BLOOMINGTON • MONROE COUNTY
mpo

POLICY COMMITTEE

July 9, 2021
1:30 – 3:00 p.m.
Virtual Location via Zoom
https://bloomington.zoom.us/j/98538089563?pwd=Slc4cjYrYzE4dFg2Y2ZvQVdic3FuZz09
Find your local number: https://bloomington.zoom.us/u/aeyTwwocej
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. May 14, 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. INDOT Infrastructure Target Updates
   b. Federal-Aid Requirements for Estimated Total Project Cost
   c.

VII. Old Business
   a. None.

VIII. New Business
   a. Electronic Meetings Policy - Resolution 21-01*
   b. Draft BMCMPO FY 2022- 2026 Transportation Improvement Program*
      (1) Fiscally unconstrained/constrained funding request summary
      (2) FY 2022 - 2026 TIP LPA and INDOT Projects
      (3) FY 2022 - 2026 TIP Appendices
      (4) Draft Submission Schedule, Legal Advertisements, Public Comment Period, Final Draft Review/Approval, and Final Submission Date.

IX. Communications from Committee Members *(non-agenda items)*
   a. Topic Suggestions for Future Agendas

X. Upcoming Meetings
   a. Technical Advisory Committee - August 25. 2021 at 10:00 a.m. (Hybrid)
   b. Citizens Advisory Committee - August 25, 2021 at 6:30 p.m. (Hybrid)
   c. Policy Committee - August 13, 2021 at 1:30 p.m. (Hybrid)

Adjournment

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

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

POLICY COMMITTEE
Meeting Minutes

May 14, 2021
1:30 - 3:00 p.m.
Virtual Electronic Location via Zoom

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)

Staff present: Pat Martin, Ryan Clemens

Guest: Lew May - Bloomington Transit

I. Call to Order and Introductions

II. Approval of the Agenda*
**** Scott Robinson motioned for approval. Nate Nickel seconded. Motion carried by roll call vote 10:0 - Approved.**

III. Approval of the Minutes*
a. April 9, 2021. Penny Githens noted corrections.
****Margaret Clemens motioned to postpone approval of the minutes until the next Policy Committee. Penny Githens seconded. Discussion ensued regarding the necessity of verbatim minutes. Motion failed by roll call vote 4-5-1.**
**** Scott Robinson motioned for approval of the meeting minutes. Pam Samples seconded. Motion carried by roll call vote 6:3:1 - Approved.**

IV. Communications from the Chair - None.

V. Reports from Officers and/or Committees
a. Citizens Advisory Committee. Sarah Ryterband reported the CAC met, reviewed the Draft BMCMPO Crash Report, and recommended approval of the FY 2020-2024 TIP Amendments.

b. Technical Advisory Committee
Lew May reported that the TAC met and recommended approval of the FY 2020-2024 TIP Amendments.

VI. Reports from the MPO Staff
a. Pat Martin reported on INDOT's approval of the FY 2021-2021Unified Planning Program.
b. Pat Martin reported on documentation from the National Association of Regional Councils regarding the condition of Indiana-specific infrastructure assessments relevant to the proposed American Jobs Plan.
c. Ryan Clemens presented the BMCMPO Draft CY 2015-2019 Crash Report.
d. Pat Martin reported on the BMCMPO FY 2022-2026 TIP Call for Projects and the project applications received, Preliminary Complete Streets scoring, and the development timetable leading up to an anticipated adoption of a FY 2022-2026 TIP by the Policy Committee on September 10, 2021.

VII. Old Business
None.

VIII. New Business

a. BMCMPO FY 2020-2024 TIP Amendments*

(1) Bloomington Transit - DES#Pending - Bus Stop Improvements at two (2) locations. Lew May from Bloomington Transit withdrew consideration of this Amendment by the Committee pending the completion of additional planning and engineering studies.

(2) Bloomington Transit - DES#1700763, 1700764, 1700765, 1700766, 1700767 - Acquisition of Four (4) 35-Foot Replacement Battery Electric (EV) Buses.

****Kent McDaniel moved to approve the amendment of this project into the FY 2020 – 2024 Transportation Improvement Program. Pam Samples seconded. Motion carried by roll call vote 9:0:1 - Approved.**

IX. Communications from Committee Members (non-agenda items) - None.

X. Upcoming Meetings

a. Policy Committee - June 11, 2021 at 1:30 p.m. (Virtual)
b. Technical Advisory Committee - June 23, 2021 at 10:00 a.m. (Virtual)
c. Citizens Advisory Committee - June 23, 2021 at 6:30 p.m. (Virtual)

Adjournment

**** Kent McDaniel motioned to adjourn. Pam Samples seconded. Motion carried.**

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

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INDOT Infrastructure Target Update

Todd Shields

May 27, 2021

NextLevel INDIANA

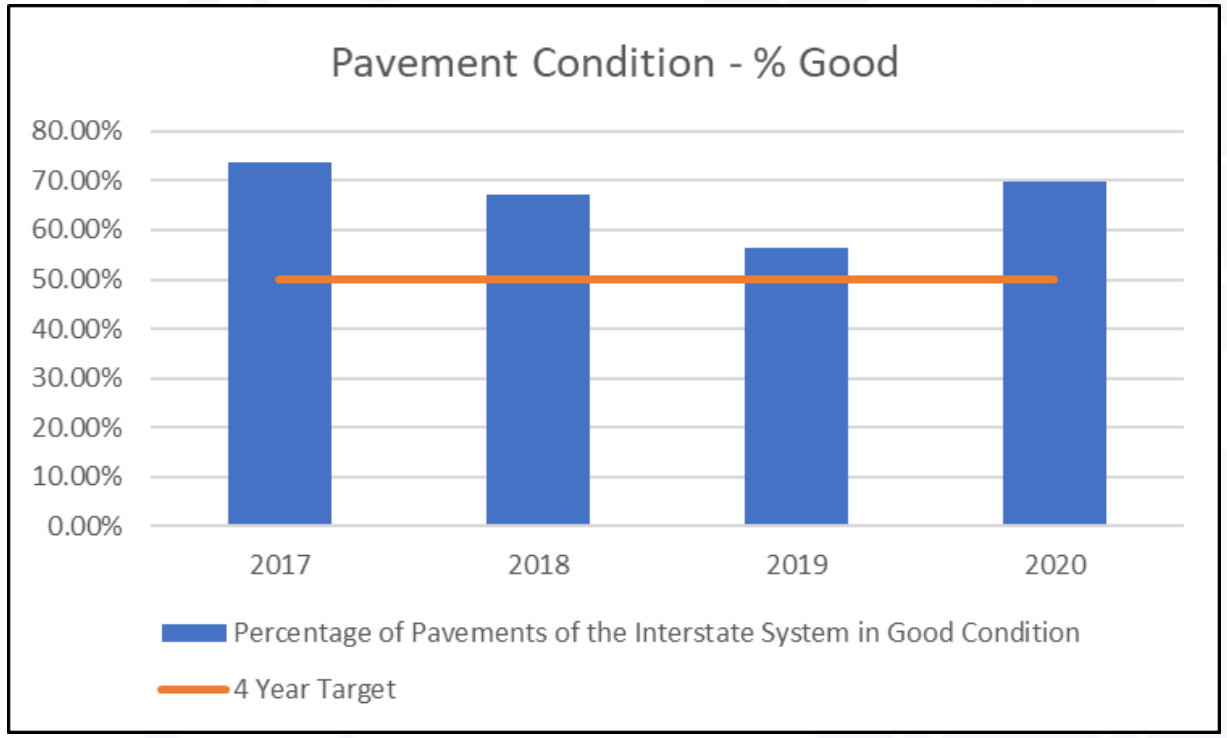
Summary - Pavement

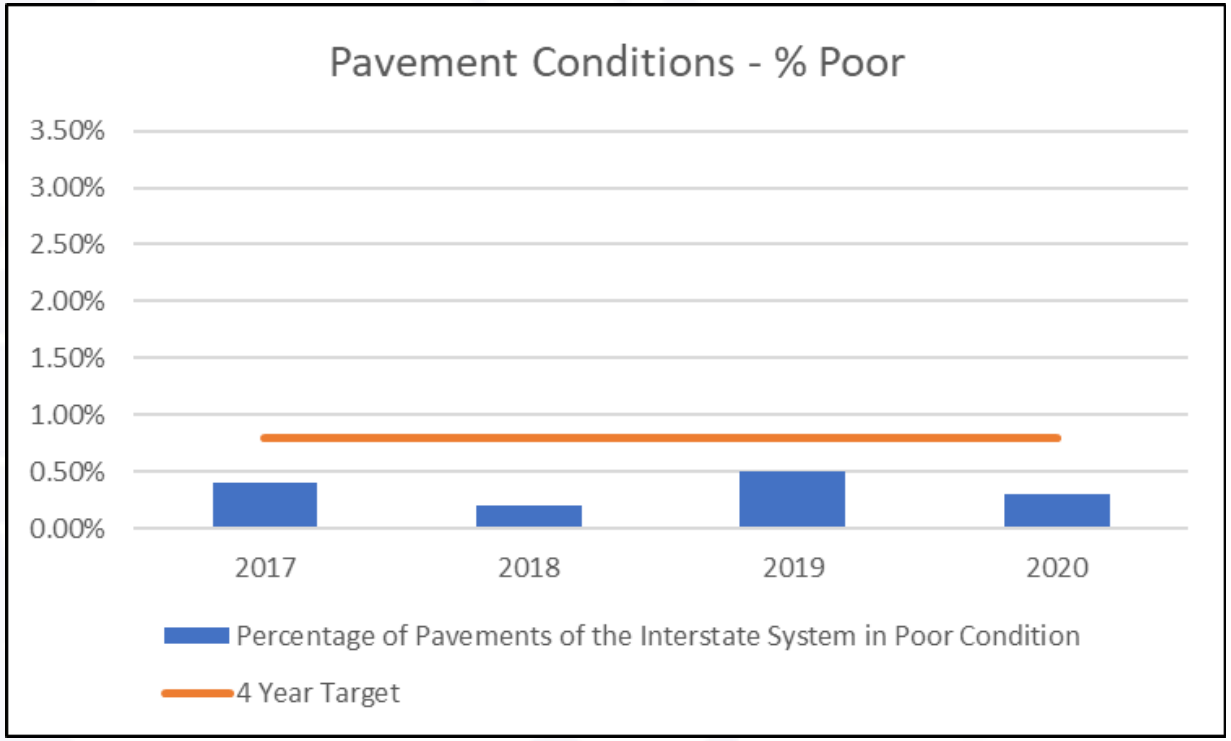
Performance Measure - FHWA Report Card Values	2017	2018	2019	2020	4 Yr Target
Percentage of Pavements of the Interstate System in Good Condition	73.60%	67.30%	56.50%	69.90%	50%
Percentage of Pavements of the Interstate System in Poor Condition	0.40%	0.20%	0.50%	0.30%	0.8%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	44.30%	43.90%	44.80%	54.30%	40%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	2.30%	1.90%	0.90%	0.70%	3.1%
*2017 and 2018 Interstate Numbers do NOT include Toll Road					
*2017 and 2018 Non Interstate Numbers do NOT include Local NHS					
*The 2018 FHWA conditions were using the "IRI Only/PSR" method					
*2020 based on preliminary report card 3/22/21					

- Note that INDOT revised it's 4-year target last fall:
  - Interstate Good from 84.2% to 50%
  - Non-Interstate NHS from 78.7% to 40%

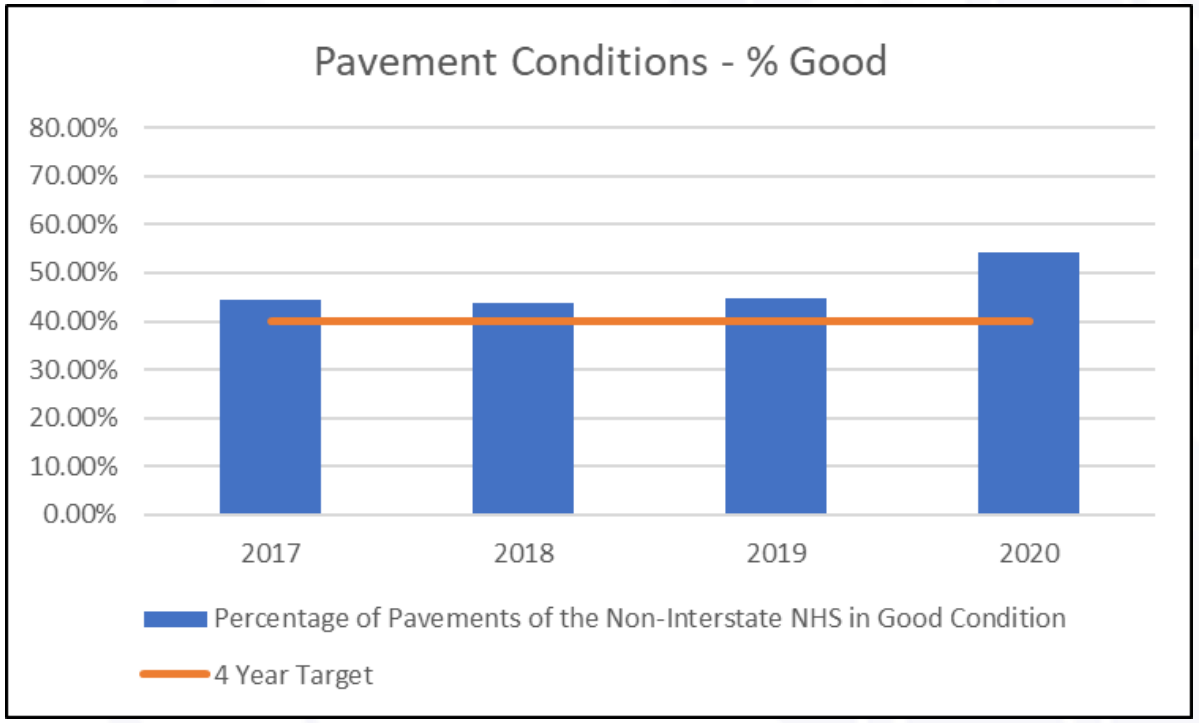
NextLevel INDIANA

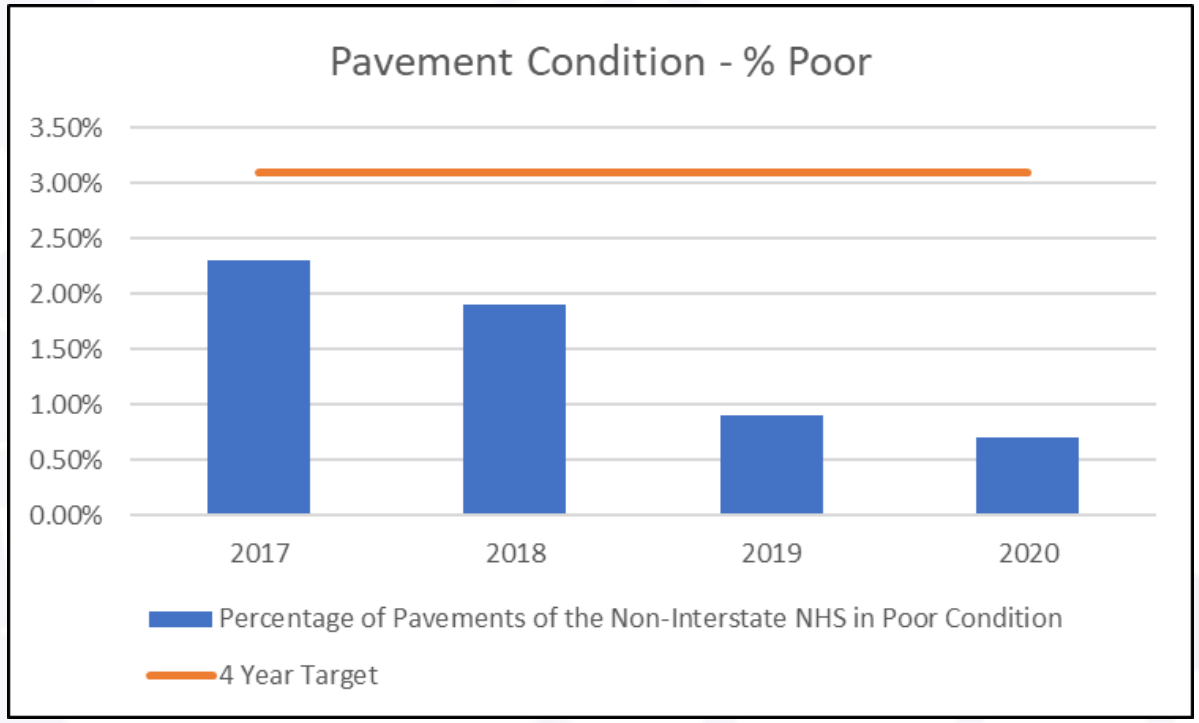
Pavement - Interstates





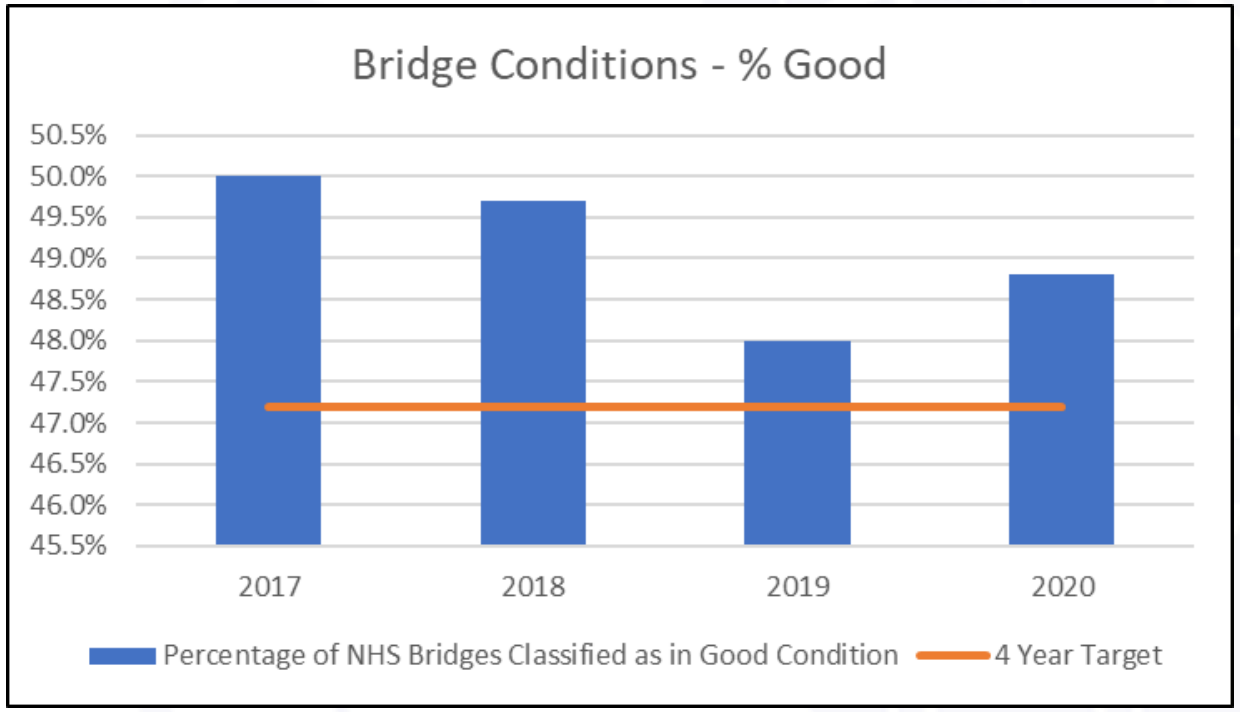
Pavements – Non Interstate NHS

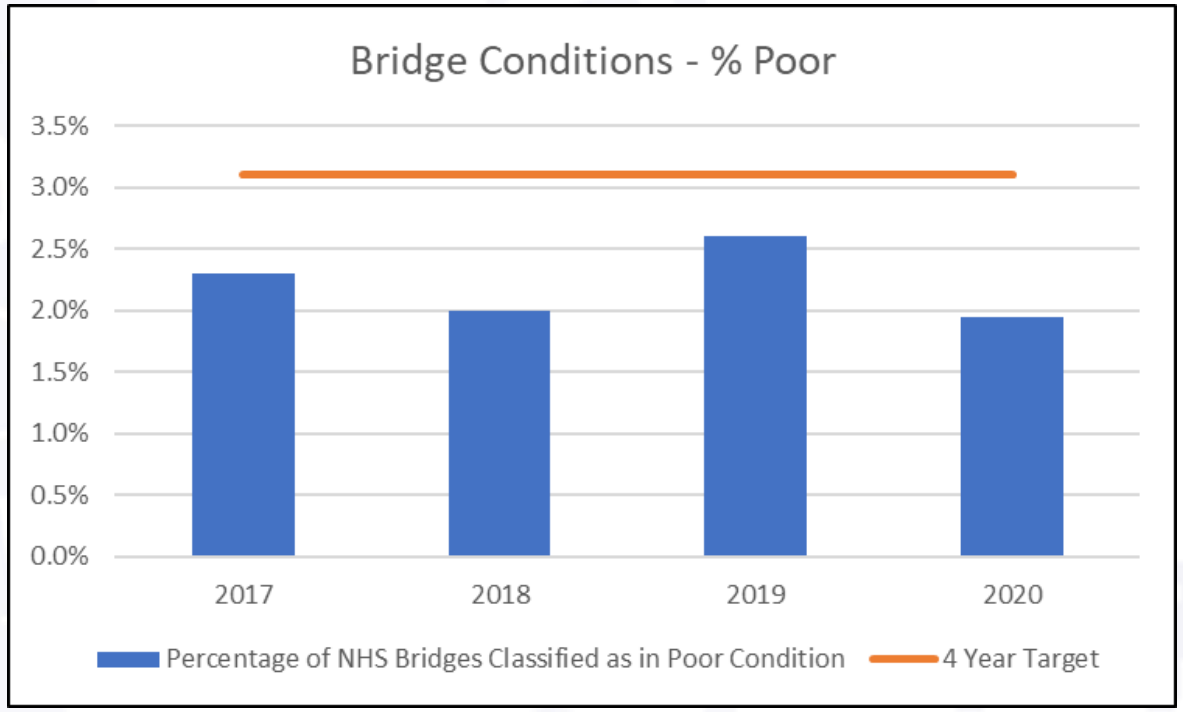




NextLevel INDIANA

Bridges





NextLevel INDIANA

What's Next from the TPM Universe?

- INDOT is currently drafting a "new" TAMP
  - Current TAMP was good for 4 years
  - Due date for New TAMP is June 29, 2022
    - This is 4 years from FHWA certification of Initial TAMP
- INDOT is currently drafting its 3rd TAMP consistency review
  - Due end of June 2021
- Next round of Performance Reporting (PMF) is October 2022
  - For Data Year 2021
  - This is the final year of the initial 4 year reporting period
  - INDOT will establish new 2 and 4 year targets for next performance period

Questions???

Todd Shields

Indiana Department of Transportation

tshields@indot.in.gov

BLOOMINGTON

Patrick Martin <martipa@bloomington.in.gov>

Follow-up Regarding TIP Requirement for Estimated Total Project Cost (23 CFR 450.218 (i) (2); 23 CFR 450.326 (g) (2))

1 message

Mitchell, Jay <JAYMITCHELL@indot.in.gov> Tue, Jun 15, 2021 at 1:01 PM
To: enefiel <dave@heartlandmpo.org>, Marta Moody <mmoody@co.delaware.in.us>, hsmith <hsmith@co.delaware.in.us>, "Sanchez, Kristyn M." <Kristyn.Sanchez@indympo.org>, "Cunningham, Steve" <Steve.Cunningham@indympo.org>, "Gremling, Anna M." <Anna.Gremling@indympo.org>, Jeremy Weir <jweir@terrehauteedc.com>, Patrick Martin <martipa@bloomington.in.gov>, "lthayer@columbus.in.gov" <lthayer@columbus.in.gov>, pdrach <pdrach@evansvillempo.com>, Amanda Spencer <amanda.spencer@kipda.org>, Nick Vail <nick.vail@kipda.org>, Andy Reser <ARESER@oki.org>

Everyone:

I am following up regarding the requirement that TIP and STIP projects must show an estimate for "Total Project Cost." It has been brought to INDOT's attention by Federal Highway that INDOT and some MPOs have been listing remaining project costs for projects listed in the STIP and TIPs instead of the required estimated total project cost. Listing the remaining project cost is incorrect. What is required is the estimated total project cost for projects listed in the STIP and MPO TIPs. "Estimated total project cost" should include the estimated total for **all** phases of the project (e.g. preliminary engineering, environment/NEPA, right-of-way, design, and construction), even if those other phases are beyond the 4 year timeframe of the TIP/STIP. Also, "beyond" includes timeframes before and after the existing TIP/STIP.

