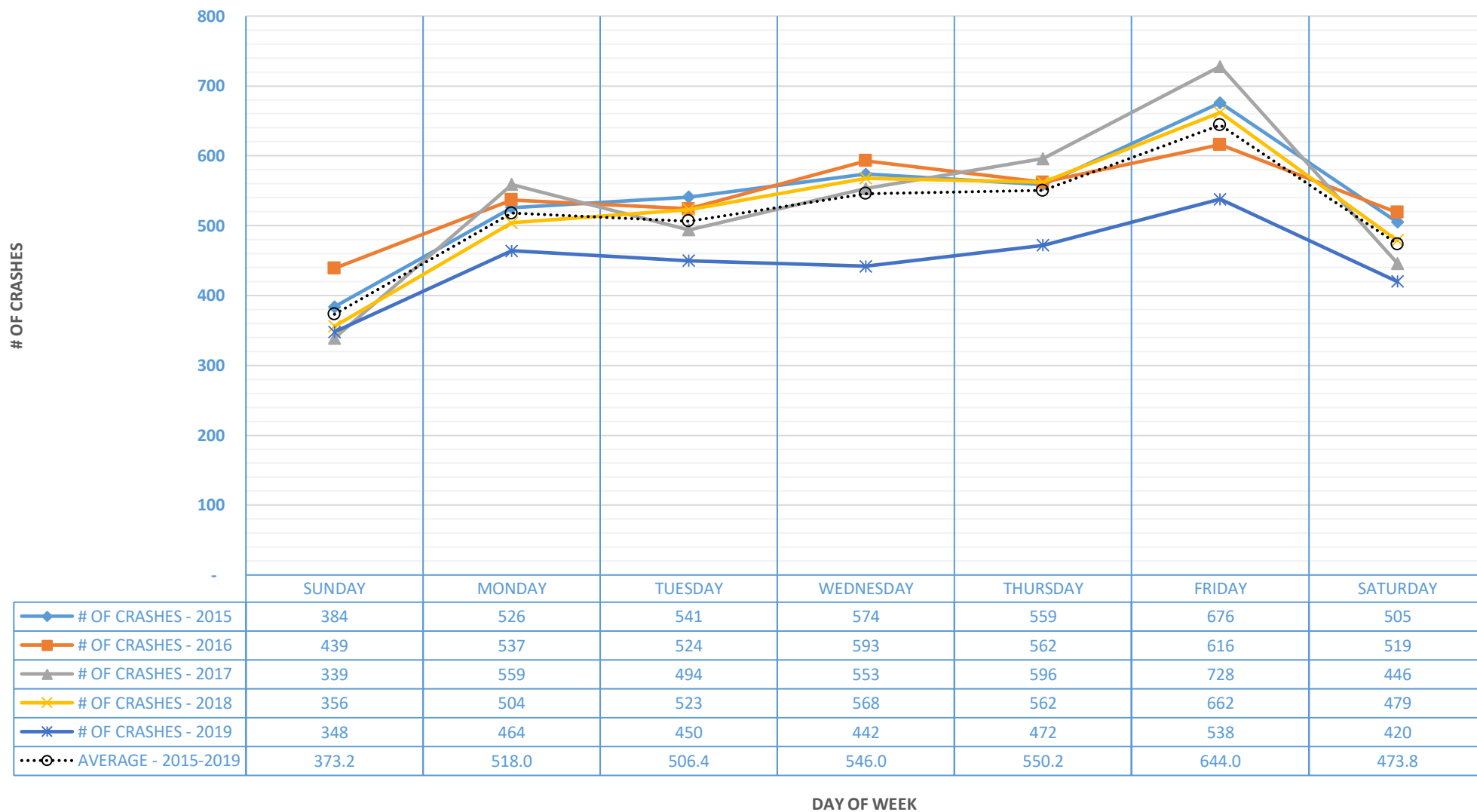
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CUMULATIVE # OF CRASHES BY TIME OF DAY - 2015-2019



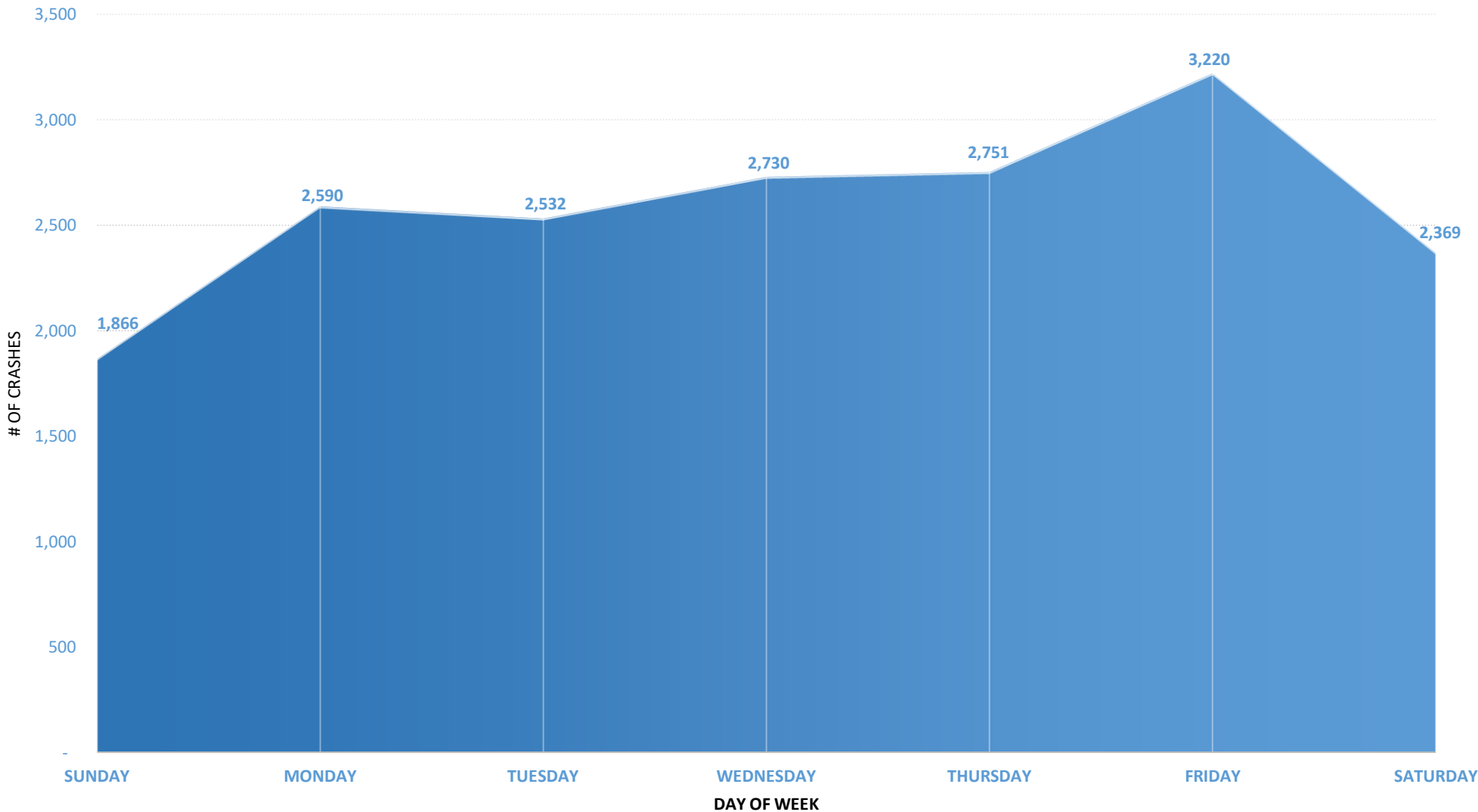
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OF CRASHES BY DAY OF WEEK - 2015-2019



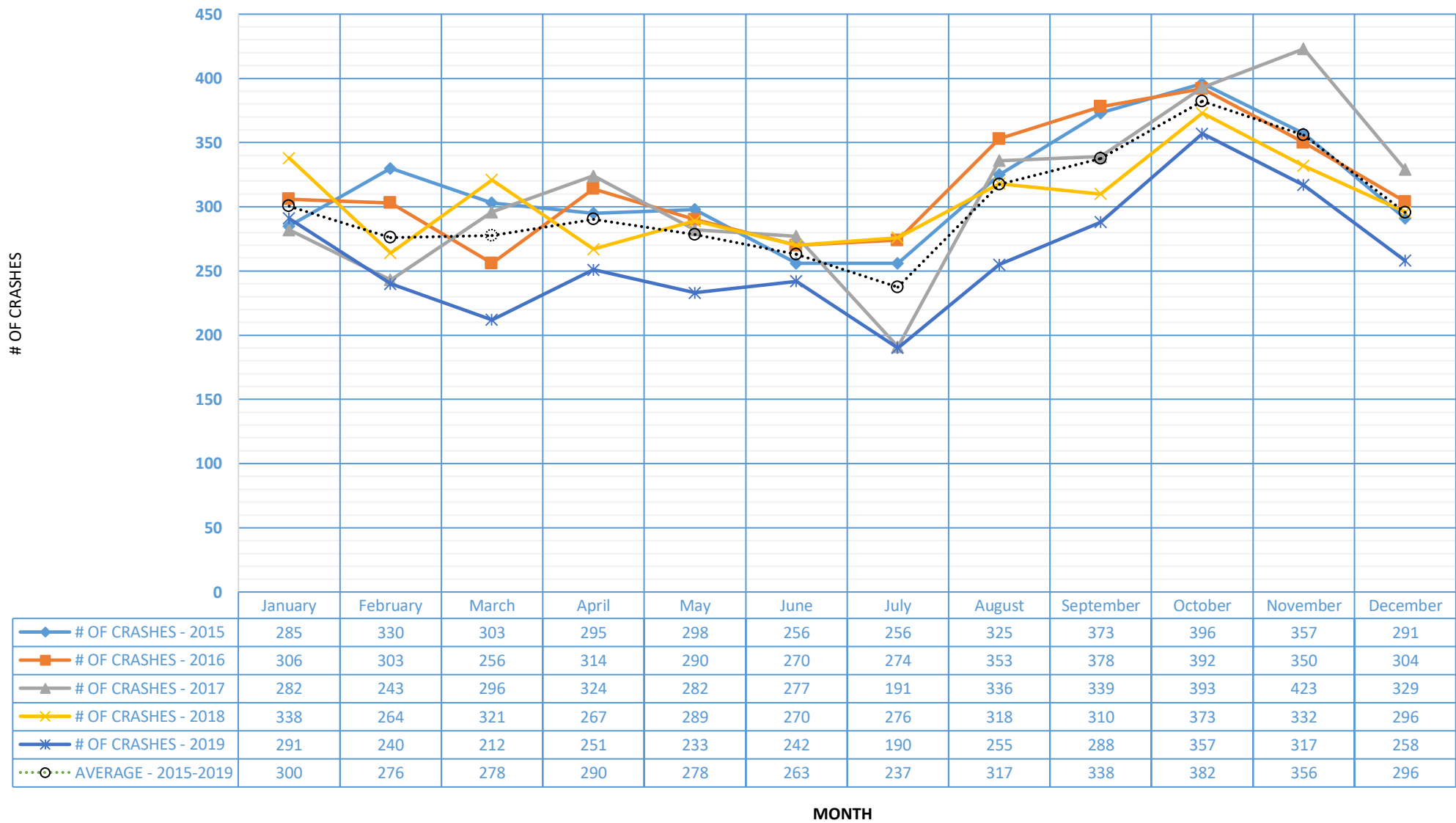
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CUMULATIVE # OF CRASHES BY DAY OF WEEK - 2015-2019



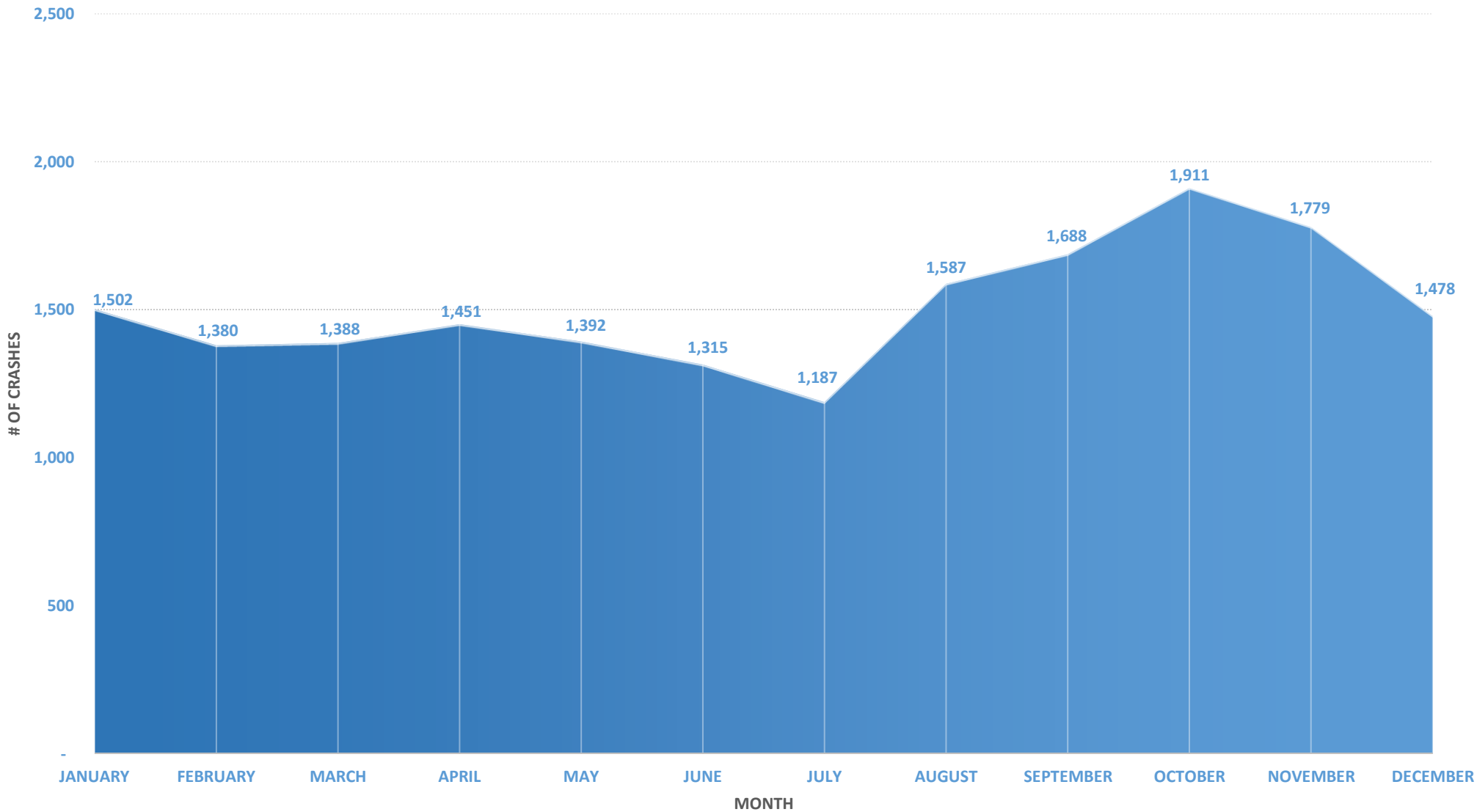
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OF CRASHES BY MONTH - 2015-2019



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CUMULATIVE # OF CRASHES BY MONTH - 2015-2019