Some of the MPOs received a comment back on this subject when they submitted their draft 2022 – 2026 TIPs for review. If your MPO was one of these, and even if it was not, all TIPs and the STIP must now include the estimated total project cost for each project listed in the TIP and STIP. Please make any necessary corrections, if needed, in your MPO TIP project listings to include the total estimated project cost. INDOT's desired target to have this accomplished by the MPOs is early July, but we recognize that in some cases, this may result in TIP amendment, rather than a TIP modification and it may take longer to wait for the next scheduled MPO Policy Board meeting for action. If your MPO has not already done so, please make any corrections or changes that might be required for your MPO's TIP to list estimated total project cost as soon as practicable.

For the INDOT projects, Michael McNeil prepared a listing of the estimated total project costs. That listing should have been sent to you or your TIP staff earlier. If you did not receive this, please contact your Planning Liaison.

Thank you for your assistance.

Jay

Jay Mitchell, Supervisor

Technical Planning Section

Indiana Department of Transportation

To: BMCMPO Policy Committee

From: Pat Martin, Ryan Clemens, Beth Rosenbarger

Date: July 2, 2021

Re: Resolution FY 2022-01 - Electronic Meetings Policy Memorandum

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BMCMPO Policy Committee Resolution FY 2022-01 shall establish Electronic Meeting Requirements set forth by the Indiana General Assembly's adoption of House Enrolled Act (HEA) HEA 1437 in the 2021 Regular Session. This legislative action amended Indiana Code (IC) 5-14-1.5-1 et seq. (Act) by amending IC 5-14-1.5-3.5 to prescribe new requirements by which members of an appropriate governing body of a public agency of a political subdivision may participate in a meeting by an electronic means of communication (https://www.in.gov/dhs/files/HEA-1437-2021-Electronic-Meetings-and-Signatures.pdf).

When adopted by the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) Policy Committee, Resolution FY 2022-01 establishes the BMCMPO Committee Rules and Procedures as an **Electronic Meetings Policy** ("Policy") applicable to all Policy Committee (PC), Technical Advisory Committee (TAC), and the Citizens' Advisory Committee (CAC) meetings in accordance with referenced Indiana Code (IC) citations.

Resolution FY 2022-01 and the policy it contains are consistent with policies adopted by the Bloomington Common Council and other Bloomington boards and commissions. The BMCMPO Committees conducted their meetings using electronic communication during the state-declared public health emergency which currently extends to July 31, 2021 under multiple executive orders issued by the Governor. HEA 1437 signed into law on April 20, 2021, creates a statutory framework to allow for a different form of electronic meeting participation. The law provides rules that apply when under a declared public health emergency, as well as rules that will apply during nonemergency times.

The BMCMPO Committees shall conduct their respective meetings remotely and all members may attend via electronic means when under a declared public health emergency. Such meetings must allow for the public to simultaneously attend and observe the meeting. When not under a declared emergency, HEA 1437 stipulates minimum Committee meeting requirements reflected in Resolution FY 2022-01. Respective committees procedures may be more restrictive than the procedures established by HEA 1437, but they may not be less restrictive. Specific limitations include:

(1) Limiting the number of members who may participate by electronic communication in any one (1) meeting so that at least a quorum of members must be present at an in-person meeting;

(2) Limiting the total number of meetings in a calendar year by which a member of the Committee may participate electronically, and

(3) Requiring a member, except for certain emergency meetings, who plans to attend a meeting by any electronic means of communication to notify the presiding officer and staff at least three (3) days ahead of the meeting, so that arrangements may be made for the member's participation by electronic communication and so that notices may be appropriately modified.

Resolution FY 2022-01 addresses the participation by members of the public in Committee meetings. Although not required by state statutes, these provisions reflect how the BMCMPO has operated since the beginning of the public health emergency initially declared in March 2020. The Policy Committee may amend the Electronic Meeting Policy as needed after adoption given the July 31, 2021 expiration of the current declared public health emergency by the Governor.

PPM/pm

ADOPTION RESOLUTION FY 2022-01

A RESOLUTION ESTABLISHING THE POLICY BY WHICH MEMBERS OF THE POLICY CIMMITTEE, TECHNICAL ADVISORY COMMITTEE, AND CITIZENS' ADVISORY COMMITTEE OF THE BMCMPO, ASSOCIATED STAFF, AND MEMBERS OF THE PUBLIC MAY PARTICIPATE IN MEETINGS BY ELECTRONIC MEANS OF COMMUNICATION as presented to the Policy Committee of the Bloomington/Monroe County Metropolitan Planning Organization on July 9, 2021.

WHEREAS, the Indiana General Assembly adopted HEA 1437 in the 2021 Regular Session, which amended Indiana Code (IC) 5-14-1.5-1 et seq. (Act) by amending IC 5-14-1.5-3.5 to prescribe new requirements by which members of the governing body of a public agency of a political subdivision may participate in a meeting by an electronic means of communication; and

WHEREAS, a member of the governing body may participate by any means of communication that: allows all participating members of the governing body to simultaneously communicate with each other; and except for a meeting that is an executive session, allows the public to simultaneously attend and observe the meeting; and

WHEREAS, the Act requires the governing body to adopt a written policy establishing the procedures that apply to a member's participation in a meeting by an electronic means of communication and allows the governing body to adopt procedures that are more restrictive than the procedures established by IC 5-14-1.5-3.5; and

WHEREAS, the Committees of the Bloomington-Monroe County Metropolitan Planning Organization are governing bodies of the BMCMPO and wish to adopt such a policy;

NOW, THEREFORE, BE IT RESOLVED:

1. **Section I.** The Bloomington-Monroe County Metropolitan Planning Organization's Rules and Procedures are modified in accordance with Indiana Code sections 5-14-1.5-1 and 5-14-1.5-3.5, et seq., BMCMPO Committee meetings may be conducted electronically.

2. **Section II.** The BMCMPO Policy Committee hereby adopts the following **Electronic Meeting Policy** on the participation of a member of the Committees, associated staff, and members of the public in a meeting of the Policy Committee, Technical Advisory Committee, and Citizens' Advisory Committee by an electronic means of communication:

   The provisions of the Act, including definitions, apply to this resolution. This resolution shall be known as the "Electronic Meetings Policy" and applies to the BMCMPO and any of its committees, including the Policy Committee, the Technical Advisory Committee, and the Citizens' Advisory Committee.

Subject to Sections III and V, any member may participate in a meeting by any electronic means of communication that simultaneously communicate with each other and other than a meeting that is an executive session, allows and the public to simultaneously attend and observe the meeting.

A member who participates by an electronic means of communication shall be considered present for purposes of establishing a quorum and may participate in final action only if the member can be seen and heard. All votes taken during a meeting at which at least one (1) member participates by an electronic means of communication must be taken by roll call vote.

3. **Section III.** At least fifty percent (50%) of the members must be physically present at a meeting at which a member will participate by means of electronic communication.

   Not more than fifty percent (50%) of the members may participate by an electronic means of communication at that same meeting.

   A member may not attend more than a fifty percent (50%) of the meetings in a calendar year by an electronic means of communication unless the member's electronic participation is due to military service, illness or other medical condition, death of a relative, or an emergency involving actual or threatened injury to persons or property.

   A member may attend two (2) consecutive meetings (a set of meetings) by electronic communication. A member must attend in person at least one (1) meeting between sets of meetings that the member attends by electronic communication, unless the member's absence is due to military service, illness or other medical condition, death of a relative; or an emergency involving actual or threatened injury to persons or property.

   A member who plans to attend a meeting by any electronic means of communication shall notify the presiding officer and relevant staff within three (3) days before the meeting so that arrangements may be made for the member's participation by electronic communication and so that notices may be prepared

4. **Section IV.** The memoranda and any minutes prepared for a meeting at which any member participates by electronic means of communication must (1) identify each member who was physically present at the meeting, (2) participated in the meeting by electronic means of communication, (3) was absent; (4) identify the electronic means of communication by which members participated in the meeting; (5) members participated in the meeting; and (6) members of the public attended and observed the meeting, if the meeting was not an executive session.

5. **Section V.** In the event the Governor declares a disaster emergency under IC 10-14-3-12 or the executive (as defined in IC 36-1-2-5) of a political subdivision declares a local disaster emergency under IC 10-14-3-29, the BMCMPO Committees may meet by any means of electronic communication if the following requirements of IC 5-14-1.5-3.7 are satisfied:

    - At least a quorum of the members of the Committee participate in the meeting by means of electronic communication or in person.

    - The public is able to simultaneously attend and observe the meeting; however, this subdivision does not apply to a meeting held in executive session.

    - The memoranda and any minutes prepared for a meeting held under this section must state the name of each member of the Committee who participated in the meeting by using electronic means of communications, was absent, and identify the electronic means of communication by which members of the Committee participated in the meeting members of the public attended and observed the meeting if the meeting was not an executive session, and all votes taken during a meeting under this section must be taken by a roll call vote.

6. **Section VI.** At any meeting of the Committees where any member participates by an electronic means of communication, members of the public shall be able to attend and observe the meeting via electronic means. Subject to the Committees' rules for making public comment, members of the public may also participate in the meeting via electronic means.

7. **Section VII.** At any meeting of the Committees where any member participates by an electronic means of communication, staff members may also participate in the meeting via electronic means, provided there is no actual need for a staff member to be physically present at a particular meeting. Such need shall be determined in the sole discretion of the presiding officer.

8. **Section VIII**. If any section, sentence, or provision of this resolution, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions, or applications of this resolution which can be given effect without the invalid provision or application, and to this end the provisions of this resolution are declared to be severable.

9. **Section IX**. This resolution shall be in full force and effect from and after its passage by the BMCMPO Policy Committee.

PASSED AND ADOPTED by the BMCMPO Policy Committee upon this 9th day of July 2021.

Lisa J. Ridge BMCMPO Policy Committee Chair	Attest: Patrick Martin BMCMPO Senior Transportation Planner

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From: BMCMPO Staff: Patrick Martin and Ryan Clemens
To: BMCMPO Policy Committee
Date: July 2, 2021
Re: Recommendations for Adopting the FY 2022-2026 TIP

Summary: On March 15, 2021, the BMCMPO issued a call for projects to be reviewed for possible inclusion in the FY 2022-2026 Transportation Improvement Plan (TIP). The project application deadline was April 30, 2021. The MPO staff have reviewed the project requests following both the application requirements and the BMCMPO Transportation Improvement Program - Project Prioritization Criteria (outlined in the Complete Streets Policy). The projects have been presented to the Technical Advisory Committee and the Citizens' Advisory Committee.

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

FY 2022 - 2026 TIP Program Levels*	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
STPBG	$2,992,243	$2,992,243	$2,992,243	$2,992,243	$2,992,243
HSIP	$430,795	$430,795	$430,795	$430,795	$430,795
TAP	$169,513	$169,513	$169,513	$169,513	$169,513
SEC. 164 PENALTY**	$110,460	$110,460	$110,460	$110,460	$110,460
STPBG Group III PROGRAM (CARES 2021)***	$ 340,051	N.A.	N.A.	N.A.	N.A.
TOTAL	**$4,043,062**	**$3,703,011**	**$3,703,011**	**$3,703,011**	**$3,703,011**

*Source: INDOT-BMCMPO Local Share of Federal Formula Apportionments, 01-26-21.
**HSIP applicable projects.
***Coronavirus Response and Relief Supplemental Appropriations Act, 2021 funding allocated to the BMCMPO by INDOT based on 2010 Census population that must have expenditure by September 20, 2024. These funds may supplement current projects or can have application toward new projects, including preventative maintenance for LPAs with an INDOT-ApprovedAsset Management Plan.

TAC Recommendation:
The TAC recommends a fiscally constrained TIP to the Policy Committee by removing Bloomington Transit's proposal of $500,000 of STPBG funding for the Purchase of a 35-foot Replacement Hybrid Bus in FY 2026, adding the remaining $13,712 of TAP funding in FY 2024 to Monroe County's Karst Farm Greenway – Connector Trail project proposal, reducing the City of Bloomington's HSIP proposal for the Signal Timing project by $39,889 in FY 2024, and by removing Monroe County's proposal of $2,025,000 of HSIP funding for the Old SR 37 South at Dillman Road project. This motion passed 5-2-6 by roll call vote.

CAC Recommendation:
The CAC recommends the Draft BMCMPO FY 2022-2026 Transportation Improvement Program to the Policy Committee as is with no changes. Staff noted the March 15th Call for Projects with funding limits and mandatory application requirements; a review and adoption timetable; applications received from Monroe County, the City of Bloomington, Rural Transit, and Bloomington Transit; fiscal constraint requirements achieved for FY 2022 through FY 2025 and FY 2026 illustrative imbalances, funding category summary tables, and Appendices A through I. This motion passed 5-0 by roll call vote.

Staff Review and Analysis:
For FY 2022-2025, a minor change is needed in order for the TIP to be fiscally constrained. Staff recommends adopting the TAC's recommendation for FY 2022-2025.

For FY 2026, staff recommends adopting an illustrative, fiscally constrained TIP. Due to the fact that FY 2026 is five years away and the likelihood for changes in available funding, staff recommends viewing FY 2026 as illustrative.

Given the likelihood of additional federal transit funding under current and near-term federal legislation and the TAC's request to adopt a fiscally constrained TIP, staff recommends not prioritizing BT's project request for STBG funding in FY 2026.

For FY 2026, a project application was submitted for safety improvements at the intersection of Old State Road 37 South and Dillman Road. The application did not include several INDOT Highway Safety Improvement (HSIP) application requirements, and therefore, at this time, staff recommends not including the project in the FY 2022-2026 TIP. If additional funding becomes available and a new Call for Projects is issued, this project would become eligible to re-apply for funding with a complete application that includes INDOT required documentation. The following is a review of the eligibility of the Old SR 37 S and Dillman Road project and the application requirements.

In order to be eligible for BMCMPO HSIP funding, the following must be satisfied:

1. *The LPA must be within the BMCMPO Planning Area Boundary; and*
   This eligibility requirement is satisfied.
2. *The proposed site-specific improvement project location must be exclusive of INDOT facilities, including intersections where a non-INDOT facility intersects or adjoins an INDOT facility; and*
   This eligibility requirement is satisfied.
3. *The proposed site-specific improvement project location must be identified in the list of the top 50 fatal/incapacitating injury crash locations in the most recent BMCMPO Crash Report, as included in the HSIP Call for Projects. LPAs may appeal to the Policy Committee to allow a project location that is not on the list of eligible project locations. Such appeals may be made concurrent to or prior to applying for HSIP funding. If the appeal is successful, the proposed location will be added to the list of eligible project locations.*

This eligibility requirement has not been met. The intersection of Old SR 37 S and Dillman Road is not in the top 50 BMCMPO crash locations. As described, the LPA may appeal to the Policy Committee concurrently.

The table below provides a summary of the BMCMPO HSIP application requirements and which required elements were included or not included with the Old SR 37 S and Dillman Road intersection project request:

Requirement	Included	Not Included
1. A cover letter signed by the highest elected official of the LPA that owns or maintains the public road(s) where the proposed infrastructure project will be constructed and a signature by the LPA's highest financial official. The application guidelines outline what should be included in the letter.		X
2. A completed Benefit/Cost worksheet or, in the case of systematic improvements, discussion of the prioritization method used.		X
3. A map of the location(s) to be improved. For some low-cost systematic improvements involving multiple locations (e.g., sign replacement), a simple dot map is sufficient.		X
4. A data collection plan for pre/post treatment comparison (some low-cost systematic improvements may not be amenable to evaluation).		X Crash evaluation is discussed in application.
5. Preliminary cost estimates for each phase of the proposed project (e.g. PE, ROW, Construction, and Inspection Services).	X	
6. A proposed timeline for completion of each phase of the project.	X	
7. For site-specific projects only: a) Road Safety Audit report, including RSA team member list, description of safety problems, and recommended crash countermeasures. b) LPA response to RSA recommendations.		X X

Future funding: based on the current federal legislative proposals, it is possible that more funding will become available to the BMCMPO. If that is the case, a Call for Projects will be issued. A future Call for

Projects can include projects that were not awarded funding during this cycle as well as new project proposals.

Recommendation: The BMCMPO staff recommends that the Policy Committee remove the Old SR 37 South and Dillman Road project from consideration due to the incomplete application and adopt a fiscally constrained FY 2022-2026 TIP, as shown in the tables below.

STPBG FUNDING					
LPA	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026 (Illustrative)**
Bloomington	$2,138,309	$2,992,243	$242,110	$2,992,243	$2,992,243
Monroe County	$421,934	$0	$2,750,133	$0	$0
BT	$432,000	$0	$0	$0	$0
Total STPBG Funding	$2,992,243	$2,992,243	$2,992,243	$2,992,243	$2,992,243

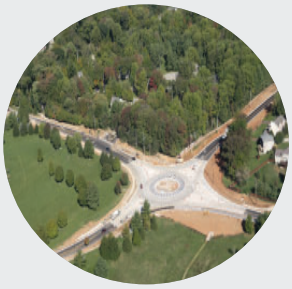
TAP FUNDING					
LPA	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026 (Illustrative)**
Bloomington	$169,513	$169,513	$0	$169,513	$169,513
Monroe County	$0	$0	$169,513	$0	$0
Total TAP Funding	$169,513	$169,513	$169,513	$169,513	$169,513

HSIP FUNDING					
LPA	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026 (Illustrative)**
Bloomington	$430,795	$430,795	$342,611	$430,795	$430,795
Monroe County	$0	$0	$88,184	$0	$0
Total HSIP Funding	$430,795	$430,795	$430,795	$430,795	$430,795

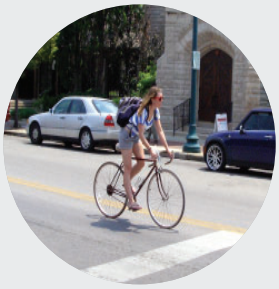
SECTION 164 FUNDING					
LPA	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026 (Illustrative)**
Bloomington	$110,460	$110,460	$110,460	$110,460	$110,460
Total CARES Funding	$110,460	$110,460	$110,460	$110,460	$110,460

STPBG GROUP III PROGRAM (CARES FUNDING REPLACEMENT)					
LPA	**FY 2022**	**FY 2023**			
Bloomington	$0	$340,051			
Total CARES Funding	$0	$340,051			

Transportation Improvement Program
Fiscal Years 2022-2026






Draft Document - July 2, 2021

BLOOMINGTON • MONROE COUNTY
mpo

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and the 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.

Disclaimer

Preparation of the *Bloomington-Monroe County FY 2022 - 2026 Transportation Improvement Program* (TIP) 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 or the Indiana Department of Transportation.

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Acknowledgments

The BMCMPO FY 2022-*2026 Transportation Improvement Program* included the assistance and efforts of numerous organizational groups and individual residents. The staff acknowledges and greatly appreciates all representatives and residents who participated in public meetings, public workshops thereby giving the community active participatory voices for policy decision makers and our collective state and federal partners.

Policy Committee

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Citizens Advisory Committee

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David Walter, Vice Chair	6th & Ritter Neighborhood
Paul Ash	McDoel Gardens Neighborhood
Mary Jane Hall	Bloomington Board of Realtors
John Kennedy	Council of Neighborhood Associations

BMCMPO Staff

Ryan Clemens
Pat Martin

Introduction

The Transportation Improvement Program (TIP) is a strategic capital planning document of the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) for transportation projects using federal-aid funds.

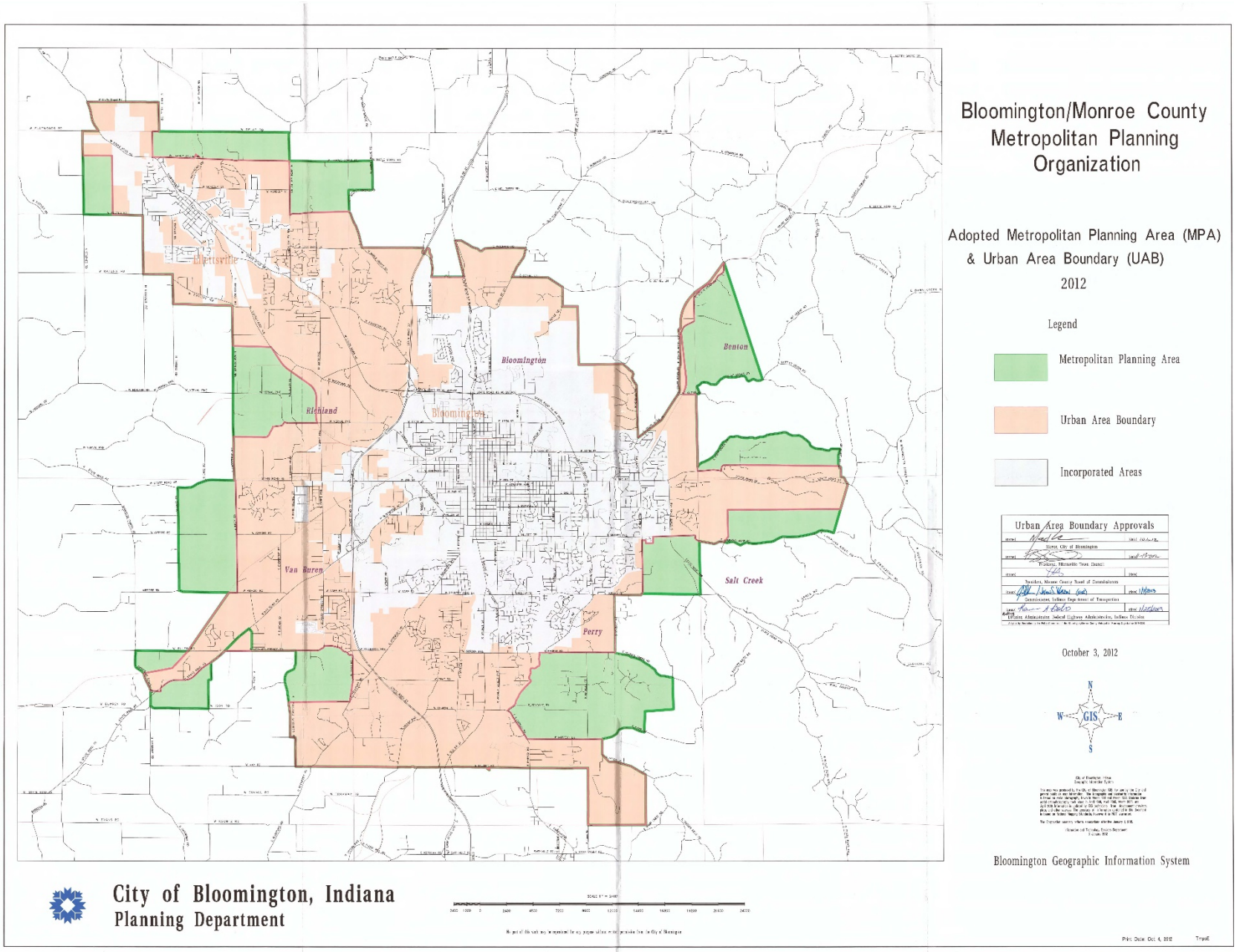
Pursuant to the most recent transportation legislation, Fixing America's Surface Transportation (FAST), the FY 2022-2026 TIP includes five (5) fiscal years and a list of priority projects for planning, right-of-way acquisition, construction engineering, construction, transit operating assistance, and transit capital acquisition in individual years of the documented established multi-year timeframe. The FY 2022-2026 TIP is consistent with the adopted BMCMPO *2045 Metropolitan Transportation Plan*, Bloomington Transit's *Transit Development Plan*, and other planning studies developed by the BMCMPO for INDOT, FHWA, and the FTA in collaboration with all relevant state and local stakeholders.

The Transportation Improvement Program documents the distribution of all BMCMPO federal-aid transportation funding among the various multi-modal jurisdictional needs of the region. Inclusion within the TIP signifies a major milestone in the development process of a project, enabling the project to receive allocations and spend federal transportation funds for established community infrastructure needs.

The FY 2022-2026 TIP is a capital budgeting tool that specifies an implementation timetable, funding sources and agencies responsible for transportation related projects within the metropolitan planning area. Projects come from any one of the following implementing agencies:

- Town of Ellettsville
- Bloomington Transit
- Rural Transit
- Indiana University Campus Bus
- Monroe County
- City of Bloomington
- Indiana Department of Transportation

The BMCMPO is responsible for developing plans and programs that provide for the development, management and operation of the transportation network as the designated MPO for the Bloomington and Monroe County Metropolitan Area. The BMCMPO's current jurisdiction for transportation planning consists of the City of Bloomington, the Town of Ellettsville and the urbanizing area of Monroe County. An online electronic map of the urbanized area illustrated on the following page is available at https://bloomington.in.gov/sites/default/files/2017-05/map_urbanized_area_boundary.pdf.


Bloomington/Monroe County
Metropolitan Planning
Organization
Adopted Metropolitan Planning Area (MPA)
& Urban Area Boundary (UAB)
2012
Legend
Metropolitan Planning Area
Urban Area Boundary
Incorporated Areas
Urban Area Boundary Approvals
October 3, 2012
Bloomington Geographic Information System
Ellettsville
Bloomington
Benton
Richland
Van Buren
Salt Creek
Perry
City of Bloomington, Indiana
Planning Department

Transportation Improvement Programming

The FY 2022 - 2026 TIP must achieve fiscal constraint by individual years and include only those projects for which funding has been identified using current or reasonably available revenue sources. The BMCMPO in cooperation with the State of Indiana and area transit operators develop the TIP financial plan by providing the BMCMPO with information early in the TIP development process. The information provided by these groups concerns the likely amount of Federal and State funding available to the BMCMPO in order to enable the BMCMPO to conduct adequate financial planning. The BMCMPO, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) must jointly determine that new, or amended, TIP documents conform to the State's Air Quality Plan's purpose of attaining the National Ambient Air Quality Standards (NAAQS). The only exception is for amendments involving projects explicitly exempted by the U.S. Environmental Protection Agency's (EPA) conformity regulation. The Bloomington/Monroe County MPO is exempt from the air quality requirements because it is in an air quality attainment area.

Projects listed in the TIP typically originate in the Metropolitan Transportation Plan (MTP) developed by the BMCMPO in cooperation with the respective implementing agencies involved in the planning process. These implementing agencies then carry out the transportation plan's specific elements in the Transportation Improvement Program (TIP). The TIP therefore serves as a strategic management tool that accomplishes the objectives of the BMCMPO MTP.

Project prioritization is an important element of the TIP since the demand for Federal-aid transportation projects often exceeds the level of available Federal funds. The Indiana Department of Transportation prioritizes State highway projects in the TIP. Resource availability for Monroe County, the Town of Ellettsville, Bloomington Transit, Indiana University Campus Bus, Area 10's Rural Transit, and the City of Bloomington determines local project prioritizations. Transportation improvement projects in the BMCMPO's urbanized area often achieve prioritization based on the following general hierarchy:

1. Unfunded capital projects that have been programmed and are ready for contract letting

2. Capital projects programmed for construction that will be ready for contract letting in the immediate future

3. Projects involving traffic operation or system management improvements

4. Projects programmed for right-of-way acquisition

5. Projects programmed for preliminary engineering and/or advanced studies

The type of activity scheduled and the Federal funding category determine locally initiated project priorities. Additional project prioritization influences include state and local policy-level decision-making and the availability of Federal, State, and local funds. Wherever possible, technical and non-technical factors jointly determine projects which have the greatest need for implementation.

The BMCMPO evaluates Transportation Improvement Program amendments pursuant to the procedures outlined in the Public Participation Plan. The scope of a TIP amendment dictates the level of public participation solicited (major amendment, minor amendment, and administrative modification). The adopted TIP must receive approval from the BMCMPO Policy Committee and the Governor of the State of Indiana and conformity determinations by the FHWA and the FTA. Once approved, the TIP then becomes, without modification, part of the Statewide Transportation Improvement Program (STIP). The frequency and cycle for updating the TIP should be compatible with that of the STIP.

Amendment Process

Transportation Improvement Program amendments are subject to the BMCMPO's adopted Public Participation Plan procedures. The scope of a TIP amendment dictates the level of public participation solicited (major amendment, minor amendment, and administrative modification). The TIP must have approvals by the BMCMPO Policy Committee and the Governor of the State of Indiana as well as conformity determinations by the FHWA and the FTA. Once approved, the TIP then becomes part of the Statewide Transportation Improvement Program (STIP). The frequency and cycle for updating the TIP shall have compatibility with that of the STIP.

Transportation Improvement Program Projects

Background

This discussion provides a central reference point for the identification of recommended BMCMPO *FY 2022-2026 Transportation Improvement Program* multi-modal projects administered by Monroe County, the Town of Ellettsville, the City of Bloomington, Bloomington Transit, Indiana University Campus Bus, Area 10 Agency on Aging Rural Transit, and the Indiana Department of Transportation.

Project Cost Estimation

Project cost estimation is a critical step for project selection, project programming, and project scheduling. As a short-range program document, the *FY 2022 - 2026 Transportation Improvement Program* relies on a "cost to complete" or more precisely a "total project estimated cost" supplied from the Local Planning Agencies (LPAs) and the Indiana Department of Transportation. This includes all project phases, including any phases that have already been completed or will extend beyond the four-year TIP period. The official definition from INDOT states:

> *"The STIP must include the cost of each phase of the project that is listed in the STIP and also include the total project cost (23 CFR 450.218(i)). Total project cost is the cost of all phases of the project i.e. PE, design, ROW, construction including phases that are outside the 4-year period of the STIP."*

INDOT will provide the BMCMPO with updated total estimated cost figures for each of its projects. The BMCMPO will additionally calculate the total estimated cost for all LPA projects. These totals will then have reflection within the BMCMPO TIP and within INDOT's STIP."

The BMCMPO uses this process for the *FY 2022-2026 Transportation Improvement Program* and future Transportation Improvement Program publications.

Federal Funding Sources

Projects programmed within the Transportation Improvement Program (TIP) categorize project phases by fiscal year along with the associated federal funding source accompanied by its appropriate local match as is necessary. Project phases will normally include:

- Preliminary Engineering (PE)
- Right-of-Way Acquisition (RW)
- Construction Engineering (CE)
- Construction (CN)

Projects use various Federal transportation sources based on the type of project. In most circumstances, each Federal funding source requires a certain percentage of local or State matching funding. The following narrative briefly highlights major transportation funding sources found under current Transportation Improvement Program legislation.

- *Surface Transportation Program* (STPB) funds projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge/tunnel project on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including bus terminals.

- *Highway Safety Improvement Program* (HSIP) funds projects with the goal of achieving a significant reduction in traffic fatalities and serious injuries on all public roads including non-State-owned public roads.

- *Bridge Programs* (BR) funds bridge safety, inspection and improvement projects on state and local jurisdictional levels.

- *Transportation Alternatives Program* (TAP) funds a variety of alternative transportation projects such as transportation enhancements, recreational trails, and Safe Routes to School.

- *Public Mass Transit Fund* (PMTF) funds projects that promote and develop public transportation within Indiana and targeted to increase local financial involvement and encourage the delivery of efficient, effective transportation.

- *National Highway Performance Program* (NHPP) funds construction of new facilities on the National Highway System. These funds ensure that investments in Federal-aid funds in highway construction support progress toward the achievement of performance targets established in a State's asset management plan for the National Highway System.

- *Indiana Trails Program* (ITP) funds projects that develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The State of Indiana, through a cooperative agreement between the Indiana Department of Transportation (INDOT) and the Indiana Department of Natural Resources (IDNR), converted this program into a wholly state funded "Indiana Recreational Trails Program" in calendar year 2020. Eligible entities for program project funding must submit applications through the Indiana Department of Natural Resources, State Parks Section. The FY 2022-2026 TIP reflects this administrative program change.

Table 1 - Federal Transportation Funding Programs

Federal Funding Source Descriptions		
Funding Program*	**Abbreviation**	**Brief Description****
Surface Transportation Block Grant	STPBG	Funds projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge/tunnel project on functionally classified public road, pedestrian and bicycle infrastructure, and transit capital projects, including bus terminals.
Highway Safety Improvement Program	HSIP	Projects capable of achieving significant reductions in traffic fatalities and serious injuries on all public roads and non-State-owned roads
Transportation Alternatives	TA	Projects supporting both on/off-road pedestrian and bicycle facilities, environmental mitigation, and creating/improving recreational trails.
Federal Transit Administration	FTA	• Section 5307 involves operating assistance through formula allocations. • Section 5310 allocates funds Enhanced Mobility of Seniors and Individuals with Disabilities. • Section 5339 funds buses and bus facilities.
Indiana Trails Program	ITP	Projects that fund the development of trails, including land acquisition and basic amenities. Both motorized and non-motorized programs qualify for grant assistance.
Bridge Programs	Local Bridge	Projects involving bridge safety, inspection and improvement projects
Indiana Public Mass Transit Fund	PMTF	Projects that promote and develop Indiana public transportation targeted to increase local financial involvement, and encourage the delivery of efficient, effective transportation
National Highway Performance Program	NHPP	Facility investments on the Interstate or National Highway System (NHS) directed to support progress toward the achievement of performance targets established in a State's asset management plan for the National Highway System
*Note: Not all funding programs for transit related projects in this TIP are displayed in this table.		
**Note: Descriptions of funding programs are adapted from the U.S. Department of Transportation Federal Highway Administration (https://fhwa.dot.gov/).		

Red Flag Investigations

The National Environmental Policy Act of 1969 (NEPA) established policy safeguards the nation's social, economic, and environmental resources from adverse impacts of federal actions or programs. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are responsible for implementing the NEPA process for federally-funded transportation projects at the state and local levels.

All transportation projects have the potential to impact environmental, cultural, or historical resources. The FHWA encourages MPO's to conduct Red Flag Investigations (RFI) for all local projects that may use federal funds. Each RFI identifies a project's potential impacts to nearby (1/2 mile) infrastructure, mining/mineral exploration, hazardous materials, water resources, ecological resources, and cultural resources to promote early and efficient consideration of these issues. The BMCMPO staff conducts a high-level Red Flag Investigation (RFI) assessment for each new project Transportation Improvement Program (TIP) project not expected to obtain a Programmatic Categorical Exclusion (PCE). The subsequent transmission of each high-level RFI assessment to the associated local public agency aids project development. Local public agencies may require additional studies and or permitting to comply with NEPA and other federal, state, and local regulations for each project. The following Table shows the potential impacts for each of the RFI projects examined by the BMCMPO staff for development of the FY 2022-2026 TIP. Statewide sources recommended by the Indiana Department of Transportation served as the data foundation for these initial programming assessments.

BMCMPO FY2022-2026 TIP - New Project Red Flag Investigation Impacts

Project	LPA	Infrastructure	Mining Exploration	Hazardous Materials	Water Resources	Ecological Resources	Cultural Resources
Transit Stop Improvements	BT	TBD	0	0	0	0	0
35-foot Electric Bus (EV) Acquisitions	BT	0	0	0	0	0	0
Old SR 37 at Dillman Road Intersection	MC	TBD	0	0	0	0	0
Crosswalk Safety Improvements	COB	TBD	0	0	0	0	0
Downtown Curb Ramps - Phase 4	COB	TBD	0	0	0	0	0
High Street Intersection Modernization & Multiuse Path	COB	TBD	0	0	0	0	0
West 2nd Street Modernization & Safety Improvements	COB	TBD	0	0	0	0	0

Periodic Evaluation of Facilities Repeatedly Requiring Repair and Reconstruction Due to Emergency Events

The Code of Federal Regulations (CFR 2020 23-Chapter 1, Part 667) requires states to conduct periodic evaluations of facilities repeatedly requiring repair and reconstruction due to emergency events, utilizing permanent repairs with Emergency Relief funds. The regulation defines "repeatedly" as two (2) or more similar repairs to the same facility during different events. INDOT requested the addition of the following narrative to the BMCMPO FY 2022 - 2026 TIP and the inclusion of attached statewide Emergency Relief map to address the federal requirements, While Part 667 imparts other requirements on INDOT that other INDOT Divisions have completed, this action should satisfy the requirements regarding the STIP.

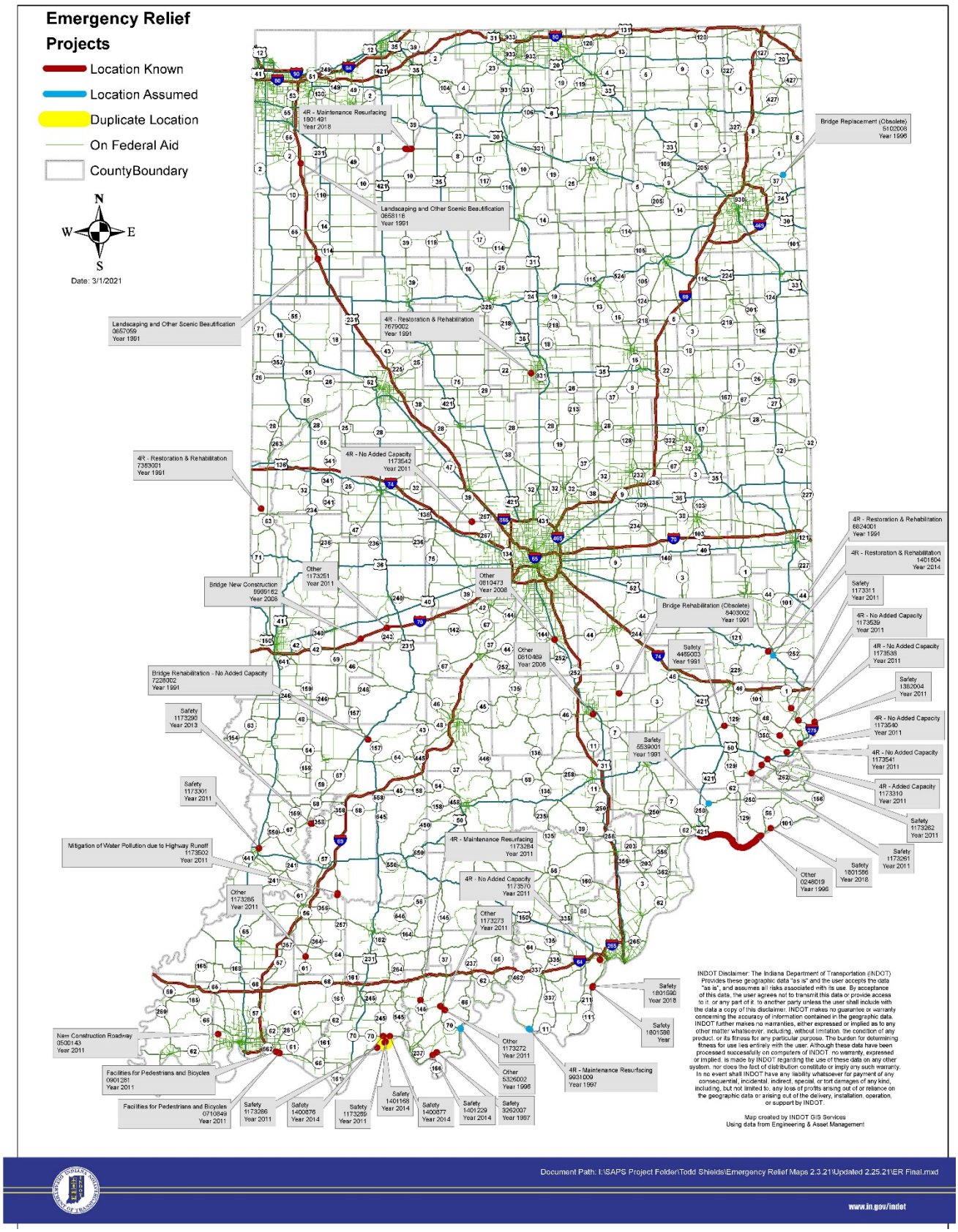
Federal Transportation Regulations require state DOTs to conduct periodic statewide evaluations to determine if there are reasonable alternatives to roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events.

To comply with this requirement, INDOT has conducted an evaluation and compiled a listing of the identified locations in Indiana where emergency events have resulted in repairs to its transportation infrastructure. The following map illustrates locations and dates where emergency repairs have taken place. INDOT has identified only one location where two permanent repairs caused by different events on the same facility. The location is in Spencer County in southwestern Indiana on State Road 66, approximately 2.5 miles west of State Road 70. The emergency repairs were slide repairs to restore the roadway. INDOT will continue monitoring locations where emergency repairs occurred and will review and update the entire evaluation once every four years for the Federal Highway Administration (FHWA).

If in the future, a second emergency-situation occurs where repairs are required at any of the locations identified, INDOT will review alternatives and enhancements intended to mitigate or eliminate the need for any future emergency repairs at the same location. For example, if a bridge keeps washing out during a flood, INDOT could consider raising the bridge or installing an overflow structure.

Any projects programmed or amended into the STIP at locations that have had a permanent Emergency Repair will have alternatives considered to mitigate the need for future emergency repairs.

The BMCMPO Urban area does not currently have any projects programed with federal Emergency Relief funds.


Emergency Relief Projects
Location Known
Location Assumed
Duplicate Location
On Federal Aid
CountyBoundary
N
W
E
S
Date: 3/1/2021
4R - Maintenance Resurfacing 1901491 Year 2018
Bridge Replacement (Obsolete) 5102006 Year 1996
Landscaping and Other Scenic Beautification 0658116 Year 1991
Landscaping and Other Scenic Beautification 0657056 Year 1991
4R - Restoration & Rehabilitation 7679002 Year 1991
4R - Restoration & Rehabilitation 7383001 Year 1991
4R - No Added Capacity 1173542 Year 2011
4R - Restoration & Rehabilitation 6824001 Year 1991
4R - Restoration & Rehabilitation 1401604 Year 2014
Other 1173051 Year 2011
Bridge New Construction 8995162 Year 2008
Other 0810473 Year 2008
Safety 1173311 Year 2011
Bridge Rehabilitation (Obsolete) 8403002 Year 1991
4R - No Added Capacity 1173539 Year 2011
Other 0810469 Year 2008
Safety 4485003 Year 1991
4R - No Added Capacity 1173538 Year 2011
Bridge Rehabilitation - No Added Capacity 7226002 Year 1991
Safety 1382004 Year 2011
Safety 1173290 Year 2013
4R - No Added Capacity 1173540 Year 2011
Safety 5539001 Year 1991
4R - No Added Capacity 1173541 Year 2011
Safety 1173301 Year 2011
4R - Added Capacity 1173310 Year 2011
Safety 1173262 Year 2011
Mitigation of Water Pollution due to Highway Runoff 1173502 Year 2011
4R - Maintenance Resurfacing 1173284 Year 2011
Safety 1173261 Year 2011
Other 0248019 Year 1996
Safety 1801586 Year 2018
4R - No Added Capacity 1173570 Year 2011
Other 1173285 Year 2011
Other 1173273 Year 2011
Safety 1801590 Year 2018
Safety 1801588 Year
New Construction Roadway 0500143 Year 2011
Other 1173272 Year 2011
Other 5326002 Year 1998
4R - Maintenance Resurfacing 9931009 Year 1997
Facilities for Pedestrians and Bicycles 0901281 Year 2011
Facilities for Pedestrians and Bicycles 0710849 Year 2011
Safety 1173286 Year 2011
Safety 1400876 Year 2014
Safety 1173289 Year 2011
Safety 1401168 Year 2014
Safety 1400877 Year 2014
Safety 1401229 Year 2014
Safety 3262007 Year 1997
INDOT Disclaimer: The Indiana Department of Transportation (INDOT) Provides these geographic data "as is" and the user accepts the data "as is", and assumes all risks associated with its use. By acceptance of this data, the user agrees not to transmit this data or provide access to it, or any part of it, to another party unless the user shall include with the data a copy of this disclaimer. INDOT makes no guarantee or warranty concerning the accuracy of information contained in the geographic data. INDOT further makes no warranties, either expressed or implied as to any other matter whatsoever, including, without limitation, the condition of any product, or its fitness for any particular purpose. The burden for determining fitness for use lies entirely with the user. Although these data have been processed successfully on computers of INDOT, no warranty, expressed or implied, is made by INDOT regarding the use of these data on any other system, nor does the fact of distribution constitute or imply any such warranty. In no event shall INDOT have any liability whatsoever for payment of any consequential, incidental, indirect, special, or tort damages of any kind, including, but not limited to, any loss of profits arising out of or reliance on the geographic data or arising out of the delivery, installation, operation, or support by INDOT.
Map created by INDOT GIS Services
Using data from Engineering & Asset Management
Document Path: I:\SAPS Project Folder\Todd Shields\Emergency Relief Maps 2.3.21\Updated 2.25.21\ER Final.mxd
www.in.gov/indot

Transportation Improvement Program Funding

The Transportation Improvement Program must achieve fiscal constraint by balancing estimated project expenditures with expected funding revenues over given fiscal years. Each specific source of funding must additionally have a use consistent with its designated project purpose. The process of balancing expenditures across the portfolio of available funds requires cooperation and support from all of all BMCMPO Local Public Agencies (LPA), stakeholders, and state/federal funding partners.

The Fiscal Years used for the purposes of the Transportation Improvement Program begin on July 1 and end on June 30. Therefore, Fiscal Year 2022 begins on July 1, 2021 and Fiscal Year 2026 ends on June 30, 2026.

Federal revenue forecasts rely upon past receipts typically allocated on a per capita basis for Indiana's Group II urban areas, projections from INDOT, the FHWA, and the FTA of anticipated Federal spending authorization levels, and consultations with appropriate Federal and State funding agencies.

Local funding forecast derivations employ a similar methodology coupled with extensive local public agency coordination. The source for project expenditure estimates include industry-standard construction cost estimating tools, such as RSMeans data (https://www.rsmeans.com) or similar standard industry sources, and a project-specific combination of prior construction experiential data, cost assessments, and program evaluation tools.

The following FY 2022-2026 TIP funding tables summarize the projected revenues and expenditures for Fiscal Years 2022 through 2026 for the BMCMPO urban area. The summary tables for the State of Indiana's programmed funds or projects are subject to statewide financial constraints beyond the jurisdictional control of the BMCMPO.

Bloomington-Monroe Couty Metropolitan Planning Organization (BMCMPO)
Anticipated FY 2022 - 2026 TIP Federal Program Revenue Levels*

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

***Source:** Indiana MPO Council/INDOT-BMCMPO Local Share of Federal Formula Apportionments, 01-26-21.
**HSIP applicable projects. ***Coronavirus Response and Relief Supplemental Appropriations Act, 2021 funding based on 2010 Census that must have expenditure by September 20, 2023.

Draft BMCMPO FY 2022-2026 Transportation Improvement Program
Recommended Funding Levels by Fiscal Year (FY 2026* Illustrative)

06-18-2021

STPBG FUNDING

LPA	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026*
Bloomington	$2,138,309	$2,992,243	$242,110	$2,992,243	$2,992,243
Monroe County	$421,934	$0	$2,750,133	$0	$0
BT	$432,000	$0	$0	$0	$0
Total STPBG Funding Applied For	$2,992,243	$2,992,243	$2,992,243	$2,992,243	$2,992,243
Total Available	$2,992,243	$2,992,243	$2,992,243	$2,992,243	$2,992,243
Difference + (-)	$0	$0	$0	$0	$0

TAP FUNDING

LPA	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026*
Bloomington	$169,513	$169,513	$0	$169,513	$169,513
Monroe County	$0	$0	$155,801	$0	$0
Total TAP Funding Applied For	$169,513	$169,513	$155,801	$169,513	$169,513
Total Available	$169,513	$169,513	$169,513	$169,513	$169,513
Difference + (-)	$0	$0	$13,712	$0	$0

HSIP FUNDING

LPA	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026*
Bloomington	$430,795	$430,795	$342,611	$430,795	$430,795
Monroe County	$0	$0	$88,184	$0	$0
Total HSIP Funding Applied For	$430,795	$430,795	$470,684	$430,795	$430,795
Total Available	$430,795	$430,795	$430,795	$430,795	$430,795
Difference + (-)	$0	$0	$0	$0	$0

SECTION 164 FUNDING

LPA	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026*
Bloomington	$110,460	$110,460	$110,460	$110,460	$110,460
Monroe County	$0	$0	$0	$0	$0
Total CARES Funding Applied For	$110,460	$110,460	$110,460	$110,460	$110,460
Total Available	$110,460	$110,460	$110,460	$110,460	$110,460
Difference + (-)	$0	$0	$0	$0	$0

STPBG GROUP III (CARES FUNDING REPLACEMENT)

LPA	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026*
Bloomington	$0	$340,051	$0	$0	$0
Monroe County	$0	$0	$0	$0	$0
Total CARES Funding Applied For	$0	$340,051	$0	$0	$0
Total Available	$0	$340,051	$0	$0	$0
Difference + (-)	$0	$0	$0	$0	$0

The preliminary draft expenditures table noted on the previous page show a current (May 20, 2021) un-constrained list of proposed expenditures for Fiscal Years 2022 through 2025. Fiscal Year 2026 is considered "illustrative" and therefore not subject to fiscal constraint.