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Crash Locations

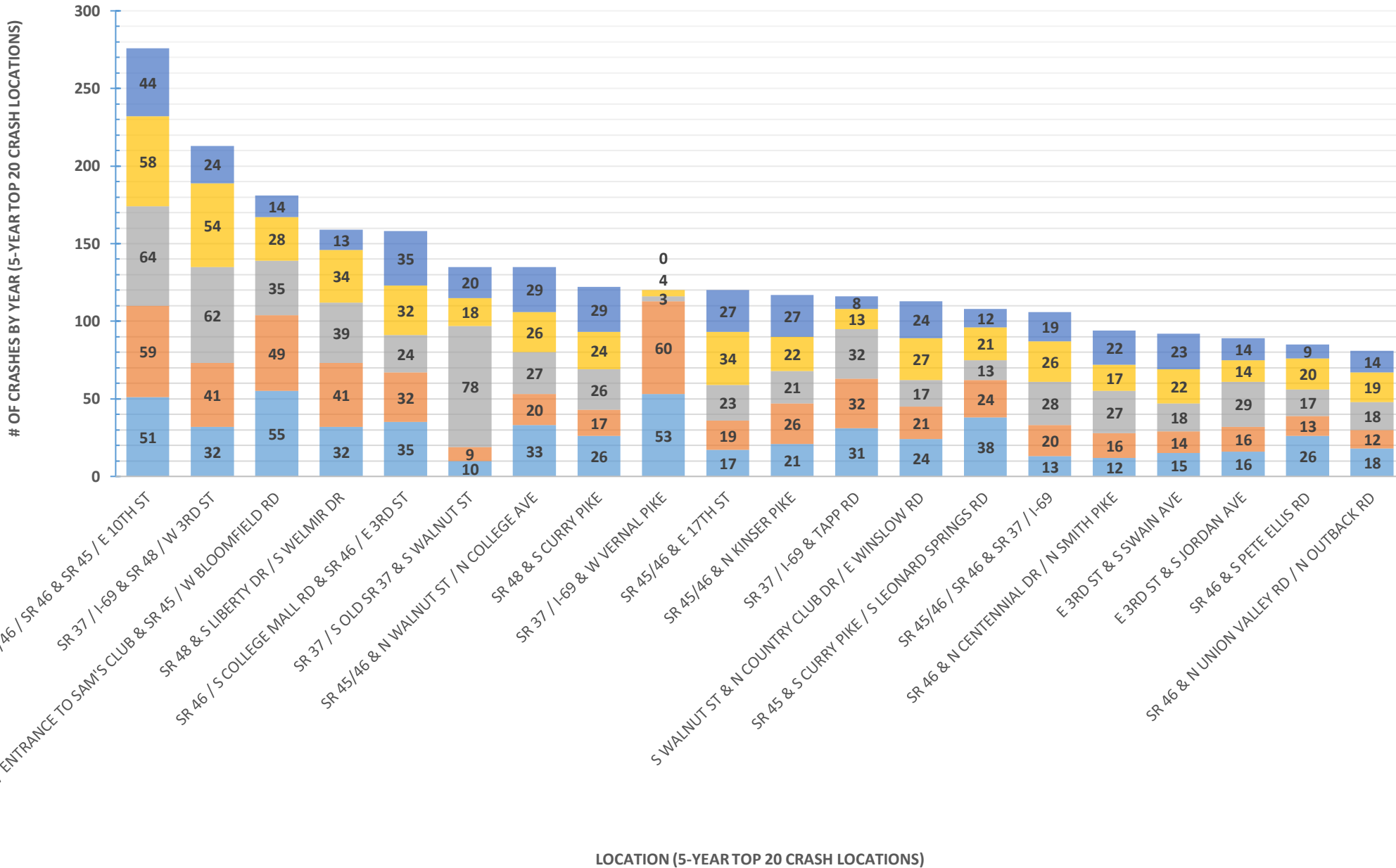
This section addresses the spatial distribution of crashes in Monroe County highlighting locations of high crash frequency, crash rates, and crash severity (**Table X**). This identification process used a stepwise approach: (1) ranking the sum total of all CY 2015-2019 all Monroe County intersection crash locations into the “Top 50 Crash Locations,” (2) adjusting these crash locations with traffic volume data thereby deriving five-year crash rates, and (3) a derivation of intersection severity rates. (***Additional tables and figures to be included in Final Report.**)

The methodology used in this report does not identify locations which have a higher than expected (i.e. statistically significant) crash totals, crash rates, or severity indices. Future crash reports should therefore consider a comparative analysis of intersections with similar operating characteristics. The BMCMPPO staff shall additionally explore a network solution for calculating crash rates at lower crash frequency locations.

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TOP 20 CRASH LOCATIONS - 5-YEAR TOTAL - 2015-2019

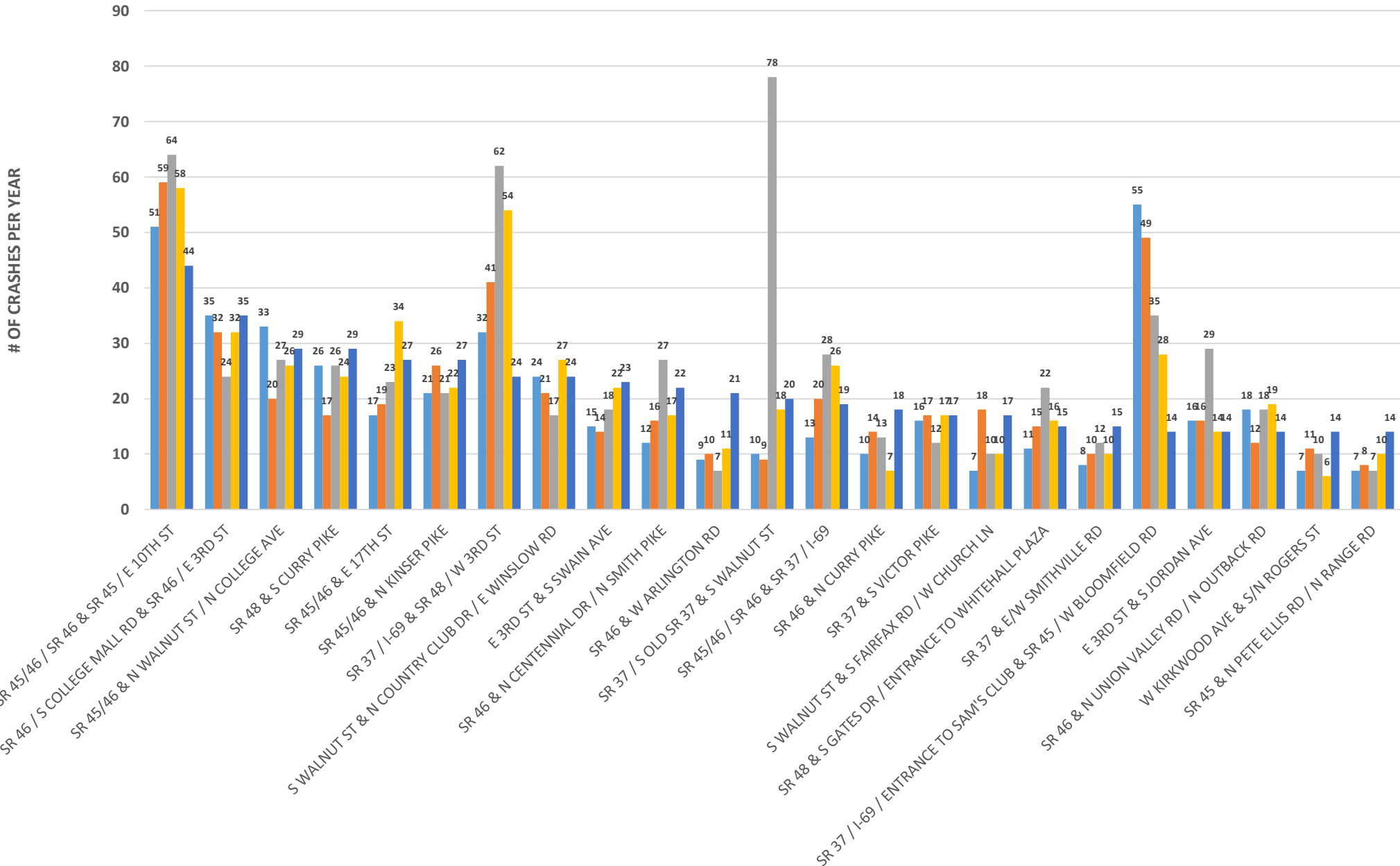
■ # OF CRASHES - 2015
 ■ # OF CRASHES - 2016
 ■ # OF CRASHES - 2017
 ■ # OF CRASHES - 2018
 ■ # OF CRASHES - 2019