The following tables show preliminary summary details.

Monroe County FY 2022-2026 TIP Application Amounts by Funding Type and Fiscal Year

Monroe County TIP Summary Table

Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026*	Outlying Years	TOTAL
STPBG	$421,934		$2,750,133				$3,172,067
Group II Program	$ -						$ -
Group III Program		$6,808,000					$6,808,000
TAP			$155,801				$155,801
TAP (TE)	$1,770,400						$1,770,400
HSIP			$88,184		$2,025,000		$2,113,184
Local Bridge	$377,061	$9,725	$224,783	$1,667,715			$2,279,284
ITP		$ -					$ -
Section 164							
STPBG Group III (CARES)							
Total Federal	$2,569,395	$6,817,725	$3,218,901	$1,667,715	$2,025,000	$ -	$16,298,736
Total Local	$3,147,265	$6,736,905	$14,653,880	$691,929	$225,000		$25,454,979
TOTAL	$5,716,660	$ 13,554,630	$17,872,781	$2,359,644	$2,250,000	$ -	$41,753,715

*FY 2026 is an illustrative program year.

City of Bloomington FY 2022-2026 TIP Application Amounts by Funding Type and Fiscal Year

City of Bloomington TIP Summary Table

Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026*	Outlying Years	TOTAL
STPBG	$2,138,309	$2,992,243	$242,110	$2,992,243	$2,992,243		$11,357,148
Group II Program							$ -
Group III Program							$ -
TAP	$169,513	$169,513		$169,513	$169,513		$678,052
TAP (TE)							$ -
HSIP	$430,795	$430,795	$382,500	$430,795	$430,795		$ 2,105,680
Bridge							$ -
ITP							$ -
Section 164	$110,460	$110,460	$110,460	$110,460	$110,460		$552,300
STPBG Group III (CARES)		$340,051					$340,051
Total Federal	$2,849,077	$4,043,062	$735,070	$3,703,011	$3,703,011	$ -	$15,033,231
Total Local	$1,445,423	$3,529,921	$1,004,930	$925,989	$3,340,989		$10,247,252
TOTAL	$4,294,500	$7,572,983	$1,740,000	$4,629,000	$7,044,000	$ -	$25,280,483

*FY 2026 is an illustrative program year.

Bloomington Transit FY 2022-2026 TIP Application Amounts by Funding Type and Fiscal Year

Bloomington Transit TIP Summary Table							
Funding Source	**FY 2022**	**FY 2023**	**FY 2024**	**FY 2025**	**FY 2026****	**Outlying Years**	**Total**
FTA 5307	$2,580,585	$2,635,077	$2,690,773	$2,747,704	$2,805,898		$13,460,037
FTA 5310	$258,445	$143,982	$284,726	$155,731	$307,960		$1,150,844
FTA 5339	$2,896,000	$4,326,400		$1,371,774	$473,322		$9,067,496
PMTF	$2,729,092	$2,783,674	$2,839,347	$2,896,134	$2,954,057		$14,202,304
STPBG	$432,000	*$0		*$0	$500,000		$932,000
Fares	$1,710,383	$1,744,591	$1,779,483	$1,815,072	$1,851,374		$8,900,903
Local	$3,265,417	$2,933,128	$2,583,167	$3,072,477	$2,932,743		$14,786,932
Total	$13,871,922	$14,566,852	$10,177,496	$12,058,892	$11,825,354		$62,500,516

*Withdrew initial application of $648,960 of STPB from 2023 and $500,000 of STPB from 2025.
**FY 2026 is an illustrative program year.

Rural Transit FY 2022-2026 TIP Application Amounts by Funding Type and Fiscal Year

Rural Transit TIP Summary Table							
Funding Source	**2022**	**2023**	**2024**	**2025**	**2026***	**Outlying Years**	**Total**
FTA 5311	$875,524	$910,545	$946,967	$984,845	$1,024,239		$4,742,120
FTA 5339	$ -	$ -	$ -	$ -	$ -		$ -
Local Match & PMTF	$312,096	$324,579	$337,563	$351,065	$365,108		$1,690,411
Local Fares & In-Kind	$563,428	$585,965	$609,403	$633,780	$659,131		$3,051,707
Total	$1,751,048	$1,821,089	$1,893,933	$1,969,690	$2,048,478		$9,484,238

*FY 2026 is an illustrative program year.

FY 2022-2026 Project List

MONROE COUNTY

Bicentennial Pathway Project, Phase 1 [DES#0902215]

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2022	TAP (TE)	$ 231,200	$ 57,800	$ 289,000
CN	2022	TAP (TE)	$1,539,200	$384,800	$1,924,000
Totals			**$1,770,400**	**$442,600**	**$2,213,000**

Vernal Pike Connector [DES#1702957]

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
RW	2022	Local		$2,000,000	$ 2,000,000
CE	2023	Group III Program	$ 888,000	$ 813,844	$ 1,701,844
CN	2023	Group III Program	$5,920,000	$5,425,630	$11,345,630
Totals			**$6,808,000**	**$8,239,474**	**$15,047,474**

Fullerton Pike/Gordon Pike/Rhorer Road, Phase III [DES#1802977]

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
	2022	Local		$ 377,000	$ 377,000
PE	2023	Local		$ 100,000	$ 100,000
	2024	Local		$ 10,000	$ 10,000
RW	2022	STP	$ 421,934	$ 278,066	$ 700,000
CE	2024	Local		$ 1,500,000	$ 1,500,000
CN	2024	STP	$2,750,133	$12,125,485	$14,875,618
Totals			**$3,172,067**	**$14,390,551**	**$17,562,618**

Fullerton Pike, Phase III Bridge [DES#2001721 Kinned with DES#802977)]

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
		BR			

Karst Farm Greenway - Connector Trail [DES#1900405]

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2022	Local		$ 213,400	$ 213,400
RW	2023	Local		$ 270,000	$ 270,000
CE	2024	Local		$ 114,000	$ 114,000
CN	2024	TAP	$ 155,801	$ 758,199	$ 914,000
Totals			**$ 155,801**	**$1,355,599**	**$1,511,400**

Pedestrian Trail Crossing Improvements [DES#1900406]

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2022	Local		$20,000	$ 20,000
CN	2024	HSIP	$88,184	$ 9,800	$ 97,984
Totals			**$88,184**	**$29,800**	**$117,984**

Rockport Road, Bridge #308, 0.04 Miles S of Bolin Lane [DES#1902772]

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2022	Local BR	$ 256,560	$ 64,140	$ 320,700
RW	2024	Local BR	$ 120,000	$ 30,000	$ 150,000
CE	2025	Local BR	$ 336,000	$ 84,000	$ 420,000
CN	2025	Local BR	$1,324,800	$ 331,200	$1,656,000
Totals			**$2,037,360**	**$ 509,340**	**$2,546,700**

Bridge Safety Inspection and Inventory [DES#2100084]

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2022	Local BR	$120,501	$30,125	$150,626
PE	2023	Local BR	$ 9,725	$ 2,431	$ 12,156
PE	2024	Local BR	$104,783	$26,196	$130,979
PE	2025	Local BR	$ 6,915	$ 1,729	$ 8,644
Totals			**$241,924**	**$60,481**	**$302,405**

Old SR 37 South at Dillman Road [DES#TBD]

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2023	Local		$125,000	$ 125,000
RW	2024	Local		$100,000	$ 100,000
	2025	Local		$275,000	$ 275,000
CE	2026	HSIP	$ 225,000	$ 25,000	$ 250,000
CN	2026	HSIP	$1,800,000	$200,000	$2,000,000
Totals			**$2,025,000**	**$725,000**	**$2,750,000**

FY 2022-2026 Project List

CITY OF BLOOMINGTON

B-Line Trail Extension [DES#1700735]

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2023	Local		$ 225,000	$ 225,000
CN	2023	STP	$242,110	$1,217,839	$1,459,949
		STPB Group III (CARES)	$340,051		$ 340,051
Totals			**$582,161**	**$1,442,839**	**$2,025,000**

Crosswalk Safety Improvements Project (FY22) [DE#1700976]

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2022	Local		$ 52,500	$ 52,500
CN	2022	HSIP	$240,795	$ 98,745	$339,540
	2022	Section 164	$110,460		$110,460
Totals			**$351,255**	**$151,245**	**$502,500**

Crosswalk Safety Improvements Project (FY25) [DES#TBD]

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2023	Section 164	$ 70,571	$29,429	$100,000
CE	2025	HSIP	$ 66,255	$ 7,745	$ 74,000
CN	2025	HSIP	$364,540	$55,000	$419,540
		Section 164	$110,460		$110,460
Totals			**$611,826**	**$92,174**	**$704,000**

Downtown Curb Ramps Phase 3 [DES#1900403]

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2023	HSIP	$ 61,393	$ 6,822	$ 68,215
CN	2023	HSIP	$369,402	$45,477	$ 14,879
		Section 164	$ 39,889		$ 39,889
Totals			**$470,684**	**$52,299**	**$522,983**

Downtown Curb Ramps Phase 4
[DES#TBD]

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2024	Section 164	$110,460	$ 4,540	$115,000
CE	2026	HSIP	$ 66,255	$ 7,745	$ 74,000
CN	2026	HSIP	$364,540	$55,000	$419,540
		Section 164	$110,460		$110,460
Totals			**$651,715**	**$67,285**	**$719,000**

Guardrail Improvement Project
[DES#1900404]

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2022	Local		$30,000	$ 30,000
CN	2022	HSIP	$190,000	$25,000	$215,000
Totals			**$190,000**	**$55,000**	**$245,000**

High Street Intersection Modernizations and Multiuse Path
[DES#TBD]

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2023	Local		$800,000	$ 800,000
RW	2024	STP	$ 242,110	$857,890	$1,100,000
CE	2026	Local		$640,000	$ 640,000
CN	2026	STP	$2,992,243	$2,638,244	$5,800,000
		TAP	$ 169,513		
Totals			**$3,403,866**	**$4,936,134**	**$8,340,000**

Signal Timing Project
[DES#1900400]

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2024	HSIP	$382,500	$42,500	$425,000
Totals			**$382,500**	**$42,500**	**$425,000**

17th Street Multimodal Improvements [DES#1900402]

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
CE	2022	STP	$ 284,000	$ 71,000	$ 355,000
CN	2022	STP	$1,854,309	$578,178	$2,602,000
		TAP	$ 169,513		
Totals			**$2,307,822**	**$649,178**	**$2,957,000**

West 2nd Street Modernization and Safety Improvements [DES#TBD]

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
PE	2022	Local		$ 500,000	$ 500,000
RW	2024	Local		$ 100,000	$ 100,000
CE	2025	STP	$ 338,756	$ 86,244	$ 425,000
CN	2025	STP	$2,653,487	$ 777,000	$3,600,000
		TAP	$ 169,513		
Totals			**$3,161,756**	**$1,463,244**	**$4,625,000**

Project List FY 2022-2026

RURAL TRANSIT

Rural Transit Operation Assistance
[DES#1802840, #1802841, #1802842, #1802843, #1802844]

Funding Source	2022	2023	2024	2025	2026	Total
5311	$875,524	$910,545	$946,967	$984,845	$1,024,239	$4,742,120
Local Match & PMTF	$312,096	$324,579	$337,563	$351,065	$365,108	$1,690,411
Local Fares & In-Kind	$563,428	$585,965	$609,403	$633,780	$659,131	$3,051,707
Totals	**$1,751,048**	**$1,821,089**	**$1,893,933**	**$1,969,690**	**$2,048,478**	**$9,484,238**

Project List FY 2022-2026

BLOOMINGTON TRANSIT

Operational Assistance for Fixed Route and Paratransit Service
[DES#1700763, #1700764, #1700765, #1700766, #1700767]

Funding Source	2022	2023	2024	2025	2026	Total
5307	$2,436,585	$2,485,317	$2,535,023	$2,585,724	$ 2,637,438	$12,680,087
PMTF	$2,729,092	$2,783,674	$2,839,347	$2,896,134	$ 2,954,057	$14,202,304
Fares	$1,710,383	$1,744,591	$1,779,483	$1,815,072	$ 1,851,374	$ 8,900,903
Local	$2,332,806	$2,427,052	$2,475,593	$2,525,105	$ 2,575,607	$12,336,163
Totals	**$9,208,866**	**$9,440,634**	**$9,629,446**	**$9,822,035**	**$10,018,476**	**$48,119,457**

Purchase and Rebuild of Major Vehicle Components
[DES#1700763, #1700764,#1700765, #1700766, #1700767]

Funding Source	2022	2023	2024	2025	2026	Total
5307	$144,000	$149,760	$155,750	$161,980	$168,460	$779,950
Local	$ 36,000	$ 37,440	$ 38,938	$ 40,495	$ 42,115	$194,988
Totals	**$180,000**	**$187,200**	**$194,688**	**$202,475**	**$210,575**	**$974,938**

Purchase BT Access Vehicle Replacement
[DES#1700763, #1700764, #1700765, #1700766, #1700767]

Funding Source	2022	2023	2024	2025	2026	Total
5310	$138,445	$143,982	$149,742	$155,731	$161,962	$749,862
Local	$ 34,611	$ 35,996	$ 37,436	$ 38,933	$ 40,490	$187,466
Totals	**$173,056**	**$179,978**	**$187,178**	**$194,664**	**$202,452**	**$937,328**

Purchase 35-foot Replacement Hybrid Buses
[DES#1700763, #1700764, #1700765, #1700766, #1700767]

Funding Source	2022	2023	2024	2025	2026	Total
5339	$2,896,000	$2,595,840	$0	$1,371,774	$ 473,322	$ 7,336,936
STPB	$ 432,000	$ 648,960	$0	$ 500,000	$ 500,000	$ 2,080,960
Local	$ 832,000		$0	$ 467,944	$ 243,331	$ 1,543,275
Totals	**$4,160,000**	**$3,244,800**	**$0**	**$2,339,718**	**$1,216,653**	**$10,961,171**

Bus Stop Accessibility Improvements
[DES#TBD]

Funding Source	2022	2023	2024	2025	2026	Total
5310	$120,000	$0	$134,984	$0	$145,998	$400,982
Local	$30,000	$0	$31,200	$0	$ 31,200	$ 92,400
Totals	**$150,000**	**$0**	**$166,184**	**$0**	**$177,198**	**$493,382**

Fixed Route Service Expansion Electric Vehicles, Charging Stations and Charging Station Installation
[DES#TBD]

Funding Source	2022	2023	2024	2025	2026	Total
5339	$0	$1,730,560	$0	$0	$0	$1,730,560
Local	$0	$ 432,640	$0	$0	$0	$ 432,640
Totals	**$0**	**$2,163,200**	**$0**	**$0**	**$0**	**$2,163,200**

Project List FY 2022-2026

INDIANA DEPARTMENT OF TRANSPORTATION

SR 45/46, 0.20 Miles E of I-69 (Arlington Road) to 0.93 Miles E of I-69 (Kinser Pike) [DES#1700198]

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2024	NHPP	$4,720,000	$1,180,000	$5,900,000
Totals			**$4,720,000**	**$1,180,000**	**$5,900,000**

SR 45 at the Intersection of Pete Ellis Drive [DES#1800199]

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
RW	2022	STPBG	$ 320,000	$ 80,000	$ 400,000
CN	2023	STPBG	$1,833,913	$458,478	$2,292,391
Totals			**$2,153,913**	**$538,478**	**$2,692,391**

SR 37 at Intersection with Dillman Road [DES#1800371]

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2024	NHPP	$1,209,431	$302,358	$1,511,789
Totals			**$1,209,431**	**$302,358**	**$1,511,789**

SR 37 - 3.65 miles south of SR 45 over abandoned railroad northbound lane [DES#1801171]

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2024	NHPP	$329,854	$82,464	$412,318
Totals			**$329,854**	**$82,464**	**$412,318**

SR 46 Bridge Superstructure Replacement at 06.04 miles W of SR 37 @ Jacks Defeat Creek (WBL)
[DES#1900098]

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
PE	2024	NHPP	$ 60,000	$ 15,000	$ 75,000
RW	2022	NHPP	$ 44,000	$ 11,000	$ 55,000
CN	2024	NHPP	$1,967,656	$ 491,914	$2,459,570
Totals			**$2,071,656**	**$517,914**	**$2,589,570**

Bridge Thin Deck Overlay at 0.75 miles W of SR 37, EBL over Center Fork Stout Creek
[DES#1900710]

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2022	NHPP	$978,020	$244,050	$1,222,070
Totals			**$978,020**	**$244,050**	**$1,222,070**

SR 37 Bridge over BR Indian Creek, 3.62 mile S SR 37
[DES#2000365]

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2024	STPBG	$1,160,255	$290,064	$1,450,319
Totals			**$1,160,255**	**$290,064**	**$1,450,319**

ADA Sidewalk Ramp Construction
[DES#2001522]

Project Phase	Fiscal Year	Federal Source	Federal Funding	State Match	Total
CN	2022	NHPP	$172,000	$43,000	$215,000
Totals			**$172,000**	**$43,000**	**$215,000**

Bridge This Deck Overlay Over BR N Fork Salt Creek, 04.86 Miles E of SR 446 [DES#2002034]					
Project Phase	**Fiscal Year**	**Federal Source**	**Federal Funding**	**State Match**	**Total**
PE	2022	NHPP	$ 64,000	$16,000	$ 80,000
CN	2025	NHPP	$160,599	$40,150	$200,749
Totals			**$224,599**	**$56,150**	**$280,749**

Appendices

Appendix A:
Financial Forecast

Introduction

Financial resources define the feasibility, timing, and scope of FY 2022-2026 Transportation Improvement Program (TIP) project selection and implementation. This appendix defines reasonable financial forecasts that support the recommended multi-modal transportation needs plan for the Bloomington and Monroe County urbanized area. The resulting fiscally constrained plan of projects is a requirement first set forth in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Successive Federal transportation legislation (TEA-21, SAFETEA-LU, MAP-21 and FAST) continued this requirement and permitted the inclusion of "illustrative" transportation projects for potential implementation if additional funding were to become available during the established final program Fiscal Year 2026 planning period.

Financial resources for federal, state, and local highway transportation projects are typically set aside for three categorical areas:

- *eSafety and Security* - represent the highest multi-modal transportation system priority by protecting people, system users, and infrastructure investments

- *Facility maintenance and Preservation* – protects existing capital investments which include operation and maintenance and reconstruction (including pavement resurfacing, bridge rehabilitation transit operations, and bicycle/pedestrian facilities) of existing transportation facilities and services

- *Capacity Expansion* – adds to the functional capacity of the multi-modal transportation system through the addition of travel lanes, new transit facilities, sidewalks, and new bicycle/pedestrian multi-use pathways.

- *New Facilities* – represent major new capital investments including new roadways, bridges and interchanges where such facilities do not currently exist.

Federal Resource Programs

Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) governs current federal funding for highway, transit and railroad facilities. The FAST Act authorizes $305 billion over fiscal years 2016 through 2020 and maintains a focus on safety, keeps intact the established structure of the various highway-related programs, continues to streamline project delivery, and provides a dedicated source of federal dollars for freight projects. At present, Congress has an expected reauthorization date of September-December 2021.

The FAST Act apportions Federal program funds using a formula or a set of formulas, takedowns, and set-aside's. Legally established formulas determine initial lump sum amounts for each State's federal-aid apportionment. The lump sums may further subdivide among different programs (outlined below) based upon legally defined percentages. Federal legislation further requires the distribution of some programs within the State to promote the fair and equitable use of funds and to meet certain priorities. Apportioned funds account for the overwhelming majority of Federal Highway Administration (FHWA) funds. Current congressional rules prohibit earmarking, which historically achieved accomplishment through allocations. Because of the limited funding for these programs, not every State will receive an allocation in a given fiscal year.

Major funding programs administered by the FHWA and the Federal Transit Administration (FTA) under current FAST Act legislation include the:

- **National Highway Performance Program (NHPP):** This program provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction directly support progress toward the achievement of performance targets established in a State of Indiana's asset management plan for the NHS.

- **Surface Transportation Block Grant Program (STBG):** This program provides flexible funding for use by states and localities to preserve and improve the conditions and performance on any federal-aid highway or bridge on any public road, pedestrian and bicycle infrastructure, and transit capital projects.

- **Highway Safety Improvement Program (HSIP):** Within the Surface Transportation Block Grant Program, the Highway Safety Improvement Program serves as a core federal-aid program with the purpose of achieving significant reductions in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. The main elements of HSIP include the Strategic Highway Safety Plan (SHSP), the State HSIP or program of highway safety improvement projects, and the Railway-Highway Crossings Program (RHCP).

- **Congestion Mitigation and Air Quality Improvement Program (CMAQ):** This program directs flexible funding resources to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The Bloomington-Monroe County metropolitan planning area is an air quality attainment area.

- **Metropolitan Planning Program (PL):** Under the FAST Act, the Metropolitan Planning Program directs a cooperative, continuous, and comprehensive multimodal planning framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration and Federal Transit Administration responsibility. The FAST Act continues to require metropolitan transportation plans and transportation improvement programs (TIPs) to provide for facilities that enable an intermodal transportation system, including pedestrian and bicycle facilities.

- **National Highway Freight Program (NHFP):** This program provides States with highway-focused formula funding for use on freight-related projects, and a new program (FASTLANE) which provides discretionary grants for nationally-significant freight and highway projects.

Federal Funding Projections

Surface Transportation Block Grant (STBG)

The Surface Transportation Block Grant (STBG) program funds represent the primary source of federal support for improvements to Bloomington-Monroe County urbanized area roadways. The FAST Act converts the long-standing Surface Transportation Program (STP) into the Surface Transportation Block Grant (STBG) program. As statutorily cited [FAST Act § 1109(a)] by the Federal Highway Administration, "The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs."

Urbanized areas with a population of 200,000 or more persons (referred to as Group I areas) have a dedicated funding allocation stipulated by federal statute. Indiana urbanized areas, such as Bloomington, with a population of 50,000 to less than 200,000 persons (referred to as Group II areas) receive funding allocations based on a proportion of statewide population.

Under a sharing agreement for surface transportation programs, the Indiana Department of Transportation (INDOT) retains 75% of the federal funds received by the State of Indiana. INDOT distributes the remaining 25% federal fund balances to local jurisdictions, including Metropolitan Planning Organizations.

The federal-aid STBG fund allocation for the Bloomington Metropolitan Planning Area (MPA) in Fiscal Year 2021 was approximately $2.75 million. The forecast of STBG funds available between fiscal years 2021 and 2045 assumed a conservative, constant and real dollar growth rate of 2.0%.

As shown below, the Bloomington metropolitan planning area is likely to receive a total of approximately $86,076,367 in STBG funds between fiscal years 2021 and 2045 for locally initiated capital roadway system improvements.

Fiscal Years 2021 through 2030 = $28,695,667
Fiscal Years 2031 through 2045 = $54,630,567
Total = $83,326,234

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) provides federal funding for eligible safety improvement projects on local roadways. The Bloomington metropolitan planning area received an annual allocation of $470,684 for fiscal year 2020. The forecast of HSIP funds available between fiscal years 2021 and 2045 assumed a conservative, constant and real dollar growth rate of 2.0%.

Fiscal Years 2021 through 2030 = $4,911,250
Fiscal Years 2031 through 2045 = $9,349,997
Total = $14,261,247

Transportation Alternatives (TA) Program

Within the Surface Transportation Block Grant program, Transportation Alternatives (TA) program provides federal funding for programs and projects defined as transportation alternatives, including on and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation, and enhanced mobility. The Bloomington urbanized area received an annual allocation of $155,801 for fiscal year 2020. The forecast of TA funds available between fiscal years 2021 and 2045 assumed a conservative, constant and real dollar growth rate of 2.0%.

Fiscal Years 2021 through 2030 = $1,625,672
Fiscal Years 2031 through 2045 = $3,094,940
Total = $4,720,612

State of Indiana Investments

The Indiana Department of Transportation does not have any committed major capital projects identified for construction in Bloomington and Monroe County between Fiscal Year 2021 and Fiscal Year 2045 given the recent completion of the I-69 corridor through the metropolitan planning area.

A majority of investment priorities shall therefore focus on safety enhancements and system preservation to existing state roads. With the knowledge that these improvements rely upon an as-needed basis, no firm estimate of future investments in such projects is currently available.

Indiana's *Next Level Roads Plan* announced in 2017 resulting from House Enrolled Act 1002 (Effective July 1, 2017) focused funding in the BMCMPO area on preservation, maintenance, and safety investments with a 3-year investment total equaling $13,033,146 from 2018 through 2020. House Enrolled Act 1002 established an increase of ten-cents per gallon for gasoline, special fuels, and motor carrier surcharge taxes. The Act further established an indexation

against inflation thereby maintaining constant dollar revenues in relation to overall indexed costs.

Local roads statewide received an estimated $264.0 million in additional dollars in FY 2019 and shall receive up to an estimated $340.0 million by FY 2024. The House Enrolled Act should raise $1.2 billion in new state and local revenues beginning in 2024.

INDOT's Community Crossing Local Road and Bridge Matching Grant Fund Program provides an additional source of revenue to the BMCMPO area through discretionary awards for systems preservation, maintenance, replacements, reconstruction, and similar activities. INDOT has awarded over $1.0 billion since 2013 to local public agencies to aid in modernizing local roads and bridges. No future funding availability is possible given the variable discretionary nature of this program, the size of requests in relation to available funds, and the year-to-year needs of Monroe County, the City of Bloomington, and the Town of Ellettsville. Therefore a reasonable financial forecast is not possible.

Federal Transit Program Formula Grants, Capital Investment Grants, and State Assistance

Federal transit program formula grants and capital investment grants and state assistance are critical to the success of Bloomington Transit and its provision of service over 1,178,700 vehicle miles traveled for 3.14 million annual customers in 2018. This equates to 2.66 miles per customer trip.

Federal transit formula operating and capital investment grants for Bloomington Transit totaled $2,770,000 in calendar year 2020. The forecast of Federal Transit Administration (FTA) funds available between fiscal years 2021 and 2045 assumed a conservative, constant and real dollar growth rate of 2.0%. As shown below, Bloomington Transit is likely to receive a total of $86,076,367 in formula grants and capital investment grants for Fiscal Year 2021 through Fiscal Year 2045.

Fiscal Years 2021 through 2030 = $30,937,342
Fiscal Years 2031 through 2045 = $59,561,067
***Total* = $90,498,409**

State transit program assistance to Bloomington Transit totaled $2.6 million in 2020. A conservative, constant dollar growth rate of 2.0% used to forecast these funds available between 2021 and 2045 projects Bloomington Transit will likely receive a total of $88,937,271 in formula grants and capital investment grants for Fiscal Year 2021 through Fiscal Year 2045.

Fiscal Years 2021 through 2030 = $29,500,694
Fiscal Years 2031 through 2045 = $56,795,209
Total = $86,295,903

Federal transit formula operating and capital investment grants for Rural Transit totaled $748,544 in 2020. The forecast of Federal Transit Administration (FTA) funds available between fiscal years 2021 and 2045 assumed a conservative, constant and real dollar growth rate of 2.0%. As shown below, Rural Transit is likely to receive a total of $24,455,610 in federal formula grants and capital investment grants for Fiscal Year 2021 through Fiscal Year 2045.

Fiscal Years 2021 through 2030 = $8,360,275
Fiscal Years 2031 through 2045 = $16,095,336
Total = $24,455,610

State transit program assistance to Rural Transit totaled approximately $306,875 in 2020. A conservative, constant dollar growth rate of 2.0% used to forecast these funds available between 2021 and 2045 projects Rural Transit will likely receive a total of $10,025,884 in formula grants and capital investment grants for Fiscal Year 2021 through Fiscal Year 2045.

Fiscal Years 2021 through 2030 =$3,427,400
Fiscal Years 2031 through 2045 = $6,598,485
Total = $10,025,884

Local Resources

Primary resources for locally initiated transportation projects include Motor Vehicle Highway Account (MVHA) fund receipts, Local Road and Street Funds (LRS), the Wheel Tax, the Cumulative Bridge Fund, Cumulative Capital Development Funds, alternative transportation funds and, in certain instances, Tax Increment Financing (TIF) District funds.

Motor Vehicle Highway Account (MVHA) & Wheel Tax

The Motor Vehicle Highway Account (MVHA) receipts for Monroe County and the City of Bloomington typically exhibit an annual variability. The construction or reconstruction and maintenance of streets and alleys rely upon MVHA funds. These funds represent the primary operating and maintenance expenditures for Monroe County and the City of Bloomington between 2021 and 2045. The forecast assumption for the *2045 MTP* is that MVHA receipts will remain at a constant real dollar growth rate of 2.0% until the Year 2045 and that these funds will continue use for basic operations and maintenance.

Monroe County and Bloomington use Wheel Tax funds for resurfacing and minor roadway rehabilitation projects. The forecast assumption for the *2045 MTP* is that Wheel Tax receipts will remain at a constant real dollar growth rate of 2.0% until the Year 2045 and that these funds will continue for the purposes prescribed by the Indiana General Assembly.

Given MVHA and Wheel Tax receipts and under the assumptions outlined above, the following fiscal period forecasts can be reached:

Fiscal Years 2021 through 2030 = $112,497,308
Fiscal Years 2031 through 2045 = $207,949,604
Total = $320,446,912

Local Road and Street (LRS) Funds

Local Road and Street account (LRS) funds, including accelerated allocations, are available for capital investment. A portion of the funds, however, must have a set aside for preservation projects such as resurfacing, intersection/signalization projects, and safety improvements.

Based on past and present budgets, Monroe County and the City of Bloomington allocate variable portions of these funds for capital investments. These funds represent the primary expenditures that Monroe County and the City of Bloomington use for engineering, land acquisition, construction, resurfacing, restoration, and rehabilitation of roadway facilities. The forecast assumption for the *2045 MTP* is that LRS receipts will remain at a constant real dollar growth rates of 2.0% until the Year 2045 and that these funds will continue use for the purposes prescribed by the Indiana General Assembly.

Given LRS receipts and under the assumptions outlined above, the following fiscal period forecasts can be reached:

Fiscal Years 2021 through 2030 = $21,718,454
Fiscal Years 2031 through 2045 = $41,812,716
Total = $63,531,169

Cumulative Bridge Funds

The Monroe County Cumulative Bridge Fund will continue dedication to bridge preservation for the cost of construction, maintenance, and repair of bridges, approaches, grade separations and county-wide bridge inspections. The forecast assumption for the *2045 MTP* is that the Cumulative Bridge Fund will remain at a constant real dollar growth rate of 2.0% until the Year 2045 and that these funds will continue use for the purposes prescribed by the Indiana General Assembly.

Given Cumulative Bridge receipts and under the assumptions outlined above, the following fiscal period forecasts can be reached:

Fiscal Years 2021 through 2030 = $18,491,741
Fiscal Years 2031 through 2045 = $35,600,597
Total = $54,092,338

Major Bridge Fund

The Major Bridge Fund established under (IC § 8-16-3.1) is a special fund to address major obstructions between commercial or population centers which are capable of causing an economic hardship because of excess travel time to conduct a normal level of commerce between the two (2) centers. A major bridge is defined as a structure of 200-feet or longer or 100-feet in a qualified city. The tax levy shall not exceed $0.0333 per $100 assessed valuation within the eligible county. The Major Bridge Fund has no forecast for the *2045 MTP*.

Cumulative Capital Development Funds

The forecast assumption for the 2045 Metropolitan Transportation Plan is that the Cumulative Capital Development Fund will remain at a constant real dollar growth rate of 2.0% until the Year 2045 and that these funds will continue use for the purposes prescribed by the Indiana General Assembly.

Given Cumulative Capital Development Fund receipts for Monroe County and the City of Bloomington under the assumptions outlined above, the following fiscal period forecasts can be reached:

Fiscal Years 2021 through 2030 = $49,018,809
Fiscal Years 2031 through 2045 = $76,084,055
Total = $125,102,864

Tax Increment Financing (TIF) Funds

Tax Increment Financing (TIF) District revenue receipts are occasionally used by Monroe County and the City of Bloomington for capital infrastructure investments including roadway and drainage improvements. Forecasts for these districts are inexact given their direct link to project development, property values, and sunset provisions. The Monroe County TIF District Funds have no forecast for the *2045 MTP*.

Alternative Transportation Funds

The City of Bloomington established Alternative Transportation funding exclusively for pedestrian and bicycle infrastructure maintenance, preservation, and facility expansions more than a decade ago. The Common Council allocates funds through annual municipal budget approvals. The forecast assumption for the *2045 Metropolitan Transportation Plan* is that the Alternative Transportation fund allocations will remain at a constant real dollar growth rate of 2.0% until the Year 2045 and that these funds will continue use for the purposes prescribed by the City of Bloomington.

Given Alternative Transportation Fund allocations from 2012 through 2019 for the City of Bloomington under the assumptions outlined above, the following fiscal period forecasts can be reached:

Fiscal Years 2021 through 2030 = $8,378,638
Fiscal Years 2031 through 2045 = $16,130,689
***Total = $*24,509,328**

Public Transportation Locally Derived Income

Federal transit program formula grants and capital investment grants help to support Bloomington Transit's service. Bloomington Transit is additionally supported by locally derived income (LDI) consisting of fare revenue, contract/other revenue, and local assistance. Bloomington Transit's locally derived income have no forecast for the *2045 MTP*.

General Obligation Bonds

Monroe County and the City of Bloomington may use General Obligation (GO) bonds for transportation infrastructure investments. The use of this funding mechanism, however, is subject to a variety of unique circumstances. General Obligation Bonds have no forecast for the *2045 MTP* given a measurable level of uncertainty over their use.

Conclusion

The Bloomington and Monroe County metropolitan planning area forecast suggests the receipt of approximately $83.3 million in Federal Surface Transportation Block Grant (STBG) program, $14.2 million in Highway Safety Improvement Program (HSIP), and $4.7 million in Transportation Alternatives (TA) funds through Fiscal Year 2045 for transportation infrastructure investments.

The sum total of revenue sources from Monroe County and the City of Bloomington Motor Vehicle Highway Account, Wheel Tax, Local Road and Street, Cumulative Bridge Funds, Cumulative Capital Development, and Alternative Transportation Funds suggest that, given forecast assumptions, the BMCMPO planning area will have over $706.2 million in local funds available for safety, maintenance, preservation, and added multi-modal transportation system capacity activities for Fiscal Years 2021 through 2045. However, some of these funds are for other priorities within each local public agency. This sum total assumes the investment of all available local funds to transportation projects – a "very best case" financial forecast that may not reflect actual local funding spent over time on transportation-related projects.

The sum total of revenue sources for Bloomington Transit under formula grants, capital investment grants, and locally derived income suggest that, given forecast assumptions, the BMCMPO metropolitan planning area will have over $211.2 million available for transit service activities for Fiscal Years 2021 through 2045.

The national economic fallout resulting from the COVID-19 pandemic with 33.656 million currently (June 30, 2021) diagnosed cases and 604,588 deaths is unprecedented since the Great Depression in terms of unemployment, declining real incomes, lost productivity, and sharp drop in overall economic growth from national, regional, state, and local perspectives. The full implications of the current economic crisis generated by the pandemic has begun to "play out" during the first half of Calendar Year 2021 with widespread age-specific cohort vaccinations. The Congressional Budget Office's economic outlook projects economic growth averaging 2.8% during the five-year period from 2021 to 2025. Over the 2026 to 2031 period, however, growth projections would average approximately 1.6%, a lower than normal long-term historical average since labor force growth would proceed more slowly than it has in the historical past. (https://www.cbo.gov/system/files/2021-07/57218-Outlook.pdf).

A reasonably accurate forecast of national, state, and regional economic recovery is therefore currently difficult pending the acceptance of vaccinations by the population, a concomitant return of business and consumer confidence, and a return of subsequent employment and income to pre-pandemic levels. The U.S. Federal Reserve currently (June 2021) expects interest rates to remain at nominal levels until at least CY 2024. This framework establishes the current macro-level outlook for an economic recovery on national, state, and local levels.

Although an accurate forecast for national or state economic recovery may not have an achievable level of accuracy, the methodology used by the BMCMPO to forecast revenues is reliable and in accordance with 23 CFR 450.324 (part f11), given past revenue receipts and conservative growth rate assumptions.

Compared with its estimates in February 2021, CBO now projects stronger economic growth. Three main factors are responsible for that result. First, the agency expects recently enacted fiscal policies to boost output. Second, CBO projects that the effects of social distancing on economic activity in 2021 will be smaller than the effects it projected in February, reflecting a more rapid return to normalcy. Third, CBO has raised its estimate of the consumer spending that results from the additional savings that households accumulated during the pandemic. As a result, the agency's projections of inflation are also higher than the projections it made in February, as output now exceeds its potential level sooner and by a larger amount than previously anticipated. Interest rates are also projected to be higher than CBO expected in February, reflecting the more positive outlook for economic growth.

Appendix B: Transportation Planning Requirements

Introduction

The BMCMPO *2045 Metropolitan Transportation Plan* and the FY 2022-2026 Transportation Improvement Program were prepared in compliance with the Federal Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) and predecessor federal legislation applicable to metropolitan transportation planning. Metropolitan Planning Organizations are required to have a continuous, cooperative and comprehensive ("3C") planning processes that implement projects, strategies and services that will address the ten (10) core planning factors. This Appendix addresses the core Federal planning factors (23 CFR 450.306(d)(4)(vi)) and further notes how the FY 2022-2026 Transportation Improvement Program incorporates each core planning factor from the *2045 Metropolitan Transportation Plan.*

Federal Transportation Planning Factors

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

The FY 2022-2026 TIP based on the BMCMPO 2045 Metropolitan Transportation Plan supports and builds upon the locally adopted 2012 Monroe County Comprehensive Plan, the 2018 City of Bloomington Comprehensive Plan, the 2018 Monroe County Transportation Alternatives Plan, and the 2019 City of Bloomington Transportation Plan in supporting the local economic development goals of partner communities. The *2045 MTP* and the FY 2022-2026 TIP promote a safe and efficient multi-modal compact urban form transportation network with high levels of travel time reliability and on-time delivery/service maintenance by strengthened network circulation. The 2045 MTP and the FY 2022-2026 TIP address and incorporate connectivity and the ease of movement by persons and freight goods in and through the metropolitan area by making multi-modal investments thereby ensuring the availability of multiple sustainable travel options and bringing a comprehensive balance to the transportation system.

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

The FY 2022-2026 TIP mirrors the *2045 Metropolitan Transportation Plan* by focusing on increased safety of the transportation system for motorized and non-motorized users in the following ways:

- The FY 2022-2026 TIP and the 2045 MTP fully support the national transportation safety measures and safety targets of the Indiana Department of Transportation.

- The FY 2022-2026 TIP and the 2045 MTP advocate system preservation over capacity expansion, thereby limiting the addition of lane-miles where potential multi-modal user conflicts could occur.

- The FY 2022-2026 TIP and the 2045 MTP support increased investment in bicycle, pedestrian, and transit modes, providing opportunities for safer and more efficient travel by users of those modes.

- The projects contained in the FY 2022-2026 TIP reduce congestion by providing alternative routes for user needs thereby decreasing system conflicts and enhancing safety.

- The BMCMPO *Complete Streets Policy* requires local planning agencies (LPAs) to consider the needs of all users within a corridor when designing a project investment. New projects programmed within the FY 2022-2026 TIP undergo Complete Streets Policy evaluations.

- As a new safety policy, the 2045 MTP recommends the adoption of a BMCMPO-specific "Vision Zero" guiding principle goal under the premise that traffic deaths and severe injuries are largely preventable. This commitment shall define a timeline and bring stakeholders together to ensure a basic right of safety for all transportation system users through clear, measurable strategies.

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

The *2045 MTP* enhances the security of all transportation users in several ways. Increasing roadway connectivity provides redundancy in the system, allowing for multiple motorist, freight, transit and non-motorist routes of ingress and egress plus flexibility in planning evacuation routes in emergency situations. The Monroe County Emergency Management Administration (EMA) is the lead county agency for security issues and BMCMPO shall serve in a supporting role providing assistance as needed.

Bloomington Transit, IU Campus Bus and Rural Transit have multiple security strategies in operation including access control, surveillance and monitoring on system vehicles, the downtown transfer center, and office/maintenance facilities. Operations include Computer-Aided Dispatching and Automatic Vehicle Locater technology on all vehicles.

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

The *2045 MTP and the FY 2022-2026 TIP* create and strengthen accessibility on two distinct levels. One focuses on improving the continuity of the road network. The other provides additional connections and improvements between modes of travel. All residents, travelers and businesses benefit from this dual approach. The FY 2022-2026 TIP reduces travel and delivery time by increasing accessibility through the completion of key new connections and the enhancement of existing corridors. Access to the I-69 highway corridor through Monroe County increases statewide and national connectivity for local and regional interstate system users, including the movement pf freight origin-destination operations within the urban metropolitan planning area.

The FY 2022-2026 TIP is consistent with the *2045 MTP* through increased bicycle and pedestrian mobility, as well as the safety of transit riders since all proposed road improvements are required to include provisions for these modes through an adopted *Complete Streets Policy*. Transit users, bicyclists, and pedestrians achieve greater safety with the availability of well-maintained sidewalks, curb ramps meeting current ADA standards, side-paths, multi-use pathways, and trails.

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

The FY 2022-2026 TIP and the *2045 MTP* clearly support these goals by recommending the implementation of transportation projects that are consistent with adopted local land use plans. Local land use decisions within the BMCMPO urban area have the greatest impact on transportation system performance. It is therefore paramount that transportation investments made by the MPO are supportive of best practices in land use planning, including focusing development density in existing urban centers rather than encouraging sprawl development.

The FY2022-2026 TIP focuses on system preservation over expansion as well as an emphasis on investment in non-motorized transportation facilities that shall support environmental protection and enhancement.

Finally, the FY 2022-2026 TIP strongly supports additional public transit systems services aimed at reducing single-occupant vehicle usage on the roadway network, and vehicle carbon emissions which contribute to climate change.

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

The FY 2022-2026 TIP sets forth a program projects that support the integration and connectivity goals of the transportation system. Roadway network improvements focus on enhancing the existing system while simultaneously providing key new connections. Investments across all surface transportation modes will expand travel options for community residents.

The FY 2022-2026 TIP *2045* additionally builds upon the multi-modal plans and programs of the 2045 MTP previous adopted metropolitan transportation plans where freight movements, transit system use, bicycling, and walking play an increased regional role. Programmed projects for public transit, bicycling, and walking promote multi-modal travel while reduced congestion, energy conservation, vehicle emissions, and generating quality of life improvements.

Promote efficient system management and operation

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

Pavement, bridge, traffic, transit and other asset management systems provide state and local jurisdictional authorities the ability to use existing transportation facilities more efficiently and effectively in response to every changing system needs. All jurisdictions within the BMCMPO are continuously updating individual asset management systems to address Americans with Disabilities Act (ADA) needs and to establish multi-modal investment priorities.

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

Emphasize the preservation of the existing transportation system.

System preservation is a key tenet of the *2045 MTP* guiding principles vision and goals. The *2045 MTP* advocates a "fix it first" methodology to ensure that maintenance and system preservation represent a higher priority over investments that would expand the capacity of existing roads or the creation of new corridors. The FY 2022-2026 TIP reflects this policy approach.

All newly proposed FY 2022-2026 TIP roadway and roadway reconstruction improvements are on existing transportation corridors. Projects identified within the FY 2022-2026 TIP follow changes in land use thereby necessitating modernization investments for roadway safety, updated design standards, and the accommodation of multi-modal transit, bicycle and pedestrian users.

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

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

Enhance travel and tourism.

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

- *Arts and Cultural Opportunities* within and outside of the Indiana Arts Commission's recognized Bloomington Entertainment and Arts District (BEAD). BEAD includes the "what to do" element of art galleries, museums, cultural centers, historic landmarks, and regional trails. The "what to eat" element of BEAD incorporates American and International cuisine restaurants, food trucks and carts, coffee & sweet shops, bars & pubs, breweries, and wineries and distilleries. BEAD's "where to say" element includes hotels and motels, inns and Bed & Breakfasts, cabins and guesthouses, apartments and suites.

- *Outdoor Recreation Opportunities* given the presence of the Hoosier National Forest, the Charles C. Deam Wilderness Area, the Morgan-Monroe State forest, the Paynetown State Recreational Area, Lake Monroe, Lake Lemon, Griffy Lake Reservoir, nature preserves, hiking/biking trails, extensive county and community parks, recreational facilities, and alternative transportation multimodal pathway systems offering a full range of alternative active or passive recreational choices for all residents and visitors.

- *Major "Big Ten Conference" Sporting Events and Cycling Events* throughout the Indiana University academic calendar, including the women's and men's Little 500 Bike Races on the Indiana University Campus and the Bloomington Bicycle Club's Hilly Hundred Bike Ride.

- Regional and local retail shopping locations, and

- Access to high quality research through the Indiana University School of Medicine, major regional health care providers, diverse health care services, and regional health care facilities.

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

Appendix C:
Performance-Based Transportation Planning Targets

Introduction

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

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

The following discussion notes each of these key areas.

Performance Measures

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

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

The FTA's performance measures for Transit Asset Management are published and currently in effect. FHWA currently has performance measures and final regulations published for Safety, Bridge and Pavement Conditions, Congestion Reduction and System Reliability.

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

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

Safety Target Performance Measures

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

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

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

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

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

The Indiana Department of Transportation's projected 2020-2021 safety maximum targets based on five-year rolling averages received by the BMCMPO on September 30, 2020 are:

- Projected 2020 Number of Fatalities = 907.7
- Projected 2020 Number of Serious Injuries = 3,467.4
- Projected 2020 Fatality Rate (fatalities per 100 million miles traveled) = 1.097
- Projected 2020 Serious Injury Rate (injuries per 100 million miles traveled) = 4.178
- Projected 2020 Total Number of Non-Motorist Fatalities and Serious Injuries = 405.9

- Projected 2021 Number of Fatalities = 832
- Projected 2021 Number of Serious Injuries = 3,427
- Projected 2021 Fatality Rate (fatalities per 100 million miles traveled) = 1.057
- Projected 2021 Serious Injury Rate (injuries per 100 million miles traveled) = 4.355
- Projected 2021 Total Number of Non-Motorist Fatalities and Serious Injuries = 422

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) will support INDOT's maximum safety targets by incorporating planning activities, programs, and projects in the *2045 Metropolitan Transportation Plan* and the *FY 2022 - 2026 Transportation Improvement Program*. The BMCMPO Policy Committee approved this action at a regularly scheduled meeting on October 9, 2020.

Pavement Condition Target Performance Measures

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

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

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

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

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

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

Bridge Performance Measures

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

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

The BMCMPO will support the 2019 and 2021 NHS Bridge Condition targets established by the Indiana Department of Transportation for reporting to the Federal Highway Administration. The 2019 and 2021 NHS Bridge Condition targets based on a certified Transportation Asset Management Plan are:

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

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

System Performance

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

NHS Truck Travel Time Reliability Targets

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) elected to plan and program projects so that they contribute towards the accomplishment of the Indiana

Department of Transportation's 2019 and 2021 NHS Truck Travel Time Reliability targets for the performance measures are as follows:

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

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

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

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

Interstate Freight Reliability Targets

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

- Interstate Freight Reliability

The BMCMPO agrees to support the 2019 and 2021 Interstate Freight Reliability targets established by the Indiana Department of Transportation for reporting to the Federal Highway Administration. The 2019 and 2021 Interstate Freight Reliability targets based on the truck travel time reliability index are:

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

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

On-Road Mobile Source Emission Target Performance Measures

The Bloomington-Monroe County Metropolitan Planning Organization (BMMPO) has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana

Department of Transportation's 2019 and 2021 On-Road Mobile Source Emission targets for the performance measures listed below.