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TOP 20 CRASH LOCATIONS OF 2019 WITH 5-YEAR REFERENCE - 2015-2019

OF CRASHES - 2015 # OF CRASHES - 2016 # OF CRASHES - 2017 # OF CRASHES - 2018 # OF CRASHES - 2019



TOP CRASH LOCATIONS OF 2019

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TOP 50 CRASHES BY LOCATION (5-YEAR RANKS, AVERAGES, TOTALS, AND PROGRESS)					
Intersection	INTERSECTION RANK - 2015- 2019	AVERAGE INTERSECTION RANK - 2015- 2019	5-YEAR TOTAL # OF CRASHES RANK - 2015-2019	5-YEAR AVERAGE # OF CRASHES - 2015-2019	5-YEAR TOTAL # OF CRASHES - 2015-2019
SR 45/46 / SR 46 & SR 45 / E 10TH ST	1	1.8	1	55.2	276
SR 37 / I-69 & SR 48 / W 3RD ST	2	4.6	2	42.6	213
SR 37 / I-69 / ENTRANCE TO SAM'S CLUB & SR 45 / W BLOOMFIELD RD	4	6.8	3	36.2	181
SR 48 & S LIBERTY DR / S WELMIR DR	6	8.4	4	31.8	159
SR 46 / S COLLEGE MALL RD & SR 46 / E 3RD ST	3	6.0	5	31.6	158
SR 45/46 & N WALNUT ST / N COLLEGE AVE	5	7.6	6	27.0	135
SR 37 / S OLD SR 37 & S WALNUT ST	25	32.4	6	27.0	135
SR 48 & S CURRY PIKE	7	11.0	8	24.4	122
SR 45/46 & E 17TH ST	9	11.8	9	24.0	120
SR 37 / I-69 & W VERNAL PIKE	115	119.4	9	24.0	120
SR 45/46 & N KINSER PIKE	8	11.2	11	23.4	117
SR 37 / I-69 & TAPP RD	16	22.8	12	23.2	116
S WALNUT ST & N COUNTRY CLUB DR / E WINSLOW RD	9	11.8	13	22.6	113
SR 45 & S CURRY PIKE / S LEONARD SPRINGS RD	12	17.0	14	21.6	108
SR 45/46 / SR 46 & SR 37 / I-69	11	15.0	15	21.2	106
SR 46 & N CENTENNIAL DR / N SMITH PIKE	15	22.0	16	18.8	94
E 3RD ST & S SWAIN AVE	13	20.0	17	18.4	92
E 3RD ST & S JORDAN AVE	14	21.8	18	17.8	89
SR 46 & S PETE ELLIS RD	20	27.4	19	17.0	85
SR 46 & N UNION VALLEY RD / N OUTBACK RD	18	24.6	20	16.2	81
SR 37 & S VICTOR PIKE	17	23.4	21	15.8	79
SR 48 & S GATES DR / ENTRANCE TO WHITEHALL PLAZA	21	28.0	21	15.8	79
SR 45 & S LIBERTY DR / S HICKORY LEAF DR	22	30.0	23	15.6	78
S WALNUT ST & E/W GRIMES LN	19	26.8	24	15.0	75
E 10TH ST & N JORDAN AVE	23	30.6	25	14.6	73
S WALNUT ST & E RHORER RD / W GORDON PIKE	31	41.0	26	14.4	72

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E 10TH ST & N UNION ST	24	31.6	27	14.0	70
E/W 10TH & N COLLEGE AVE	30	40.8	28	14.0	70
W 2ND ST & S PATTERSON DR	25	32.4	29	13.2	66
N CURRY PIKE & W VERNAL PIKE	27	35.6	30	12.8	64
SR 45/46 & N RANGE RD	28	35.8	30	12.8	64
SR 37 / I-69 & E/W SAMPLE RD	44	52.0	30	12.8	64
SR 46 & N CURRY PIKE	34	43.6	33	12.4	62
S WALNUT ST & S FAIRFAX RD / W CHURCH LN	37	46.4	33	12.4	62
W OLD SR 37 & N WALNUT ST / N SR 37 BUSINESS	29	38.0	33	12.4	62
SR 46 & N HARTSTRAIT RD	32	41.2	36	12.2	61
W 17TH ST & N KINSER PIKE / N MADISON ST	36	45.4	37	11.8	59
SR 46 & W ARLINGTON RD	46	56.2	38	11.6	58
E COVENANTER DR & S COLLEGE MALL RD	33	41.4	38	11.6	58
W 3RD ST & S COLLEGE AVE	45	54.8	40	11.4	57
SR 45/46 & N DUNN ST	35	44.6	40	11.4	57
N/S COLLEGE AVE & W KIRKWOOD AVE	39	47.4	40	11.4	57
SR 46 & N/S SALE ST (2 INTERSECTIONS)	38	46.6	43	11.2	56
SR 37 & E/W DILLMAN RD	49	58.8	43	11.2	56
SR 37 & E/W SMITHVILLE RD	40	49.2	45	11.0	55
E/W 3RD ST & S WALNUT ST	66	78.6	46	10.8	54
W 2ND ST & S COLLEGE AVE	41	50.6	46	10.8	54
E/W 7TH ST & N WALNUT ST	43	51.0	46	10.8	54
W 3RD ST / S ADAMS ST & S PATTERSON DR	42	50.8	49	10.6	53
N/S WALNUT ST & E/W KIRKWOOD AVE	48	58.0	49	10.6	53
SR 46 & KINGSTON DR S	61	73.4	51	9.8	49
E 3RD ST & S HIGHLAND AVE	54	64.4	51	9.8	49
SR 37 & E/W MONROE DAM RD	65	77.6	51	9.8	49

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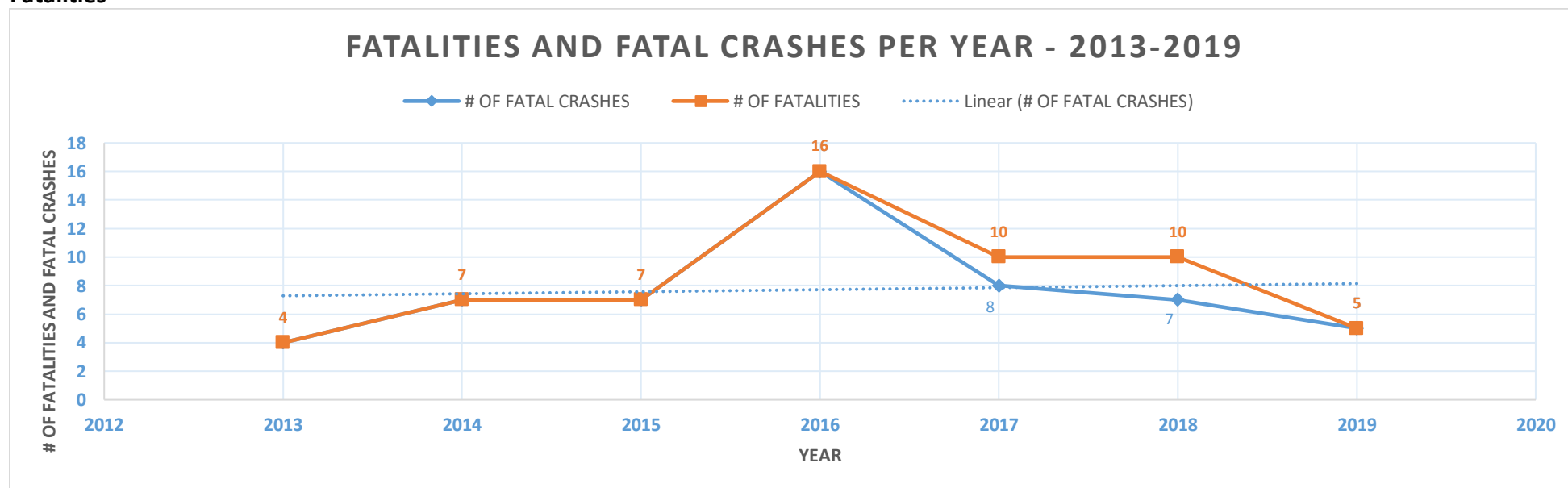
Crash Factors

This section summarizes the primary crash factors from 2015 to 2019. An understanding of these causes informs infrastructure investments, enforcement activities, and educational efforts. Traffic law enforcement and road design can address unsafe speeds, while guardrail, rumble strips, or safety education can mitigate the tendency of motorists to drive off the road. Similarly, enforcement and education could reduce the number of crashes attributable to alcohol potentially leading to a decrease of weekend/late night hit and run crashes.

Table XX illustrates the Top 10 Primary Crash Factors for 2015-2019 by Severity. **(*Tables and figures to be included in Final Report.)*** Failure to Yield Right-of-Way was once again the most common cause of crashes, contributing to nearly XXXX crashes from 2015 to 2019. Following Too Closely and Unsafe Backing were additional significant crash factors. While failing to yield right of way was the most frequent crash cause, running off the road to the right was more dangerous based on the percentage of crashes that resulted in fatality or incapacitating injury. **Table XX** shows the Top 10 Primary Crash Factors for 2015-2019 ranked in order of percent of incapacitating injury resulting from the crash. Of the most during the time period, which resulted in XXXX (X) fatal crashes and the highest percentage of incapacitating injury.

The frequency of crashes ranked by primary factor provides information about which crashes happen most often. The percentage comparison reveals which primary factors for crashes have previously resulted in injury and which are less likely to result in injury. For example, unsafe backing ranked third as a primary factor in a crash, but comparing likelihood of injury, 98% of crashes from unsafe backing result in no injury.

Fatalities



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FATAL CRASH PRIMARY FACTORS - 2015

RANK	PRIMARY FACTOR	FATAL INJURY	% OF TOTAL
1	RAN OFF ROAD - RIGHT	4	57%
2	UNSAFE SPEED	1	14%
2	DISREGARD SIGNAL / REG SIGN	1	14%
2	LEFT OF CENTER	1	14%
TOTAL		6	100%

FATAL CRASH PRIMARY FACTORS - 2016

RANK	PRIMARY FACTOR	FATAL INJURY	% OF TOTAL
1	RAN OFF ROAD - RIGHT	4	25%
1	LEFT OF CENTER	4	25%
3	UNSAFE SPEED	3	19%
4	SPEED TOO FAST - WEATHER CONDITIONS	2	33%
5	DISREGARD SIGNAL / REG SIGN	1	6%
5	PEDESTRIAN ACTION	1	6%
5	FAILURE TO YIELD RIGHT-OF-WAY	1	6%
TOTAL		16	100%

FATAL CRASH PRIMARY FACTORS - 2017

RANK	PRIMARY FACTOR	FATAL INJURY	% OF TOTAL
1	RAN OFF ROAD - RIGHT	3	33%
1	DRIVER DISTRACTED	3	33%
3	ANIMAL/OBJECT IN ROADWAY	1	10%
3	OVERCORRECTING/OVERSTEERING	1	10%
3	FAILURE TO YIELD RIGHT-OF-WAY	1	10%
3	LEFT OF CENTER	1	10%
TOTAL		10	100%

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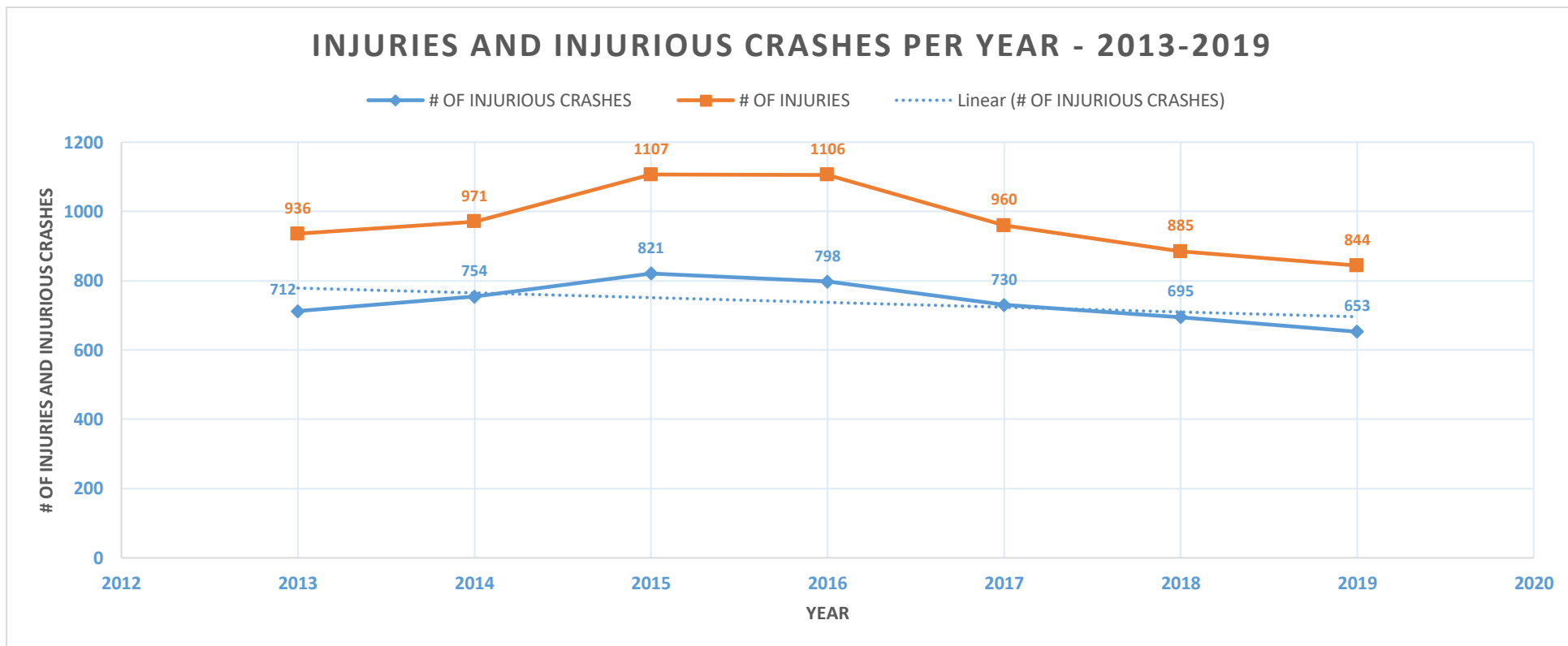
FATAL CRASH PRIMARY FACTORS - 2018			
RANK	PRIMARY FACTOR	FATAL INJURY	% OF TOTAL
1	LEFT OF CENTER	5	50%
2	FAILURE TO YIELD RIGHT-OF-WAY	1	10%
2	IMPROPER LANE USAGE	1	10%
2	UNSAFE BACKING	1	10%
2	ENGINE FAILURE OR DEFECTIVE	1	10%
2	PEDESTRIAN ACTION	1	10%
TOTAL		10	100%

FATAL CRASH PRIMARY FACTORS - 2019			
RANK	PRIMARY FACTOR	FATAL INJURY	% OF TOTAL
1	REAR-END - CAR TO BICYCLIST	1	20%
2	PEDESTRIAN ACTION	1	20%
3	RAN OFF ROAD - RIGHT	1	20%
4	RAN OFF ROAD - LEFT	1	20%
5	DRIVER ILLNESS	1	20%
TOTAL		5	100%

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FATAL CRASH PRIMARY FACTORS - 2015-2019			
RANK	PRIMARY FACTOR	FATAL INJURY	% OF TOTAL
1	RAN OFF ROAD - RIGHT	11	23%
1	LEFT OF CENTER	11	23%
3	UNSAFE SPEED	4	9%
4	PEDESTRIAN ACTION	3	6%
4	FAILURE TO YIELD RIGHT-OF-WAY	3	6%
4	DRIVER DISTRACTED	3	6%
7	DISREGARD SIGNAL / REG SIGN	2	4%
7	SPEED TOO FAST - WEATHER CONDITIONS	2	4%
9	ANIMAL/OBJECT IN ROADWAY	1	2%
9	OVERCORRECTING/OVERSTEERING	1	2%
9	IMPROPER LANE USAGE	1	2%
9	UNSAFE BACKING	1	2%
9	ENGINE FAILURE OR DEFECTIVE	1	2%
9	REAR-END - CAR TO BICYCLIST	1	2%
9	RAN OFF ROAD - LEFT	1	2%
9	DRIVER ILLNESS	1	2%
TOTAL		47	100%

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To: BMCMPO Policy Committee

From: Pat Martin and Ryan Clemens
BMCMPO Staff

Date: May 7, 2021

Re: FY 2022-2026 Transportation Improvement Program (TIP) - New Local Projects

The BMCMPO staff received a total of twenty-nine (29) local project applications from Bloomington Transit, Rural Transit, Monroe County, and the City of Bloomington. The staff did not receive any applications from the Town of Ellettsville or Indiana University Campus Bus. Fiscal constraint discussions between Bloomington Transit, Monroe County, and the City of Bloomington are necessary in coming weeks given that total funding requests exceeded fiscal constraint limitations.