- CMAQ project reduction volatile organic compounds (VOC)
- CMAQ project reduction carbon monoxide (CO)
- CMAQ project reduction oxides of nitrogen (NOx)
- CMAQ project reduction particulate matter less than 10 microns (PM_{10})
- CMAQ project reduction particulate matter less than 2.5 microns ($PM_{2.5}$)

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

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

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

Transit Performance Measures

The Transit Asset Management Final Rule requires transit providers to set performance targets for state of good repair by January 1, 2017. The Federal Transit Administration (FTA) initially extended that deadline to January 1, 2018. The Planning Rule requires each MPO to establish targets not later than 180 days after the date on which the relevant provider of public transportation establishes its performance targets. The adopted BMCMPO 2045 Metropolitan Transportation Plan recognizes the following FY 2021 targets established by Bloomington Transit (BT) in the following categories:

- ***Bloomington Transit Rolling Stock (Revenue Vehicles):*** Percent of revenue vehicles that have met or exceeded their useful life benchmark.
    - *FY 2021 Rolling Stock Target = 25%*.
    - *FY 2021 Cutaway Bus Target = 0%*.
    - *FY 2021 Minivan Target = 0%*.

- ***Bloomington Transit Equipment:*** Percent of service vehicles that have met or exceeded their useful life benchmark.
    - *FY 2021 Non-revenue automobiles = 35%*
    - *FY 2021 Trucks = 0%*
    - *FY 2021 Vans = 70%*
    - *FY 2021 Bus Wash = 100%*
    - *FY 2021 Forklift = 100%*

- ***Bloomington Transit Facility:*** Percent of facilities rated below 3 on the condition scale.
    - *FY 2021 Administration/Maintenance facility - 0%*
    - *FY 2021 Passenger facility (downtown transit center) - 0%*

Conclusion

The Bloomington and Monroe County metropolitan planning area anticipates INDOT's issuance of newly updated performance-based planning targets throughout FY 2022. The BMCMPO Policy Committee shall adopt all relevant INDOT performance targets consistent with FHWA and FTA requirements after initial reviews and adoption recommendations by the Technical Advisory Committee and the Citizens Advisory Committee.

Indiana Department of Transportation 2019-2021 Performance Measure Targets

			Indiana			
			2019	2020 Targets	2021 Targets	TIP Support (FY 2022-2026)
Safety	Number of Fatalities		889.6	907.7	817.3	20 TIP Projects $90.8 M in funding
	Rate of Fatalities (per million VMT)		1.087	1.100	1.006	
	Number of serious injuries		3501.9	3467.4	3311.4	
	Rate of serious injuries (per million VMT)		4.234	4.178	4.088	
	Number of non-motorized fatalities and serious injuries		393.6	405.9	393.6	
			Indiana			
			Baseline	2-Year Target	4-Year Target	TIP Support (FY 2022-2026)
Pavement	Interstate System - % of pavements in Good condition		n.a	n.a.	50.0%	10 TIP Projects $174.1 M in funding
	Interstate System - % of pavements in Poor condition		n.a.	n.a.	0.8%	
	Non-Interstate NHS System - % of pavements in Good condition		68.3%	78.7%	40.0%	
	Non-Interstate NHS System - % of pavements in Poor condition		5.3%	3.1%	3.1%	
Bridge	% of NHS Bridges , by deck area in Good condition		50.0%	48.3%	47.2%	18 TIP Projects $47.4 M in funding
	% of NHS Bridges , by deck area in Poor condition		2.3%	2.6%	3.1%	
System Performance & Freight	Interstate System - % of person-miles traveled that are reliable Level of travel time reliability (LOTTR)		93.8%	90.5%	92.8%	3 TIP Projects $23.6 M in funding
	Non-Interstate NHS System -% of person-miles traveled that are reliable Level of travel time reliability (LOTTR)		n.a.	n.a.	89.8%	
	Interstate System - Level of truck travel time reliability (TTTR)		1.23	1.27	1.3	
CMAQ: Emissions Reduction (kg/day)	Cumulative reductions - Particulate Matter (PM 2.5)		179.17	20.00	30.00	13 TIP Projects $66.38 M in funding
	Cumulative reductions - Particulate Matter (PM 10)		4.068	0.300	0.500	
	Cumulative reductions - Nitrogen Oxide (NOx)		4,576.37	1,600.00	2,200.00	
	Cumulative reductions - Carbon Monoxide (CO)		13,939.45	200.00	400.00	
	Cumulative reductions - Volatile Organic Compound (VOC)		2,641.02	1,600.00	2,600.00	
			Transit			
			2018	2019	2020 Target	TIP Support (FY 2022-2026)
Transit Asset Management	Rolling Stock (buses) - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)		18%	4%	29%	> $3 million for Capital Projects annually > $6 million for Operating Assitance annually
	Rolling Stock (cutaways) - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)		55%	44%	33%	
	Equipment - % of equipment that has exceeded ULB or with a condition rating below 3.0 on FTA's (TERM) Scale		93%	67%	73%	
	Facilities - % of facilities with a condition rating below 3.0 on FTA's Transit Economic Requirement Model (TERM) Scale		0%	0%	0%	
Transit Safety	Fatalities - Total number of fatalities that occurred at a transit facility or involving a transit revenue vehicle	Fixed Route	0	0	0	
		Demand Reponse	0	0	0	
	Injuries - Any injury (other than a fatality) requiring immediate medical attention that occurred at a transit facility or involving a transit revenue vehicle	Fixed Route	4	3	0	
		Demand Reponse	0	0	0	
	Safety Events - Any fatality, injury or other safety event (property damage, collisions, evacuations), that occurred at a transit facility or involving a transit revenue vehicle.	Fixed Route	4	6	0	
		Demand Reponse	1	1	0	
	System Reliability (major failures) - Distance between major mechanical failures that limit actual vehicle movement, require a tow, or create safety issues (n/a if no major mechanical failures)	Fixed Route	115,632 miles	43,670 miles	75,000 miles	
		Demand Reponse	18,520 miles	76,548 miles	50,000 miles	

Source: INDOT, Technical Planning Section, 07-01-21.

Appendix D:
Environmental Justice

Introduction

The U.S. Environmental Protection Agency defines Environmental Justice as "fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations and policies."

Federal Statutes

Title VI of the Civil Rights Act of 1964 requires that no person in the United States shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, or be denied the benefits of, or be subjected to discrimination under any provision or activity of federal aid recipients, sub-recipients or contractors. Title VI established a standard of conduct for all Federal activities that prohibits discrimination.

Executive Order 12898, issued on February 11, 1994 titled *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, and the President's Memorandum on Environmental Justice, directed every federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies and activities on "minority populations and low-income populations".

The institution of environmental justice (EJ) ensures equal protection under federal laws, including the following:

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

All policies, programs, and other activities undertaken, funded, or approved by the FHWA, FTA, or other US DOT components must comply with EJ requirements from initial concept development through post-construction operations and maintenance (policy decisions, systems planning, project development and NEPA review, preliminary design, final design, right of way, construction, operations, and maintenance).

The underlying principle of Title VI for the *2045 Metropolitan Transportation Plan* is that minority and low-income residents should:

- Participate in the planning process;
- Benefit from planned transportation improvements; and
- Not bear an unfair burden of the environmental impacts.

The *2045 Metropolitan Transportation Plan* estimates growth patterns using 2010 Census data and future transportation needs which aid in assessing the benefits and burdens that future transportation projects might have on traditionally disadvantaged populations. Plan development provides growth projections to evaluate opportunities for all populations to provide input (Public Participation Plan), assess the effects of future decisions on neighborhoods, the environment, and the economy, and help ensure that the benefits and impacts of future transportation systems are equally distributed.

Methodology & Results

The *2045 MTP* environmental justice methodology relied upon demographic and socioeconomic data from the U.S. Bureau of the Census, *American Community Survey (ACS) 2013-2017 Five-Year Estimate, Poverty Status* for each of Monroe County's sixteen (16) Census Tracts. Examinations of each census tract incorporated estimates of total population in relation to minority populations and percentage of population below poverty status. ***Table 1*** summarizes the percentage of non-white and below poverty populations per Census Tract for Monroe County given currently available data. Individual Census Tract identifications relied on two environmental justice characteristics:

- *High minority population tracts where 50 percent or more of the residents in the tract consists of "minority" populations;* and
- *Low income tracts where 50 percent or more of the individuals within the tract are classified as living below poverty level*.

Monroe County census tracts with 50 percent or more of either of the two environmental justice characteristics identify locations of importance for transportation planning and project

development needs. The identified areas with high proportions of minority population and poverty levels within Monroe County encompass:

- **Census Tract 1** covering the Bloomington Central Business District and immediate surrounding areas;
- **Census Tract 2.01** covering the northern portion of the Indiana University campus;
- **Census Tract 2.02** covering the southern portion of the Indiana University campus;
- **Census Tract 6.01** covering the west portion of the City of Bloomington
- **Census Tract 6.02** covering the northwestern portion of the City of Bloomington; and
- **Census Tract 16** covering the area north of downtown Bloomington and immediately northwest of the Indiana University campus.

Figure 1 illustrates the Monroe County census tracts with 50 percent or more of the two environmental justice characteristics subject to compliance for current or future transportation system projects. The *2045 Metropolitan Transportation Plan* does not foresee any residential project displacements, commercial project displacements or adverse environmental impact for any project within Monroe County's identified Environmental Justice census tracts.

The Environmental Justice census tracts identified for this plan encompass most of the Indiana University campus and/or have high concentrations of off-campus housing desired by the university's student populations. The high percentage below poverty classification for these tracts is very likely a reflection of the large number of students residing within geographically established boundaries. Furthermore, Tract 2.02 has a high minority proportion possibly reflecting international student residents. By comparison, the Bloomington Housing Authority manages a large low-income housing complex within Tract 6.01 as do several other agencies within this tract. Tract 6.01 is close to meeting the EJ characteristics, but offers some context when comparing it to the balance of environmental justice census tracts that have high student populations. Projects that are within environmental justice census tracts shall require higher levels of analysis during Red Flag Investigations prior to Transportation Improvement Program (TIP) programming. This in turn may require the need to address specific EJ concerns as a project moves forward with implementation.

Public transit service is an additional Environmental Justice consideration. ***Figure 1*** provides a useful reference for assessing the spatial relationship between Transit services and Environmental Justice compliance. Bloomington Transit, Indiana University (IU) Campus Bus, and Rural Transit provide transit services within and in close proximity to Indiana University and the downtown area (Tracts 1, 2.01, 2.02, 6.01, 6.02, and 16). Taken together, Bloomington Transit, IU Campus Bus, and Rural Transit provide a thorough range of transit services to all Environmental Justice Tracts within Monroe County. Future transit investments supported by

the *2045 Metropolitan Transportation Plan* shall continue to enhance mobility and service for all Environmental Justice tract populations.

The multi-modal transportation improvements contained in the *2045 Metropolitan Transportation Plan* will benefit areas with a concentration of low-income households through improved mobility and accessibility without having a "disproportionately high" or "adverse" impacts. No households will undergo displacement in implementing transportation improvements within these low-income or high minority areas. Finally, the *2045 MTP* makes multi-modal transportation investments within, and to, low-income areas ensuring that low-income groups receive a proportionate share of benefits, without enduring adverse social, economic or environmental impacts. Given these consideration factors, the *2045 Metropolitan Transportation Plan* is in compliance with Title VI relative to Environmental Justice.

Environmental Justice Conclusions

Table 1 and ***Figure 1*** define current Monroe County Environmental Justice census tracts with respective minority populations and poverty thresholds meeting Title VI requirements as they relate to transportation planning. Census tracts 1, 2.01, 2.02, and 16 illustrate a high minority population and poverty level concentrations within and surrounding the Indiana University campus. Conversely, environmental justice census tracts 6.01 and 6.02 reflect the City of Bloomington's poverty levels along the west and northwest corporate boundaries. No other environmental justice areas reside within balance of the metropolitan planning area or more rural areas of Monroe County.

Environmental Justice – Future Reassessments

Future reassessments of identifiable Monroe County environmental justice census tracts will coincide with the release of the 2020 Census data in calendar years 2021-2022. At present (08-17-2020), Indiana's self-response rate stands at only 67.2% in comparison to a national self-response rate of 63.0%. These low rates are a reflection of the once-in-a-century global and national COVID-19 pandemic plus current domestic economic, social, and political crises exacerbated by the pandemic. The U.S. Census Bureau requested from the U.S. Congress in April 2020 a four-month extension of the 2020 Census allowing for an October 31, 2020, targeted completion given the COVID-19 pandemic plus significant population undercounts in national urban areas with traditionally underrepresented environmental and social justice communities. The U.S. Census Bureau announced in August 2020 a prematurely shortened deadline supported by the national administration of September 30, 2020. This action will effectively limit non-response follow-up (NRFU) within the Bloomington urban area, Monroe County, the State of Indiana, and national communities leading to potentially significant undercounts of total populations plus disproportionate undercounts within vulnerable environmental justice and social justice populations who reside in urban political jurisdictions. The long-term consequential impacts of prematurely shortened statutory reporting deadlines on the Bloomington-Monroe County urban area includes (1) significant multi-million decade-long losses of federal-fund allocations supporting critical local transportation, social, economic, environmental needs, and (2) continued social inequities which local jurisdictions must solely

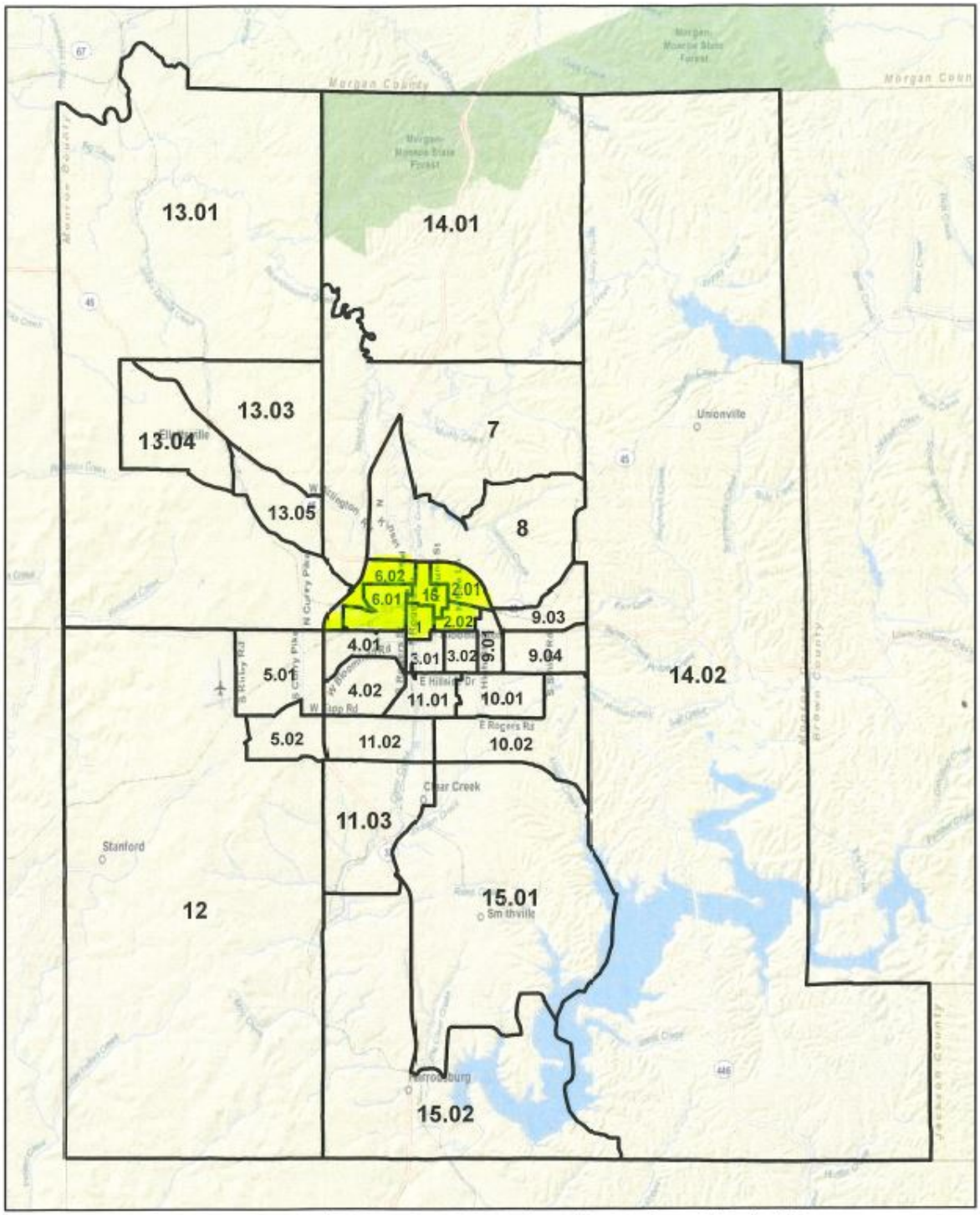
address without federal support for the linkage of environmental and social justice communities populations to jobs, education, health care, and greater respective jurisdictional communities.

Table 1 - Monroe County Census Tracts - Environmental Justice Population Estimates*

2013-2017 Census Tract	Estimated Population	Estimated White Only**	Estimated Non-White	Estimated % Minority	Est. Population Below Poverty Level	Est. % Population Below Poverty Level
1	5,248	4,651	597	11.4%	3,942	75.1%
2.01	323	53	270	83.6%	243	75.2%
2.02	60	45	15	25.0%	36	60.0%
3.01	3,930	3,332	598	15.2%	1,292	32.9%
3.02	2,871	2,733	138	4.8%	946	33.0%
4.01	4,171	3,329	842	20.2%	1,111	26.6%
4.02	4,697	3,744	953	20.3%	877	18.7%
5.01	4,370	3,903	467	10.7%	699	16.0%
5.02	3,450	2,781	669	19.4%	456	13.2%
6.01	3,956	2,822	1134	28.7%	2,024	51.2%
6.02	3,428	2,748	680	19.8%	1,842	53.7%
7.00	3,021	2,792	229	7.6%	316	10.5%
8.00	5,713	4,818	895	15.7%	1,223	21.4%
9.01	3,262	2,393	869	26.6%	1,357	41.6%
9.03	5,198	4,145	1053	20.3%	1,622	31.2%
9.04	5,434	3,214	2220	40.9%	2,256	41.5%
10.01	5,604	4,601	1003	17.9%	564	10.1%
10.02	6,032	4,814	1218	20.2%	721	12.0%
11.01	5,775	4,276	1499	26.0%	2,147	37.2%
11.02	4,422	3,322	1100	24.9%	610	13.8%
11.03	2,955	2,762	193	6.5%	328	11.1%
12.00	5,994	5,702	292	4.9%	314	5.2%
13.01	5,780	5,376	404	7.0%	407	7.0%
13.03	5,931	5,677	254	4.3%	303	5.1%
13.04	4,278	4,036	242	5.7%	853	19.9%
13.05	2,122	2,029	93	4.4%	198	9.3%
14.01	2,082	2,018	64	3.1%	115	5.5%
14.02	5,749	5,566	183	3.2%	564	9.8%
15.01	5,593	5,237	356	6.4%	492	8.8%
15.02	2,910	2,818	92	3.2%	326	11.2%
16	4,953	4,336	617	12.5%	3,790	76.5%
TOTAL	129,312	110,073	19239	14.9%	31,974	24.7%

*Source: U.S. Census Bureau, ACS 2013-2017 Five-Year Estimate, Poverty Status in the past 12 months, December 2019.
**White alone, not Hispanic or Latino

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



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

Appendix E:
Air Quality and Climate Change Assessments

Overview

The Clean Air Act of 1970 (CAA 1970) requires the development of a State Implementation Program (SIP) for achieving National Ambient Air Quality Standards (NAAQS) in non-attainment areas. The relationship between transportation planning and air quality planning formalized with the Clean Air Act Amendments of 1990. Locally, this led to the establishment of a direct relationship between projects in the Bloomington-Monroe County Metropolitan Planning Organization's (BMCMPO) Transportation Improvement Program (TIP) and air quality compliance.

Air quality conformity determinations are required under current federal requirements for major transportation investments in designated air quality "non-attainment" and "maintenance" areas. The composite of major transportation investments contained in a Metropolitan Planning Area's (MPA) Long Range Transportation Plan (LRTP) must therefore demonstrate air quality improvement or, at minimum, no degradation in air quality relative to the "Existing Plus Committed" transportation network. The BMCMPO study area that includes the urbanized area within Monroe County is an air quality attainment area.

The State of Indiana's Ambient Air Quality Monitoring Network includes the operation of one (1) air quality monitoring site within the Bloomington-Monroe County Metropolitan Planning Area. This monitoring site, located at Binford Elementary School (Figure E1) and active since April 1, 2009 (https://www.in.gov/idem/airquality/files/monitoring_network_description.xls), continuously samples fine particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$) in hourly increments. The creation of this fine particulate matter primarily originates from industrial processes and fuel combustion.

As noted by the Indiana Department of Environmental Management (IDEM), "the annual standard for $PM_{2.5}$ is 12.0 micrograms per cubic meter ($\mu g/m^3$). Attainment is determined by evaluating the average of the annual arithmetic means over a three-year period. The three-year average of the weighted annual mean of $PM_{2.5}$ concentrations from a single monitor must be less than or equal to 12.0 $\mu g/m^3$. A monitor that measures 12.05 $\mu g/m^3$ or higher identifies as nonattainment. The annual site design value is the average of the annual mean over three-years. An annual mean is the average of that year's four quarterly averages, unrounded. A quarterly mean is the average of all available data from the respective quarter. The annual site design value rounds to one decimal place. The United States Environmental Protection Agency (USEPA) revised the annual standard for fine particulate matter on December 14, 2012. This standard was effective March 18, 2013. Therefore, design values are not comparable to the new annual standard until the year ending 2013."

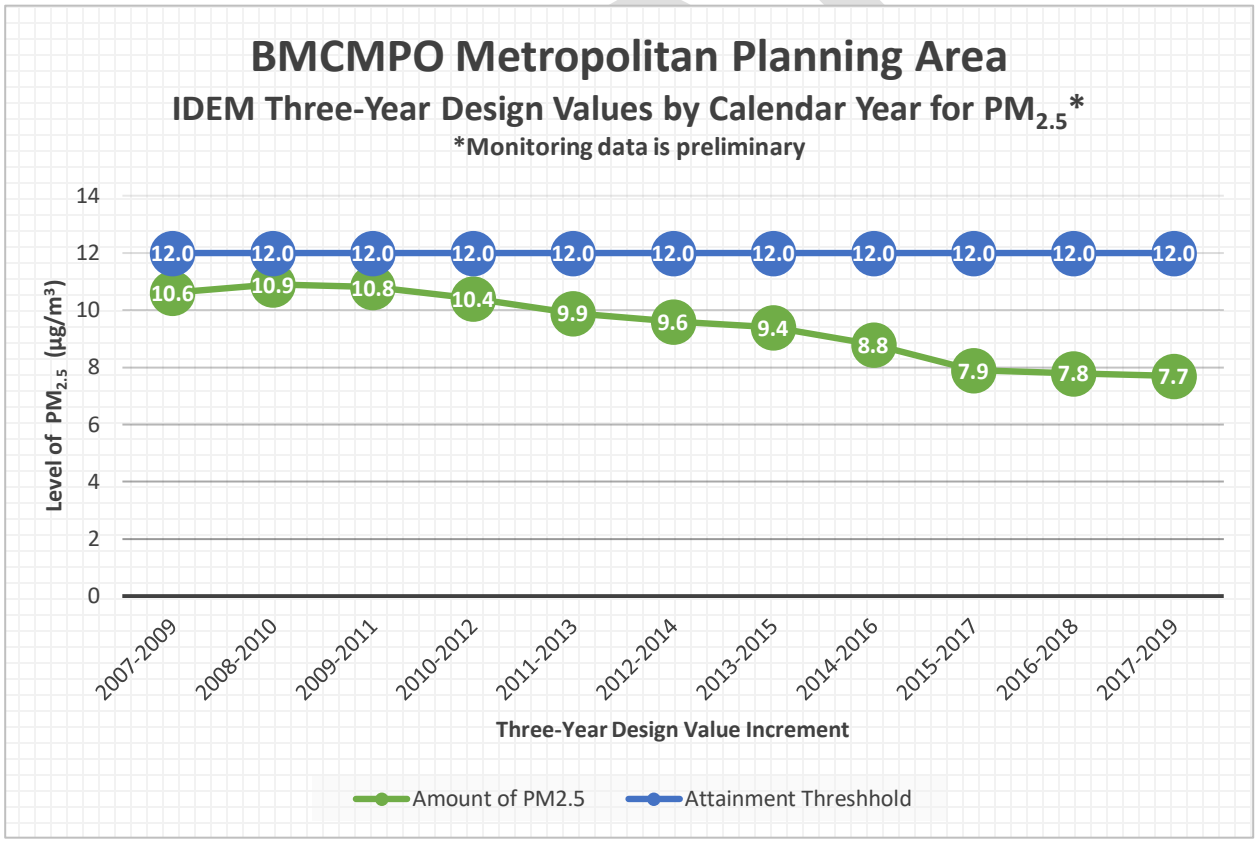
IDEM's $PM_{2.5}$ Annual Monitoring Data from April 2009 through July 31, 2019 for the Bloomington-Monroe County Binford Elementary School site shows a consistent $PM_{2.5}$ decline within the urban area from 10.62 µg/m^3 to 7.70 µg/m^3. As previously noted, a monitor that measures 12.05 µg/m^3 or higher achieves nonattainment status.