The following text identifies all new local projects, the purpose and need of each project, and a description of project elements.

Crosswalk Safety Improvement Projects

Purpose and Need: This project will install or enhance pedestrian crosswalks throughout the City. This project qualifies for HSIP funding through its use of low-cost, systematic improvements including new pedestrian crosswalks, pedestrian curb ramps, and pedestrian refuge areas. Project locations will be prioritized to focus on areas with low accessibility compliance and high crash risk.

Project Elements:

- Marked crosswalks
- Accessible curb ramps
- Warning signs
- Flashing beacons
- Median refuge islands
- Curb bulb-outs,
- Raised crosswalks
- Signal equipment upgrades, and
- Other features Modify or reconstruct curb ramps to meet current accessibility guidelines

This project supports the City's adopted accessibility guidelines (PROWAG) as well as the City's ADA Transition Plan. More specifically, this project will reduce the risk of crashes involving pedestrians crossing a street.

Downtown Curb Ramps Phase IV

Purpose and Need: This project will install or improve pedestrian curb ramps in and near downtown Bloomington. This project qualifies for HSIP funding through its use of low-cost, systematic improvements including new pedestrian curb ramps and refuge areas at areas of high conflict between pedestrians and vehicular traffic. Work will take place in and around the downtown area and locations will be prioritized to

focus on locations with low accessibility compliance and high levels of interaction between pedestrians and motor vehicles.

Project Elements:

- Modify or reconstruct curb ramps to meet current accessibility guidelines
- Curb bump-outs
- Accessible connections to transit stops, and
- Other modifications based on site specific context.

This project supports the City's adopted accessibility guidelines (PROWAG) as well as the City's ADA Transition Plan. More specifically, this project will reduce the risk of crashes involving pedestrians crossing a street.

High Street Intersection Modernization and Multiuse Path

Purpose and Need: The project will improve safety, accessibility, and mobility for all modes of transportation in this important corridor from High Street from Arden Drive to 3rd Street. This project may be reduced or phased based on federal funding award or other constraints.

The project seeks to reduce conflicts between modes by constructing a multiuse path to connect to the existing (currently under construction) multiuse path and Jackson Creek Trail south of Arden Drive. Accessible bus stops will be constructed to complement the existing transit routes on the street. The traffic signals at Hillside Drive, 2nd Street, and 3rd Street will each be more than 30 years old when this project goes to construction. These traffic signals require replacement due to their age, but also to provide safety improvements such as signal head backplates, accessible pedestrian pushbuttons and countdown timers, and modern equipment capable of incorporating signal timings optimized to accommodate all modes. The intersection at 3rd Street will be evaluated for a realignment that is expected to significantly reduce delay by removing split phasing. All intersections will be evaluated for options to provide shorter pedestrian crosswalks. The project will also pursue other geometric modifications to reduce crash risk by encouraging speed limit compliance. The project will include signage and marking updates to improve predictability.

Project Elements:

This project will include

- Sidewalk curb ramps
- Accessible bus stops
- Multiuse path construction,
- Updated signage, and
- Traffic signal modernizations.

The project will be constructed to optimize safety and comfort for users of all ages and abilities and all modes of transportation. The project will comply with PROWAG, the City's adopted accessibility standards and will comply with all required environmental and historical regulations per the federal process. The project will have an appropriate maintenance of traffic plan to accommodate all users during construction.

Old SR 37 at Dillman Road Intersection Improvement

Purpose and Need: This intersection improvement project will consist of either a conventional intersection improvements with a traffic signal or a roundabout intersection if the topography, roadway grades and available land will allow for the construction.

The project will involve approximately 1,000 ft. of Old SR 37 and approximately 400 ft. of Dillman Road depending on the alternative selected. A conventional intersection will include northbound and southbound left turn lanes on Old SR 37 and a left turn lane for eastbound Dillman Road. The roundabout alternative will likely have two lanes for northbound and southbound traffic and a single lane for eastbound and westbound traffic. Lighting will be provided for both alternatives. Sight distance improvements will be made on Old SR 37 and intersection approach grades will be reduced on Dillman Road. No sidewalks, bicycle lanes or multi-use paths exist in the area. Crosswalks and sidewalks will be included as part of the intersection design and will accommodate future area sidewalk or multi-use path construction.

Project Elements:

This project will include

- Conventional intersection reconstruction or replacement with a roundabout
- Sight Distance improvements for approach grades,
- Future accommodation of sidewalks or multi-use paths.

Success of the project will be measured by the reduction in the number of crashes and the reduction in the severity of crashes at the intersection.

West 2nd Street Modernization and Safety Improvements

Purpose and Need: This project will improve safety, accessibility, and mobility for all modes of transportation in this important corridor. This project is also part of an effort to facilitate infill redevelopment of the current hospital site from Walker Street to the B-Line Trail. Work may extend west to Patterson Drive or east to College Avenue if desirable based on detailed design.

The project seeks to reduce conflicts between modes by providing accessible sidewalks on both sides of the street as well as a physically protected bicycle lane to connect the existing multiuse paths west of Walker to the existing B-Line Trail. Accessible bus stops will be constructed to complement the existing transit routes on the street. The traffic signals at Walker Street and at Rogers Street will each be more than 30 years old when this project goes to construction. These traffic signals require replacement due to their age, but also to provide safety improvements such as signal head backplates, improved detection, and modern equipment capable of incorporating signal timings optimized to accommodate all modes. The street will be surfaced because it requires maintenance and also to reallocate street space for the protected bicycle lanes. This work will include signage and marking updates to improve predictability. By reducing the width of the existing 16' travel lanes, the project will have a traffic calming effect that is expected to reduce crash risk for all modes. The new cross section will provide an opportunity for shorter and improved pedestrian crosswalks. The project will also incorporate access management by removing the old hospital's driveways and facilitating an urban street grid within the hospital site.

This project is necessary to improve both safety and mobility for all modes of transportation, but it is also specifically necessary to facilitate infill redevelopment of the current Bloomington Hospital site. This is a very central area of Bloomington where the short trip lengths are particularly conducive to walking and bicycling. As the hospital site redevelops, the multimodal demands on this street are expected to increase substantially.

Project Elements:

This project will include

- Sidewalks
- Bus stops
- Two-way protected bicycle lane
- Pavement maintenance, and
- Traffic signal replacements.

The project will be constructed to optimize safety and comfort for users of all ages and abilities and all modes of transportation. Project will comply with PROWAG, the City’s adopted accessibility standards. The project will comply with all required environmental and historical regulations per the federal process. The project will have an appropriate maintenance of traffic plan to accommodate all users during construction

Requested Action

Consideration of these new and all existing local projects within a fiscally constrained Draft FY 2020-2024 Transportation Improvement Program scheduled for presentation to the TAC and CAC on May26th, and the Policy Committee on June 11, 2021.