The 2017-2019 three-year design value for the Bloomington-Monroe County $PM_{2.5}$ monitor is 18 µg/m^3. Reference data are publically available at https://www.in.gov/idem/airquality/files/monitoring_quick_view_pm25.xls.

Air Quality Compliance

Monroe County and the City of Bloomington currently meet federal air quality standards, and the region is therefore in "*attainment*" for criteria pollutants. The NAAQS set limits on atmospheric concentrations of six criteria pollutants (i.e., lead, carbon monoxide, nitrogen dioxide, sulfur dioxide, ozone, and particulate matter) that cause smog, acid rain, and other health hazards.

Figure E1: Annual Air Quality Monitoring Data within the BMCMPO Metropolitan Panning Area.



An air quality conformity determination is not required for the Bloomington and Monroe County Metropolitan Planning Area. The projects programmed in the *2045 Metropolitan Transportation Plan* should therefore result in an improvement to air quality given a system-wide investment focus on multimodal safety, maintenance and preservation, public transit, and bicycle/pedestrian facilities. The travel demand model analysis completed for the *2040 Metropolitan Transportation Plan* indicates that vehicle miles of travel (VMT) will increase for the "No-Build, Do-Nothing" (Existing Plus Committed) and alternative transportation network over the next two decades years given forecast assumptions about:

- System-wide roadway network volume-to-capacity ratios;
- Roadway network miles operating below Level-of-Service "C";
- Vehicle-miles of travel on facilities operating on below Level-of-Service "C";
- Congested vehicle-hours of travel; and
- Total vehicle-miles of travel.

The BMCMPO travel demand forecast model suggests that air quality could degrade over the Year 2045 forecast period if agencies within the Bloomington and Monroe County Metropolitan Planning Area make no further major transportation investments for system preservation. This finding assumes (1) continued growth of vehicles miles of travel, (2) a correlation of congestion and air quality to vehicle speeds, (3) total vehicles, and (4) vehicle miles of travel. Simply stated, an increase in mobile source generated carbon monoxide and ozone (hydrocarbons and nitrous oxides) could occur under a "no-build" Transportation Plan alternative scenario.

Conversely, the most favorable of the Travel Demand Model scenario alternatives for air quality (e.g., "Peak Oil", a quantitative decrease of overall urban area vehicle miles traveled or a dedicated policy of a compact urban form, e.g., "Urban Infill") documented in the *2040 Metropolitan Transportation Plan* and the *2045 Metropolitan Transportation Plan* focus on (1) public transportation and alternative transportation without adding capacity and (2) emphasizing system-wide capacity preservation and maintenance that could result in air quality improvements over the no-build condition through the achievement of reductions in:

- System-wide volume-to-capacity ratios;
- Congested roadways;
- Vehicle miles of travel on congested roadways;
- Congested vehicle hours of travel; and
- Continued implementation of federal automobile fuel efficiency standards (i.e., corporate average fuel economy known as "CAFE").

Forecast growth in population, employment, households, and real disposable income will bring about increased transportation demands within the BMCMPO Metropolitan Planning Area during the forecast period extending to Year 2045 under current economic assumptions. The recommendations of the *2045 Metropolitan Transportation Plan* will, however, contribute to overall air quality improvement through a systematic application of transportation capacity

preservation, minimal capacity expansion projects, and continued multi-modal system growth of the public transportation, bicycle, and pedestrian systems.

One additional note not accounted for in the BMCMPO travel demand modeling process involves a formal national-level rollback of the CAFE fuel economy standards (https://www.federalregister.gov/documents/2009/03/30/E9-6839/average-fuel-economy-standards-passenger-cars-and-light-trucks-model-year-2011) for cars, light trucks and SUVs announced by the U.S. Department of Transportation and the Environmental Protection Agency on March 30, 2020.

Final Rules published in the Federal Register (https://www.regulations.gov/docket?D=NHTSA-2018-0067) and (https://www.regulations.gov/docket?D=EPA=HQ-OAR-2018-0283) redirects Corporate Average Fuel Economy (CAFE) standards for vehicle manufacturers. This new federal rule takes effect in late calendar year 2020 directs manufacturers to achieve a 1.5% annual increase in vehicle fuel efficiency in place of a 5% annual increase under the current rule issued in 2012. Under this final federal rule issuance, new cars would have to average approximately 40 miles per gallon instead of closer to 50 miles per gallon by 2026. The major consequence of this decision is (1) an increased scientifically modeled probability of increased vehicle emission air pollutants, (2) a scientific modeled concomitant increase in atmospheric warming, and (3) scientifically documented climate change. A protracted set of near-term legal challenges are expected over the course of the next 1-3 calendar years. The transportation sector of the national economy is the largest source of climate change greenhouse gases in the United States according to USEPA scientifically documented data.

The USEPA *Policy Assessment for the Review of the National Ambient Air Quality Standards for Particulate Matter, External Review* (https://www.epa.gov/sites/production/files/2019-09/documents/draft_policy_assessment_for_pm_naaqs_09-05-2019.pdf) rigorously demonstrated that lowering particulate matter (PM) standards could save upward of 67,000 lives nationally. The USEPA nevertheless announced in April 2020 a proposal to retain, without changes, the National Ambient Air Quality Standards (NAAQS) for particulate matter (PM) including both fine particles ($PM_{2.5}$) and coarse particles (PM_{10}).

In July 2020, the Council on Environmental Quality (CEQ) published in the *Federal Register* a Final Rule to "modernize" National Environmental Policy Act (NEPA) Regulations. The final rule, the first major update to the CEQ regulations since their promulgation in 1978, will become effective on September 14, 2020

The final rule includes significant changes to the analysis of effects and alternatives including:

- Changes the definition of "major federal action," which triggers NEPA review

- Eliminates direct, indirect, and cumulative effects (e.g., Climate Change), and focusing the analysis on effects that are reasonably foreseeable and that have a reasonably close causal relationship to the proposed action. The terms "reasonably foreseeable" and

"reasonably close" are not quantifiably defined with scientific rigor thereby leaving them open to non-scientific legal arguments and/or interpretations.

- Redefines the tern "reasonable alternatives" so that they must demonstrate technical and economic feasibility, and meet the proposed action purpose and need.

- Repeals the specific requirement to consider cumulative effects normally used for climate change analysis thereby undercutting substantive scientifically documented climate change data published since the mid-1800s in the United States and within Indiana by Purdue University and Indiana University climate scientists.

- Newly emphasizes the "need for disclosure" in contrast to a traditional focus on public participation. Public comments must have high specificity, and comment submissions must occur during prescribed comment periods. Agencies need only respond to "*substantive*" comments. Comments or objections not submitted within prescribed definitions will be deemed "*forfeited as unexhausted*." Agencies would have the *discretionary* need for public meetings or hearings, formally a critical element in the development of an Environmental Impact Statement (EIS). The CEQ proposed rule additionally *eliminates* a mandatory 30-day comment period on Final Environmental Impact Statements (FEISs).

Climate Change Scientific Assessments

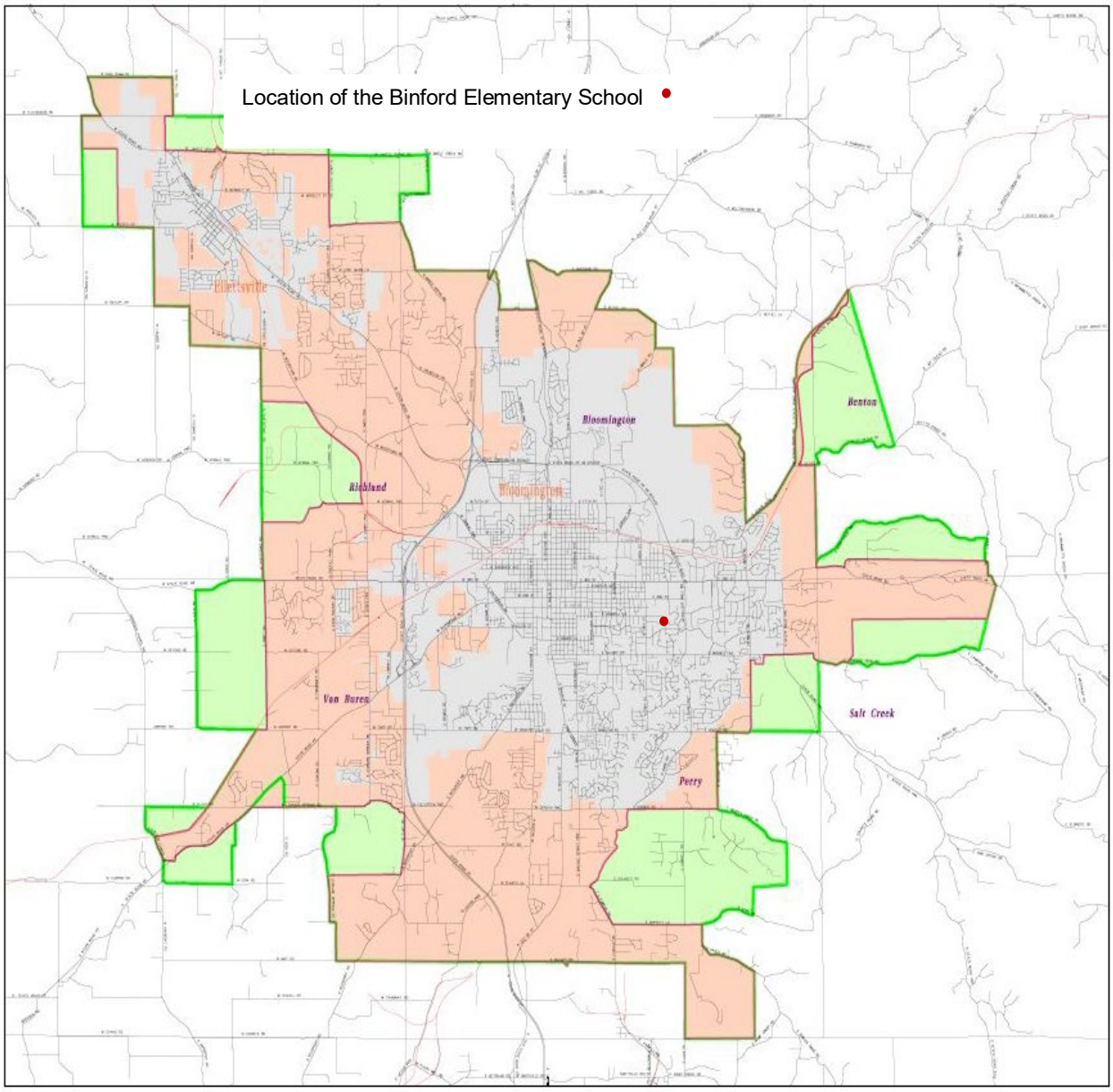
Climate Change is a critical concern of the Bloomington-Monroe County Metropolitan Planning Organization. Climate change represents an immediate, near-term, and long-term threat to human health, welfare, economic activity, existing public infrastructure investments, public water resources, agriculture, forestry, energy generation and use, foreseen urban environments, and aggregate regional ecosystems. Climate change within the context of the *2045 MTP* means the long-term rise in the average temperature of the Earth's climate system, a major aspect of climate change scientifically demonstrated by direct temperature measurements and by measurements of various effects of the warming.

The *Indiana Climate Change Impacts Assessment* (https://docs.lib.purdue.edu/climatetr/2/) identifies rising average annual temperatures and rising average annual precipitation for more than a century as the most significant climate change threats to the State of Indiana's residents, Indiana's food system, and the state's economic viability. The conclusion of this March 2018 scientific study notes:

- *"This assessment documents that significant changes in Indiana's climate have been underway for over a century, with the largest changes occurring in the past few decades. The findings in this assessment highlight the projected future changes using two scenarios representing the rise of heat-trapping gases over the next century. These projections generally suggest that the trends that are already occurring will continue and the rates of these changes will accelerate. They indicate that Indiana's climate will*

warm dramatically in the coming decades, particularly in summer. Both the number of hot days and the hottest temperatures of the year are projected to increase markedly. Indiana's winters and springs are projected to become considerably wetter, and the frequency and intensity of extreme precipitation events are expected to increase, although more research is needed in this area to better determine the details."

Climate change vulnerabilities for Monroe County documented through additional independent scientific research by the Indiana University Environmental Resilience Institute (https://hri.eri.iu.edu/index.html and (https://hri.eri.iu.edu/climate-vulnerability/index.html?placeid=MONROE%20County#climateExpoHead) further identifies



primary community metrics in a geographic information system (GIS) format identifying forecast events of extreme temperatures, the alteration of precipitation levels, climate impacts on land use, and sociological/demographic individualities.

Climate Change Scientific Assessment Conclusions

Irrefutable scientific data from the U.S. Environmental Protection Agency (USEPA), the Indiana Department of Environmental Management (IDEM), Purdue University, Indiana University, and countless national and international sources document climate change currently underway within the State of Indiana and the metropolitan planning area.

This ongoing scientific fact of climate change has profound implications for resident health, economic livelihood, and all infrastructure. Planning for climate change adaptation is a critical next step (https://www.epa.gov/arc-x/planning-climate-change-adaptation).

Appendix F:
BMCMPO Complete Streets Policy

The list of *FY 2022-2026 Transportation Improvement Program* projects identified within this section were subject to a BMCMPO *Complete Streets Policy* review. Complete Streets are roadway projects designed to accommodate all users, including, but not limited to, pedestrians, bicyclists, users of public transit, and individual mobility devices, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users. Through complete streets, the safety and mobility for vulnerable road users is as much of a priority as all other modes.

The BMCMPO's adopted Complete Streets Policy creates an equitable, balanced, and effective transportation system for all types of users integrated with adjacent land uses where every roadway user can safely and comfortably travel throughout the local community. The adopted Complete Streets Policy website posting is https://bloomington.in.gov/sites/default/files/2019-02/BMCMPO%20Complete%20Streets%20Policy%20-%20FINAL%20-%20ADOPTED%2011-09-18.pdf.

The following **Table F-1**, Recommended Place Measures and Metrics, is inspired, adapted by, and adopted from *Evaluating Complete Streets Projects: A Guide for Practitioners*, a resource created by American Association of Retired Persons (AARP) and Smart Growth America (SGA) for measuring the results of alternative transportation projects. Place Measures adopted by the BMCMPO fall under the macro-level headings of "Place", "Crash Risk", and "Equity." Application scales consider project and network levels. Detailed applicable project and network "metrics" represent the foundation of each Place Measure and relevant application scale. **Table F-2** details the Transportation Improvement Program Project Prioritization Criteria using Complete Streets guidance reaffirmed by the Policy Committee in 2020.

Table F-1: Recommended Place Measures and Metrics*

PLACE MEASURE	APPLICATION SCALE	METRIC
PLACE Being aware of community context, including existing and plane land use and buildings can result in streets that are vital public spaces. Place-based focused measurements ensure a product that is compatible and enhances the community.		
Quality of bicycling environment	Project	• Width of bicycle facilities • Pavement condition of bicycling facility • Bicyclist level of comfort. Comfort is in accord with separation of traffic, volume and speed of cars • Right turn on red restrictions
Quality of pedestrian environment	Project	• Crossing distance and time • Presence of enhanced crosswalks • Wait time at intersection • Width of walking facility • Right turn on red restrictions • Planting of new or maintaining existing trees
Quality of transit environment	Project	• Transit Level of Service/Multimodal Level of Service (MMLOS) at segment and/or intersection • Quality of accommodations for passengers at stops • Presence of wayfinding and system information • Real-time arrival information • Off-board payment option
Resident participation	Project	• Number of responses gathered • Number of people at meetings
Quality of automobile trips	Project	• Travel lane pavement condition
CRASH RISK Safe travel is a fundamental transportation goal. Safety measures should watch for elements associated with injurious crashes and those associated with perceptions of safety.		
Compliance with posted speed limit	Project	• Percentage of drivers exceeding the posted speed limit • Match between target speed, design speed, and 85th percentile
Crashes	Project	• Number of crashes by mode on project (before and after) • Crash severity by mode and location
Crashes	Network	• Total Number • Rate and location by mode
Fatalities	Project	• Number of fatalities by mode on project (before and after)
Fatalities	Network	• Number of fatalities suffered by all modes

Table F-1: Recommended Place Measures and Metrics (continued)

PLACE MEASURE	APPLICATION SCALE	METRIC
EQUITY Transportation services impact some populations and neighborhoods more than others. In project selection and evaluation, the distribution of impacts and benefits should examine the needs for traditional disadvantaged populations.		
Auto trips	Project	• Driving trips as portion of total trips along project
Auto trips	Network	• Driving trips to primary and secondary schools • Vehicle Miles Traveled (VMT) per capita • Driving commutes to work as portion of total commutes to work
Bicycle trips	Project	• Bicycling trips as portion of total trips along project
Bicycle trips	Network	• Bicycling trips as portion of total trips • Bicycling commutes to work as portion of total commutes to work
Transit trips	Network	• Transit trips as portion of total trips • Transit commutes to work as portion of total commutes to work
Walk trips	Project	• Walk trips as portion of total trips along project
Walk trips	Network	• Walk trips as portion of total trips in community • Walk commutes to work as portion of total commutes to work

Source: BMCMPO, Complete Streets Policy, November 2019.

The following Complete Streets Policy Project Prioritization Criteria serves the BMCMPO Citizens Advisory Committee, the Technical Advisory Committee, and the Policy Committee as a guiding prioritization framework for the placement of projects into the Transportation Improvement Program (TIP).

Table F-2 BMCMPO Transportation Improvement Program – Project Prioritization Criteria

BMCMPO 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%	
Project addresses a maintenance need (e.g. repaving, bridge repair)		
Project is located within existing right of way		
	Total	**0**
Safety		
Project addresses a known high crash risk location	20%	
Project location is identified in the most recent MPO Crash Report's top 50 crash locations		
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		
Project incorporates strategies that reduce crash risk		
Geometrical improvement for motorized safety		
Geometrical Improvement for non-motorized safety		
Signalization Improvement		
Signage/Wayfinding		
Project improves safe travel to nearby schools (within 1 mile)		
Other improvements with rationale as to how the project reduces crash risk		
	Total	**0**
Multi-Modal Options		
Project incorporates Multi-Modal solutions	20%	
Project located along existing transit service		
Project located along existing pedestrian/bicycle facility		
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		
Project includes sidewalk improvements		
Project includes bicycle facility improvements		
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		
Project makes a connection to an existing active mode facility		
	Total	**0**
Congestion Management		
Project incorporates congestion management strategies	10%	
Grade separation or dedicated travel space for individual modes		
Improvements to access management		
Signalization improvement		
Improves parallel facility or contributes to alternative routing		
Provides capacity for non-motorized modes		
Adds transit capacity		
Other strategies		
	Total	**0**
Health and Equity		
Project provides increased accessibility for people with a low income & minorities	10%	
Project corrects ADA non-compliance		
Project promotes physical activity		
Project reduces vehicle emissions		
Project will not have a negative impact for a natural resource		
Project will not have a negative impact for a socio-cultural resources		
	Total	**0**
Consistency with Adopted Plans		
Project located along planned transit service	10%	
Project located along planned pedestrian/bicycle facility		
Local Master Thoroughfare Plan Priority		
Transit Plan Priority		
Bicycle/Pedestrian Plan Priority		
Project supports goals and principles of MPO Metropolitan Transportation Plan		
Project supports goals and principles of local land use plans		
Other applicable planning documents		
	Total	**0**
Context Sensitivity and Land Use		
Project contributes to the sense of place and matches the surrounding land use	15%	
Project balances the need to move people with other desirable outcomes		
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		
Project is seen as adding lasting value to the community		
Project supports high quality growth and land use principles		
Project improves accessibility and/or connectivity to existing land use development		
Project location supports infill/redevelopment		
Project contributes to transportation network grid development/roadway network connectivity		
	Total	**0**
	Overall Total	**0**

Source: BMCMPO, Complete Streets Policy, November 2019.

Table F-3

FY 2022 - 2026 TIP: New Projects Evaluated for Complete Streets Policy Compliance*

Project	Brief Description	Compliant	Exempt	N/A
Crosswalk Safety Improvements	**Safety** - Install or enhance pedestrian crosswalks, pedestrian curb ramps, and pedestrian refuge islands throughout the City of Bloomington prioritized to focus on areas of low accessibility compliance and high crash risk.	●		
Downtown Curb Ramps - Phase IV	**Safety** - Install or improve pedestrian curb ramps including new pedestrian curb ramps and refuge areas if high conflict between pedestrians and vehicular traffic in and near downtown Bloomington.	●		
High St. Intersection Modernization& Multiuse Path	**Safety & Mobility** - Construct multimodal safety & mobility improvements on High Street from Arden Drive to 3rd Street. Project improvements to include sidewalk curb ramps, accessible bus stops, multiuse path; traffic signal modernizations seeking reduced conflicts between modes by constructing a multiuse path to connect to an existing multiuse path and Jackson Creek Trail south of Arden Drive; construction of accessible bus stops for existing corridor transit routes on the street; replace +30 year-old traffic signals at Hillside Drive, 2nd Street, and 3rd Street due to age, lack of signal head backplates, accessible pedestrian pushbuttons, countdown timers, and modern equipment capable of incorporating signal timings optimized to accommodate all modes. The intersection at 3rd Street will undergo evaluation for a realignment to significantly reduce delay by removing split phasing. All intersections will have evaluations 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.	●		
Old SR 37 at Dillman Rd. Intersection Improvement	**Safety** – Intersection improvements with dedicated turn lanes, crosswalks, sidewalks and multi-use path for a conventional traffic signal or, alternatively, a roundabout construction if topography, roadway grades, as available land will allow for construction to reduce crash frequency and crash severity.	●		
West 2nd St. Modernization & Safety Improvements	**Safety & Mobility** - Construct multimodal safety & mobility improvements on West 2nd Street from Walker Street to the B-Line Trail. Project improvements will include sidewalks, bus stops, a two-way protected bicycle lane, pavement maintenance, and traffic signal replacements reducing 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; construction of accessible bus stops complementing existing corridor transit routes; replace +30 year-old traffic signals at Walker Street and at Rogers Street due to age & provide safety improvements (e.g., signal head backplates, improved detection, and modern equipment capable of incorporating signal timings optimized to accommodate all modes); street resurfacing for maintenance and to reallocate street space for protected bicycle lanes, including signage and marking updates for improved predictability; achieve traffic calming effect for reduced multimodal crash risk by reducing the width of the existing 16' travel lanes; a new cross	●		

	section will provide an opportunity for shorter and improved pedestrian crosswalks; incorporate access management by removing the old hospital's driveways and facilitating an urban street grid within the hospital site. The project is necessary to improve both safety & mobility for all modes of transportation, and specifically necessary to facilitate infill redevelopment of the current Bloomington Hospital site, a very central area of Bloomington where the short trip lengths are particularly conducive to walking and bicycling. Multimodal demands on this street are expected to increase substantially as the hospital site redevelops.			

*Note: The BMCMPO Complete Streets Policy does not apply to Bloomington Transit, IU Campus Bus, and Rural Transit Projects.