PPM/pm

Crosswalk Safety Improvement Project

BMCMPPO TIP - Project Prioritization Criteria		
	Weighting	Yes = 1, No = 0
System Preservation and Maintenance		
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	1
Project addresses a maintenance need (e.g. repaving, bridge repair)		1
Project is located within existing right of way		1
	Total	0.45
Safety		
Project addresses a known high crash risk location		
Project location is identified in the most recent MPO Crash Report's top 50 crash locations	20%	0
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		0
Project incorporates strategies that reduce crash risk		
Geometrical improvement for motorized safety	20%	1
Geometrical Improvement for non-motorized safety		1
Signalization Improvement		0
Signage/Wayfinding		1
Project improves safe travel to nearby schools (within 1 mile)		1
Other improvements with rationale as to how the project reduces crash risk		1
		Total
Multi-Modal Options		
Project incorporates Multi-Modal solutions		
Project located along existing transit service	20%	1
Project located along existing pedestrian/bicycle facility		1
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		0
Project includes sidewalk improvements		0
Project includes bicycle facility improvements		0
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		0
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		1
Project makes a connection to an existing active mode facility		0
	Total	0.8
Congestion Management		
Project incorporates congestion management strategies		
Grade separation or dedicated travel space for individual modes	10%	0
Improvements to access management		1
Signalization improvement		0
Improves parallel facility or contributes to alternative routing		0
Provides capacity for non-motorized modes		0
Adds transit capacity		0
Other strategies		1
	Total	0.2
Health and Equity		
Project provides increased accessibility for people with a low income & minorities	10%	1
Project corrects ADA non-compliance		1
Project promotes physical activity		1
Project reduces vehicle emissions		0
Project will not have a negative impact for a natural resource		1
Project will not have a negative impact for a socio-cultural resources		1
	Total	0.5
Consistency with Adopted Plans		
Project located along planned transit service	10%	1
Project located along planned pedestrian/bicycle facility		1
Local Master Thoroughfare Plan Priority		1
Transit Plan Priority		0
Bicycle/Pedestrian Plan Priority		1
Project supports goals and principles of MPO Metropolitan Transportation Plan		1
Project supports goals and principles of local land use plans		1
Other applicable planning documents		1
	Total	0.7
Context Sensitivity and Land Use		
Project contributes to the sense of place and matches the surrounding land use		
Project balances the need to move people with other desirable outcomes	15%	1
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		1
Project is seen as adding lasting value to the community		1
Project supports high quality growth and land use principles		
Project improves accessibility and/or connectivity to existing land use development	15%	1
Project location supports infill/redevelopment		1
Project contributes to transportation network grid development/roadway network connectivity		1
	Total	0.9
Overall Total		4.55

Source: BMCMPPO Complete Streets Policy, November 2018.
 Preliminary Project Scoring - 05-05-21

Downtown Curb Ramps Phase IV

BMCMPPO TIP - Project Prioritization Criteria		
	Weighting	Yes = 1, No = 0
System Preservation and Maintenance		
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	1
Project addresses a maintenance need (e.g. repaving, bridge repair)		1
Project is located within existing right of way		1
	Total	0.45
Safety		
Project addresses a known high crash risk location		
Project location is identified in the most recent MPO Crash Report's top 50 crash locations	20%	0
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		0
Project incorporates strategies that reduce crash risk		
Geometrical improvement for motorized safety	20%	1
Geometrical Improvement for non-motorized safety		1
Signalization Improvement		0
Signage/Wayfinding		1
Project improves safe travel to nearby schools (within 1 mile)		1
Other improvements with rationale as to how the project reduces crash risk		1
		Total
Multi-Modal Options		
Project incorporates Multi-Modal solutions		
Project located along existing transit service	20%	1
Project located along existing pedestrian/bicycle facility		1
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		0
Project includes sidewalk improvements		0
Project includes bicycle facility improvements		0
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		0
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		1
Project makes a connection to an existing active mode facility		0
	Total	0.8
Congestion Management		
Project incorporates congestion management strategies		
Grade separation or dedicated travel space for individual modes	10%	0
Improvements to access management		1
Signalization improvement		0
Improves parallel facility or contributes to alternative routing		0
Provides capacity for non-motorized modes		0
Adds transit capacity		0
Other strategies		1
	Total	0.2
Health and Equity		
Project provides increased accessibility for people with a low income & minorities	10%	1
Project corrects ADA non-compliance		1
Project promotes physical activity		1
Project reduces vehicle emissions		0
Project will not have a negative impact for a natural resource		1
Project will not have a negative impact for a socio-cultural resources		1
	Total	0.5
Consistency with Adopted Plans		
Project located along planned transit service	10%	1
Project located along planned pedestrian/bicycle facility		1
Local Master Thoroughfare Plan Priority		1
Transit Plan Priority		0
Bicycle/Pedestrian Plan Priority		1
Project supports goals and principles of MPO Metropolitan Transportation Plan		1
Project supports goals and principles of local land use plans		1
Other applicable planning documents		1
	Total	0.7
Context Sensitivity and Land Use		
Project contributes to the sense of place and matches the surrounding land use		
Project balances the need to move people with other desirable outcomes	15%	1
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		1
Project is seen as adding lasting value to the community		1
Project supports high quality growth and land use principles		
Project improves accessibility and/or connectivity to existing land use development	15%	1
Project location supports infill/redevelopment		1
Project contributes to transportation network grid development/roadway network connectivity		1
	Total	0.9
Overall Total		4.55

Source: BMCMPPO Complete Streets Policy, November 2018.
 Preliminary Project Scoring - 05-05-21

High Street Intersection Modernization and Multiuse Path

BMCMPPO TIP - Project Prioritization Criteria		
	Weighting	Yes = 1, No = 0
System Preservation and Maintenance		
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	1
Project addresses a maintenance need (e.g. repaving, bridge repair)		1
Project is located within existing right of way		1
	Total	0.45
Safety		
Project addresses a known high crash risk location		
Project location is identified in the most recent MPO Crash Report's top 50 crash locations	20%	0
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		0
Project incorporates strategies that reduce crash risk		
Geometrical improvement for motorized safety	20%	1
Geometrical Improvement for non-motorized safety		1
Signalization Improvement		1
Signage/Wayfinding		1
Project improves safe travel to nearby schools (within 1 mile)		1
Other improvements with rationale as to how the project reduces crash risk		1
		Total
Multi-Modal Options		
Project incorporates Multi-Modal solutions		
Project located along existing transit service	20%	1
Project located along existing pedestrian/bicycle facility		0
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		1
Project includes sidewalk improvements		1
Project includes bicycle facility improvements		1
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		1
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		1
Project makes a connection to an existing active mode facility		0
	Total	1.4
Congestion Management		
Project incorporates congestion management strategies		
Grade separation or dedicated travel space for individual modes	10%	1
Improvements to access management		1
Signalization improvement		1
Improves parallel facility or contributes to alternative routing		1
Provides capacity for non-motorized modes		1
Adds transit capacity		1
Other strategies		1
	Total	0.7
Health and Equity		
Project provides increased accessibility for people with a low income & minorities	10%	0
Project corrects ADA non-compliance		1
Project promotes physical activity		1
Project reduces vehicle emissions		1
Project will not have a negative impact for a natural resource		1
Project will not have a negative impact for a socio-cultural resources		1
	Total	0.5
Consistency with Adopted Plans		
Project located along planned transit service	10%	1
Project located along planned pedestrian/bicycle facility		1
Local Master Thoroughfare Plan Priority		1
Transit Plan Priority		1
Bicycle/Pedestrian Plan Priority		1
Project supports goals and principles of MPO Metropolitan Transportation Plan		1
Project supports goals and principles of local land use plans		1
Other applicable planning documents		1
	Total	0.8
Context Sensitivity and Land Use		
Project contributes to the sense of place and matches the surrounding land use		
Project balances the need to move people with other desirable outcomes	15%	1
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		1
Project is seen as adding lasting value to the community		1
Project supports high quality growth and land use principles		
Project improves accessibility and/or connectivity to existing land use development	15%	1
Project location supports infill/redevelopment		0
Project contributes to transportation network grid development/roadway network connectivity		1
	Total	0.75
Overall Total		5.8

Source: BMCMPPO Complete Streets Policy, November 2018.
 Preliminary Project Scoring - 05-05-21

Old SR 37 South at Dillman Road Intersection Improvement

BMCMPPO TIP - Project Prioritization Criteria

	Weighting	Yes = 1, No = 0
System Preservation and Maintenance		
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	0
Project addresses a maintenance need (e.g. repaving, bridge repair)		0
Project is located within existing right of way		0
	Total	0
Safety		
Project addresses a known high crash risk location		
Project location is identified in the most recent MPO Crash Report's top 50 crash locations		0
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		0
Project incorporates strategies that reduce crash risk		
Geometrical improvement for motorized safety	20%	1
Geometrical Improvement for non-motorized safety		1
Signalization Improvement		1
Signage/Wayfinding		1
Project improves safe travel to nearby schools (within 1 mile)		0
Other improvements with rationale as to how the project reduces crash risk		1
		Total
Project incorporates Multi-Modal solutions		
Project located along existing transit service	20%	0
Project located along existing pedestrian/bicycle facility		0
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		0
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		0
Project includes sidewalk improvements		1
Project includes bicycle facility improvements		1
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		0
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		1
Project makes a connection to an existing active mode facility		0
		Total
Congestion Management		
Project incorporates congestion management strategies		
Grade separation or dedicated travel space for individual modes	10%	0
Improvements to access management		0
Signalization improvement		1
Improves parallel facility or contributes to alternative routing		0
Provides capacity for non-motorized modes		1
Adds transit capacity		0
Other strategies		0
		Total
Health and Equity		
Project provides increased accessibility for people with a low income & minorities	10%	0
Project corrects ADA non-compliance		0
Project promotes physical activity		0
Project reduces vehicle emissions		0
Project will not have a negative impact for a natural resource		1
Project will not have a negative impact for a socio-cultural resources		1
		Total
Consistency with Adopted Plans		
Project located along planned transit service	10%	0
Project located along planned pedestrian/bicycle facility		0
Local Master Thoroughfare Plan Priority		0
Transit Plan Priority		0
Bicycle/Pedestrian Plan Priority		0
Project supports goals and principles of MPO Metropolitan Transportation Plan		1
Project supports goals and principles of local land use plans		1
Other applicable planning documents		1
	Total	0.3
Context Sensitivity and Land Use		
Project contributes to the sense of place and matches the surrounding land use		
Project balances the need to move people with other desirable outcomes	15%	1
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		1
Project is seen as adding lasting value to the community		1
Project supports high quality growth and land use principles		
Project improves accessibility and/or connectivity to existing land use development	15%	0
Project location supports infill/redevelopment		0
Project contributes to transportation network grid development/roadway network connectivity		0
	Total	0.45
Overall Total		2.75

Source: BMCMPPO Complete Streets Policy, November 2018.
 Preliminary Project Scoring - 05-05-21

West 2nd Street Modernization and Safety Improvements

BMCMPPO TIP - Project Prioritization Criteria

	Weighting	Yes = 1, No = 0
System Preservation and Maintenance		
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	1
Project addresses a maintenance need (e.g. repaving, bridge repair)		1
Project is located within existing right of way		1
Total		0.45
Safety		
Project addresses a known high crash risk location		
Project location is identified in the most recent MPO Crash Report's top 50 crash locations		0
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		0
Project incorporates strategies that reduce crash risk		
Geometrical improvement for motorized safety	20%	1
Geometrical Improvement for non-motorized safety		1
Signalization Improvement		1
Signage/Wayfinding		1
Project improves safe travel to nearby schools (within 1 mile)		1
Other improvements with rationale as to how the project reduces crash risk		1
Total		
Multi-Modal Options		
Project incorporates Multi-Modal solutions		
Project located along existing transit service	20%	1
Project located along existing pedestrian/bicycle facility		1
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		1
Project includes sidewalk improvements		1
Project includes bicycle facility improvements		1
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		1
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		1
Project makes a connection to an existing active mode facility		1
Total		
Congestion Management		
Project incorporates congestion management strategies		
Grade separation or dedicated travel space for individual modes	10%	1
Improvements to access management		1
Signalization improvement		1
Improves parallel facility or contributes to alternative routing		1
Provides capacity for non-motorized modes		1
Adds transit capacity		0
Other strategies		1
Total		
Health and Equity		
Project provides increased accessibility for people with a low income & minorities	10%	1
Project corrects ADA non-compliance		1
Project promotes physical activity		1
Project reduces vehicle emissions		1
Project will not have a negative impact for a natural resource		1
Project will not have a negative impact for a socio-cultural resources		1
Total		0.6
Consistency with Adopted Plans		
Project located along planned transit service	10%	1
Project located along planned pedestrian/bicycle facility		1
Local Master Thoroughfare Plan Priority		1
Transit Plan Priority		1
Bicycle/Pedestrian Plan Priority		1
Project supports goals and principles of MPO Metropolitan Transportation Plan		1
Project supports goals and principles of local land use plans		1
Other applicable planning documents		1
Total		0.8
Context Sensitivity and Land Use		
Project contributes to the sense of place and matches the surrounding land use		
Project balances the need to move people with other desirable outcomes	15%	1
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		1
Project is seen as adding lasting value to the community		1
Project supports high quality growth and land use principles		
Project improves accessibility and/or connectivity to existing land use development	15%	1
Project location supports infill/redevelopment		1
Project contributes to transportation network grid development/roadway network connectivity		1
Total		0.9
Overall Total		6.35

Source: BMCMPPO Complete Streets Policy, November 2018.
 Preliminary Project Scoring - 05-05-21



To: BMCMPO Policy Committee

From: Pat Martin, Ryan Clemens

Date: May 7, 2021

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

Bloomington Transit requests two (2) amendment to the BMCMPO FY 2020-2024 TIP. The proposed amendments include:

Bloomington Transit (BT) Bus Stop Improvements – Safety/Mobility/Preservation/Maintenance. This project will improve two (2) transit stop access points and other infrastructure improvements dependent upon assessed engineering needs.

Bloomington Transit - Two (2) Bus Stop Improvements (DES#Pending)					
Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
PE	2021	FTA 5310	\$29,800	\$7,450	\$37,250
CN	2021	FTA 5310	\$119,200	\$29,800	\$149,000
Totals			\$149,000	\$37,250	\$186,250

Bloomington Transit (BT) Acquisition of four (4) 35-foot Replacement Battery Electric (EV) Buses - Fleet Replacement (DES#2100084). This project is consistent with the 2045 Metropolitan Transportation Plan and Bloomington Transit goals of fleet replacements with electric vehicles that are less dependent on fossil fuels.

Bloomington Transit (BT) – Acquisition of four (4) 35-foot replacement battery electric (EV) buses (DES#1700763, 1700764, 1700765, 1700766, 1700767)					
Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2021	FTA 5339	\$3,200,000	\$800,000	\$4,000,000
Totals			\$3,200,000	\$800,000	\$4,000,000

Requested Action

Recommend the proposed projects as amendments to the BMCMPO FY 2020-2024 Transportation Improvement Program for the May 14, 2021 BMCMPO Policy Committee meeting.

PPM/pm



FY 2020-2024 Transportation Improvement Program Project Request Form

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

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Lew May
Phone: 812-961-0522
Email: mayl@bloomingtontransit.com

Section 2: Verification

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

4/19/21

Employee in Responsible Charge (ERC) Date

Section 3: Project Information

- A. Project Name: Bus Stop Improvements
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): Pending
- D. Project Location (detailed description of project termini): City of Bloomington
- E. Please identify the primary project type (select only one):
 - Bicycle & Pedestrian
 - Bridge
 - Road – Intersection
 - Road – New/Expanded Roadway

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

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

G. Allied Projects: N/A

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: 2021

Section 4: Financial Plan

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

Note: Fiscal Year 2021 begins on July 1, 2020, and ends on June 30, 2021.

Phase	Funding Source	FY 2021	FY 2022	FY 2023	FY 2024	Future	Outlying Years
PE	5310	\$ 29,800	\$	\$	\$	\$	\$
	Local Match	\$ 7,450	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	5310	\$ 119,200	\$	\$	\$	\$	\$
	Local Match	\$ 29,800	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$ 186,250	\$	\$	\$	\$	\$

Section 5: Complete Streets Policy

A. Select one of the following:

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

Not Applicable - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*

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

Justification for Exemption: _____

B. Additional Information:

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

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



FY 2020-2024 Transportation Improvement Program Project Request Form

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

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Lew May
Phone: 812-961-0522
Email: mayl@bloomingtontransit.com

Section 2: Verification

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

Employee in Responsible Charge (ERC) Date

Lew May 4/19/21

Section 3: Project Information

- A. Project Name: 35 Foot Replacement Battery Electric Buses
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): 1700763, 1700764, 1700765, 1700766, 1700767
- D. Project Location (detailed description of project termini): City of Bloomington
- E. Please identify the primary project type (select only one):
 - Bicycle & Pedestrian
 - Bridge
 - Road – Intersection
 - Road – New/Expanded Roadway

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

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

G. Allied Projects: N/A

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: Fall 2021

Section 4: Financial Plan

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

Note: Fiscal Year 2021 begins on July 1, 2020, and ends on June 30, 2021.

Phase	Funding Source	FY 2021	FY 2022	FY 2023	FY 2024	Future	Outlying Years
PE	5339	\$ \$3,200,000	\$	\$	\$	\$	\$
	Local	\$ \$800,000	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$ \$4,000,000	\$	\$	\$	\$	\$

Section 5: Complete Streets Policy

A. Select one of the following:

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

Not Applicable - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*

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

Justification for Exemption: _____

B. Additional Information:

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

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