The following five images show the final Complete Streets Project Prioritization Scores for the Crosswalks Safety Improvement project, the Downtown Curb Ramps - Phase IV project, the High Street Intersection Modernization and Multiuse Path project, the Old SR 37 and Dillman Road Intersection Improvement, and the West 2nd Street Modernization & Safety Improvements project developed after consultations with the associated Local Planning Agencies technical staff in May-June 2021.

Crosswalk Safety Improvement Project

BMCMPO FY 2022 - 2026 TIP - Complete Streets 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	20%	
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		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	**1**
Multi-Modal Options		
Project incorporates Multi-Modal solutions	20%	
Project located along existing transit service		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		1
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		1
	Total	**1.2**
Congestion Management		
Project incorporates congestion management strategies	10%	
Grade separation or dedicated travel space for individual modes		0
Improvements to access management		1
Signalization improvement		0
Improves parallel facility or contributes to alternative routing		0
Provides capacity for non-motorized modes		1
Adds transit capacity		0
Other strategies		1
	Total	**0.3**
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	15%	
Project balances the need to move people with other desirable outcomes		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		1
Project location supports infill/redevelopment		1
Project contributes to transportation network grid development/roadway network connectivity		1
	Total	**0.9**
	Overall Total	**5.05**

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

Downtown Curb Ramps - Phase IV

BMCMPO FY 2022-2026 TIP - Complete Streets 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	20%	
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		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	**1**
Multi-Modal Options		
Project incorporates Multi-Modal solutions	20%	
Project located along existing transit service		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		1
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		1
	Total	**1.2**
Congestion Management		
Project incorporates congestion management strategies	10%	
Grade separation or dedicated travel space for individual modes		0
Improvements to access management		1
Signalization improvement		0
Improves parallel facility or contributes to alternative routing		0
Provides capacity for non-motorized modes		1
Adds transit capacity		0
Other strategies		1
	Total	**0.3**
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	15%	
Project balances the need to move people with other desirable outcomes		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		1
Project location supports infill/redevelopment		1
Project contributes to transportation network grid development/roadway network connectivity		1
	Total	**0.9**
	Overall Total	**5.05**

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

High Street Intersection Modernization and Multiuse Path

BMCMPO FY 2022-2026 TIP - Complete Streets 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	20%	
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		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	**1.2**
Multi-Modal Options		
Project incorporates Multi-Modal solutions	20%	
Project located along existing transit service		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		0
	Total	**1.6**
Congestion Management		
Project incorporates congestion management strategies	10%	
Grade separation or dedicated travel space for individual modes		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%	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	15%	
Project balances the need to move people with other desirable outcomes		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		1
Project location supports infill/redevelopment		0
Project contributes to transportation network grid development/roadway network connectivity		1
	Total	**0.75**
	Overall Total	**6.1**

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

Old SR 37 South at Dillman Road Intersection Improvement

BMCMPO FY 2022-2026 TIP - Complete Streets 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)		0
Project is located within existing right of way		0
	Total	**0.15**
Safety		
Project addresses a known high crash risk location	20%	
Project location is identified in the most recent MPO Crash Report's top 50 crash locations		1
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		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	**1.2**
Project incorporates Multi-Modal solutions	20%	
Project located along existing transit service		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	**0.6**
Congestion Management		
Project incorporates congestion management strategies	10%	
Grade separation or dedicated travel space for individual modes		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	**0.2**
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	**0.2**
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		1
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	**0.4**
Context Sensitivity and Land Use		
Project contributes to the sense of place and matches the surrounding land use	15%	
Project balances the need to move people with other desirable outcomes		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		1
Project location supports infill/redevelopment		0
Project contributes to transportation network grid development/roadway network connectivity		0
	Total	**0.6**
	Overall Total	**3.35**

Source: BMCMPO Complete Streets Policy, November 2018.
Preliminary Project Scoring - 06-02-21

West 2nd Street Modernization and Safety Improvements

BMCMPO FY 2022-2026 TIP - Complete Streets 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	20%	
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		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	**1.2**
Multi-Modal Options		
Project incorporates Multi-Modal solutions	20%	
Project located along existing transit service		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	**1.8**
Congestion Management		
Project incorporates congestion management strategies	10%	
Grade separation or dedicated travel space for individual modes		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	**0.6**
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	15%	
Project balances the need to move people with other desirable outcomes		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		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: BMCMPO Complete Streets Policy, November 2018.
Preliminary Project Scoring - 05-21-21

Appendix G:
Plan Development & Public Involvement Methodology

Introduction

The FY 2022-2026 Transportation Improvement Program prepared by the BMCMPO staff relied on consultation guidance from the Federal Highway Administration-Indiana Division, The Federal Transit Administration (FTA) Region 5 office, the Indiana Department of Transportation Indianapolis central office and Seymour District staff, Monroe County, the Town of Ellettsville, Rural Transit, Bloomington Transit, IU Campus Bus, and the City of Bloomington.

This appendix highlights the public outreach efforts used by the MPO throughout development of the FY 2022-2026 TIP from March 2021 to September 2021 with guidance from federal, state, and local partners. The BMCMPO demonstrated explicit consideration and response to public input received during the development of the Transportation Improvement Program. The BMCMPO sought out and considered the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services. The BMCMPO provided an additional opportunity for public comment on the Transportation Improvement Program made available for public comment given Centers for Disease Control and Prevention (https://www.cdc.gov/) constraints of the ongoing COVID-19 Pandemic.

The staff focused on an extensive public involvement/public input process through open virtual public meetings of the BMCMPO Citizen Advisory Committee (CAC), the Technical Advisory Committee (TAC), and the Policy Committee. The adoption of Centers for Disease Control and Prevention (CDC) COVID-19 guidelines as a preventative safety measure beginning in April 2020 and continuing through calendar year 2021 necessitated a shift to virtual digital platforms for all meetings using Zoom and Facebook Live. All meetings of the Policy Committee routinely recorded for community viewing by the Citizens Access Television System (CATS https://www.catstv.net/) continued uninterrupted throughout FY 2022 and FY 2022 as the staff presented selective elements and the Draft FY 2022-2026 TIP. The Draft FY 2022-2026 TIP had additional postings on the BMCMPO website (https://bloomington.in.gov/mpo/transportation-improvement-program) along with a discussion/adoption schedule.

Staff presentations and public meeting discussions adhered to the following schedule throughout calendar year 2021:

- ***March 12, 2021 - Policy Committee Meeting***
    - FY 2022-2026 Call for Projects
    - Development Timetable and Approval Schedule
    - Funding Guidance
        - No Rollovers
        - Anticipated Fiscal Year Program Funding Levels

- Additional Guidance
    - Letting Dates
    - Project Designation (DES#) Number Assignments
    - Construction Engineering (CE)
    - HSIP Project Priorities
    - Virtual Public Meeting Expectations
- Application Requirements
    - TIP Project Request Form for existing and new projects
    - Transportation Alternatives Application
    - HSIP Low Cost/Systemic Project Application for INDOT Review/Approval
    - HIS Intersection Improvements
- Application scoring consistent with the adopted BMCMPO Complete Streets Policy and subsequent preliminary scoring reports through Policy Committee, Technical Advisory Committee, and Citizens Advisory Committee meetings.

- ***March 24, 2021 - Technical Advisory Committee Meeting***
    - FY 2022-2026 Call for Projects
    - Development Timetable and Approval Schedule
    - Funding Guidance
        - No Rollovers
        - Anticipated Fiscal Year Program Funding Levels
    - Additional Guidance
        - Letting Dates
        - Project Designation (DES#) Number Assignments
        - Construction Engineering (CE)
        - HSIP Project Priorities
        - Virtual Public Meeting Expectations
    - Application Requirements
        - TIP Project Request Form for existing and new projects
        - Transportation Alternatives Application
        - HSIP Low Cost/Systemic Project Application for INDOT Review/Approval
        - HIS Intersection Improvements
    - Application scoring consistent with the adopted BMCMPO Complete Streets Policy and subsequent preliminary scoring reports through Policy Committee, Technical Advisory Committee, and Citizens Advisory Committee meetings.

- ***March 24, 2021 - Citizens Advisory Committee Meeting***
    - FY 2022-2026 Call for Projects
    - Development Timetable and Approval Schedule
    - Funding Guidance
        - No Rollovers
        - Anticipated Fiscal Year Program Funding Levels
    - Additional Guidance

        - Letting Dates
        - Project Designation (DES#) Number Assignments
        - Construction Engineering (CE)
        - HSIP Project Priorities
        - Virtual Public Meeting Expectations
    - Application Requirements
        - TIP Project Request Form for existing and new projects
        - Transportation Alternatives Application
        - HSIP Low Cost/Systemic Project Application for INDOT Review/Approval
        - HIS Intersection Improvements
    - Application scoring consistent with the adopted BMCMPO Complete Streets Policy and subsequent preliminary scoring reports through Policy Committee, Technical Advisory Committee, and Citizens Advisory Committee meetings.

- ***April 9, 2021 - Policy Committee Meeting***
    - FY 2022-2026 Call for Projects
        - FY 2022-2026 TIP Program Funding Levels
        - Additional Guidance
            - Letting Dates
            - DES# Requirement
            - Construction Engineering
            - HSIP Priorities
            - Public Meeting for public input/comment
        - Application Requirements
            - TIP Project Request Form
            - TA (Transportation Alternatives) Application
            - HSIP Low Cost/Systemic Project Application (INDOT)
                - Eligible HSIP Systemic Projects
            - HSIP Intersection Improvement
        - Application Scoring
    - Development Timetable and Approval Schedule
    - Funding Guidance
    - Additional Guidance
    - Application Requirements
    - Application scoring consistent with the adopted BMCMPO Complete Streets Policy and subsequent preliminary scoring reports through Policy Committee, Technical Advisory Committee, and Citizens Advisory Committee meetings.

- ***April 28, 2021 - Technical Advisory Committee Meeting***
    - FY 2022-2026 Call for Projects
    - Development Timetable and Approval Schedule
    - Funding Guidance
    - Additional Guidance

- Application Requirements
- Application scoring consistent with the adopted BMCMPO Complete Streets Policy and subsequent preliminary scoring reports through Policy Committee, Technical Advisory Committee, and Citizens Advisory Committee meetings.

- ***April 28, 2021 - Citizens Advisory Committee Meeting***
  - FY 2022-2026 Call for Projects
  - Development Timetable and Approval Schedule
  - Funding Guidance
  - Additional Guidance
  - Application Requirements
  - Application scoring consistent with the adopted BMCMPO Complete Streets Policy and subsequent preliminary scoring reports through Policy Committee, Technical Advisory Committee, and Citizens Advisory Committee meetings.

- ***May 12, 2021- Policy Committee Meeting***
  - FY 2022-2026 Call for Projects
    - FY 2022-2026 TIP Program Funding Levels
    - Additional Guidance
      - Letting Dates
      - DES# Requirement
      - Construction Engineering
      - HSIP Priorities
      - Public Meeting for public input/comment
    - Application Requirements
      - TIP Project Request Form
      - TA (Transportation Alternatives) Application
      - HSIP Low Cost/Systemic Project Application (INDOT)
        - Eligible HSIP Systemic Projects
      - HSIP Intersection Improvement
    - Application Scoring
  - Development Timetable and Approval Schedule
  - New Local Project Applications Received
    - Purpose and Need
    - Project Elements
    - Supporting documentation
  - Preliminary Complete Streets scores consistent with the adopted BMCMPO Complete Streets Policy
    - Crosswalk Safety Improvements
    - Downtown Curb Ramps Phase IV
    - High Street Intersection Modernization and Multiuse Path
    - Old SR 37 at Dillman Road Intersection Safety
    - West 2nd Street Modernization & Safety Improvements

- Preliminary scoring advancing through the Technical Advisory Committee and the Citizens Advisory Committee May 2021 meetings.

- ***May 26, 2021- Technical Advisory Committee Meeting***
  - FY 2022-2026 Call for Projects
    - FY 2022-2026 TIP Program Funding Levels
    - Additional Guidance
      - Letting Dates
      - DES# Requirement
      - Construction Engineering
      - HSIP Priorities
      - Public Meeting for public input/comment
    - Application Requirements
      - TIP Project Request Form
      - TA (Transportation Alternatives) Application
      - HSIP Low Cost/Systemic Project Application (INDOT)
        - Eligible HSIP Systemic Projects
      - HSIP Intersection Improvement
    - Application Scoring
  - Development Timetable and Approval Schedule
  - Local Public Agency Project Applications Received
  - New Local Project Applications Received
    - Purpose and Need
    - Project Elements
    - Supporting documentation
  - Preliminary Complete Streets scores consistent with the adopted BMCMPO Complete Streets Policy
    - Crosswalk Safety Improvements
    - Downtown Curb Ramps Phase IV
    - High Street Intersection Modernization and Multiuse Path
    - Old SR 37 at Dillman Road Intersection Safety
    - West 2nd Street Modernization & Safety Improvements
  - Draft FY 2022-2026 Transportation Improvement Program (Unconstrained)
    - Recommend advancement to the Policy Committee

- ***May 26, 2021- Citizens Advisory Committee Meeting***
  - FY 2022-2026 Call for Projects
    - FY 2022-2026 TIP Program Funding Levels
    - Additional Guidance
      - Letting Dates
      - DES# Requirement
      - Construction Engineering
      - HSIP Priorities

                - Public Meeting for public input/comment
            - Application Requirements
                - TIP Project Request Form
                - TA (Transportation Alternatives) Application
                - HSIP Low Cost/Systemic Project Application (INDOT)
                    - Eligible HSIP Systemic Projects
                - HSIP Intersection Improvement
            - Application Scoring
        - Development Timetable and Approval Schedule
        - Local Public Agency Project Applications Received
        - New Local Project Applications Received
            - Purpose and Need
            - Project Elements
            - Supporting documentation
        - Preliminary Complete Streets scores consistent with the adopted BMCMPO Complete Streets Policy
            - Crosswalk Safety Improvements
            - Downtown Curb Ramps Phase IV
            - High Street Intersection Modernization and Multiuse Path
            - Old SR 37 at Dillman Road Intersection Safety
            - West 2nd Street Modernization & Safety Improvements
        - Draft FY 2022-2026 Transportation Improvement Program (Unconstrained)
            - Recommend advancement to the Policy Committee

- ***June 23, 2021- Technical Advisory Committee Meeting***
    - FY 2022-2026 Call for Projects
        - FY 2022-2026 TIP Program Funding Levels
        - Additional Guidance
            - Letting Dates
            - DES# Requirement
            - Construction Engineering
            - HSIP Priorities
            - Public Meeting for public input/comment
        - Application Requirements
            - TIP Project Request Form
            - TA (Transportation Alternatives) Application
            - HSIP Low Cost/Systemic Project Application (INDOT)
                - Eligible HSIP Systemic Projects
            - HSIP Intersection Improvement
        - Complete Streets Application Scoring
    - Development Timetable and Approval Schedule
    - Local Public Agency Project Applications Received

- Draft FY 2022-2026 Transportation Improvement Program (FY 2022-2025 Constrained)
    - Recommend advancement to the Policy Committee

- ***June 23, 2021- Citizens Advisory Committee Meeting***
    - FY 2022-2026 Call for Projects
        - FY 2022-2026 TIP Program Funding Levels
        - Additional Guidance
            - Letting Dates
            - DES# Requirement
            - Construction Engineering
            - HSIP Priorities
            - Public Meeting for public input/comment
        - Application Requirements
            - TIP Project Request Form
            - TA (Transportation Alternatives) Application
            - HSIP Low Cost/Systemic Project Application (INDOT)
                - Eligible HSIP Systemic Projects
            - HSIP Intersection Improvement
        - Complete Streets Application Scoring
    - Development Timetable and Approval Schedule
    - Local Public Agency Project Applications Received
    - Draft FY 2022-2026 Transportation Improvement Program (Unconstrained)
        - Recommend advancement to the Policy Committee

- ***July 9, 2021 - Policy Committee Meeting***
    - FY 2022-2026 Call for Projects
        - Funding
    - Development Timetable and Approval Schedule
    - Local Public Agency Project Applications Received
    - Draft FY 2022-2026 Transportation Improvement Program (Fiscally Constrained)
        - Funding the Transportation Improvement Program
        - Projected Revenues and Expenditures for Transit Projects
        - Projected Revenues and Expenditures for Local Projects
        - Projected Revenues and Expenditures for State Projects
    - Performance Based Planning and Performance Measures
        - Safety Target Performance Measures
        - Pavement Condition Target Performance Measures
        - NHS Bridge Condition Target Performance Measures
        - NHS Truck Travel Time Reliability Target Performance Measures
        - Interstate Freight Reliability Target Performance Measures
        - On-Road Mobile Source Emission Target Performance Measures
        - Transit Performance Measures

        - Red Flag Investigations
    - Projects
        - Monroe County
        - City of Bloomington
        - Bloomington Transit
        - Rural Transit
        - Indiana Department of Transportation
    - Appendices
        - Transportation Planning Requirements
        - Performance-Based Transportation Planning Targets
        - Environmental Justice
        - Air Quality and Climate Change Assessments
        - BMCMPO Complete Street Policy
        - Plan Development & Public Involvement Methodology
        - Glossary
        - Self-Certification
        - FY 2022-2026 TIP Approval Letter
        - Adoption Resolutions

- *July 10-11, 2021 - Legal Advertisements*

- *July 12, 2021 - Thirty-Day Public Comment Period Begins*

- *July 13, 2021 - Draft FY 2022-2026 TIP Submission for INDOT, FHWA. FTA Review*

- *July 12, 2021 - Draft FY 2022-2026 TIP Public Input Meeting (week of)*

- *August 13, 2021 - Thirty-Day Public Comment Period Ends*

- *August 25, 2021 - TAC/CAC Reviews of Final Draft FY 2022-2026 TIP*
    - Policy Committee Recommendations

- *September 10, 2021 - Policy Committee Meeting*
    - Final FY 2022-2026 TIP Adoption

- *September 13, 2021 - Submission of FY 2022-2026 TIP to INDOT, FHWA, FTA (week of)*
    - Formal Approval

Public Outreach Process

The public outreach process for the FY 2022-2026 TIP will include:

- *Virtual Public Meeting from 6:30 p.m. - 8:30 p.m. the week of July 12, 2021.* Presentation materials included an overview of the FY 2022-2026 TIP purpose and need, an urban

area boundary map, project types, funding constraints, and the draft program of projects for Monroe County, the City of Bloomington, Rural Transit, Bloomington Transit, and the Indiana Department of Transportation. Open discussion will include all relevant topics.

Interagency Consultation & Coordination – Calendar Years 2020 and 2021

The BMCMPO staff continuously consulted and coordinated with federal, state and local transportation agencies throughout the FY 2022 - 2026 TIP development process beginning in December 2020 through September 2021 to ensure the attainment of federal and state requirements.

The consultation/coordination process is further ensured with the receipt of corresponding comments. This interagency consultation and coordination ensured the completion of appropriate technical level reviews prior Final FY 2022-2026 TIP adoption by the BMCMPO Policy Committee on September 10, 2021.

Appendix H:
Glossary

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

ADA means the Americans with Disabilities Act of 1990 (42 U.S.C. § 12101), a civil rights law that prohibits discrimination based on disability and affords similar protections against discrimination to Americans with disabilities as the Civil Rights Act of 1964, which made discrimination based on race, religion, sex, national origin, and other characteristics illegal, and later sexual orientation. The ADA Act of 1990 additionally requires covered employers to provide reasonable accommodations to employees with disabilities, and mandates accessibility requirements for public accommodations.

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

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

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

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

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

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

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

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

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

BMCMPO means the Bloomington-Monroe County Metropolitan Planning Organization established by the Governor of the State of Indiana for the for the Bloomington urbanized area in March 1982 as a prerequisite for obtaining approval of transportation improvement projects funded by the FHWA and/or FTA.

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

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

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

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

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

Census Tract means an area with generally stable boundaries, defined within counties and statistically equivalent entities, usually used to analyze smaller regions of a population. The U.S. Census Bureau establishes census tracts as relatively homogeneous with respect to population characteristics, economic status, and living conditions.

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

CE means construction engineering associated with project construction.

Citizens Advisory Committee (CAC) is a committee, organized under the Metropolitan Planning Organization comprised of residents representing a broad spectrum of the community tasked

with providing recommendations to the Policy Committee and Technical Advisory Committee on transportation-related topics within the Metropolitan Planning Area and that affect the Metropolitan Planning Organization.

Climate Change means the long-term rise in the average temperature of the Earth's climate system, a major aspect of climate change demonstrated by direct temperature measurements and by measurements of various effects of the warming. The *Indiana Climate Change Impacts Assessment* (https://docs.lib.purdue.edu/climatetr/2/) identifies rising average annual temperatures and rising average annual precipitation as the most significant climate change impacts in the state. The climate vulnerabilities for Monroe County include extreme heat and extreme precipitation leading to adverse impacts on the built environment and people (https://hri.eri.iu.edu/climate-ulnerability/index.html?placeid=MONROE%20County#climateExpoHead and https://hri.eri.iu.edu/doc/hri-readiness-assessment-20200124.pdf). Learn more about climate change impacts in Bloomington at bloomington.in.gov/sustainability.

CN means project construction.

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

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

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

COVID-19 means the global novel Coronavirus infectious disease which originated in 2019 which is a severe acute respiratory syndrome primarily spread by close personal contact. January 2020 marked the first reported United States COVID-19 case with a subsequent evolution into a once-in-a-century national public health crisis of over 6.1 million documented cases and 185,000 deaths nationwide as of September 1, 2020. Documented cases are increasing unabated. Locally, as of September 1, 2020, Monroe County has had at least 1,180 confirmed cases of COVID-19 resulting in 36 deaths attributed to the disease. In many cases, survivors will experience long-term respiratory and health related symptoms. https://coronavirus.jhu.edu/map.html

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

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

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

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

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

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

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

Economic Recession means a periodic decline in industrial production, employment, real income, and wholesale-retail trade as defined by the National Bureau of Economic Research (NBER). The current United States national recession began in March 2020 with a sharp downturn of economic activities brought about by the COVID-19 pandemic.

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

Equity means the just and fair inclusion into a society in which all can participate, prosper, and reach their full potential. In the context of the *2045 MTP*, transportation equity means achieving the goal of sustainable mobility providing access to employment, education, healthcare, and an improved quality of life for all residents.

Farebox Revenue means all fare revenue from case fares, passes, and tickets.

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

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

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

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

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

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

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

Highway Safety Improvement Program (HSIP) is the FHWA's "core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. The HSIP consists of three main components, the Strategic Highway Safety Plan (SHSP), State HSIP or program of highway safety improvement projects, and the Railway-Highway Crossing Program (RHCP). In addition, some states also have a High Risk Rural Roads (HRRR) program if they had increasing fatality rate on rural roads."

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

Indiana Statewide Transportation Improvement Program (INSTIP or STIP) is Indiana's multi-year program of transportation projects that is comprised of the Transportation Improvement Programs from all of the State's Metropolitan Planning Organizations.

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

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

LPA means local public agency as defined under Indiana state statutes.

Local Road and Street means the account used exclusively for engineering, land acquisition, construction, resurfacing, restoration, and rehabilitation of highway facilities. Local Road and Street account (LRS) funds, including accelerated allocations, are available for capital investment; however, a portion of the funds must be set aside for preservation projects such as resurfacing, intersection/signalization, and safety improvements.

Local Share and Local Match means the non-federal matching funds provided by a local entity for federal matching funds.

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

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

Major Bridge Fund means (established under IC8-16-3.1) a special fund to address a major obstruction between commercial or population centers which is capable of causing an economic hardship because of excess travel time to conduct a normal level of commerce between the two (2) centers. A major bridge is defined as a structure of 200-feet or longer or 100-feet in a qualified city. The tax levy shall not exceed $0.0333 per $100 assessed valuation within the eligible county.

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

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

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

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

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

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

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

Micro-transit means a form of demand-response transit service offering flexible routing and/or flexible scheduling, often with minibus vehicles.

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

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

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

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

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

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

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

Operational Improvement means a capital investment for the installation of traffic surveillance and control equipment, computerized signal systems, motorist information systems, integrated traffic control systems, incident management programs, and transportation demand management facilities, strategies, or programs.

Pandemic means the COVID-19 global coronavirus pandemic first identified in the latter half of calendar year 2019 leading to socioeconomic disruptions and a global economic recession bordering on economic depression.

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

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

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

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

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

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

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

Public Mass Transportation Fund (PMTF) means a special fund created under state statute (I.C. 8-23-3-8) to promote and develop transportation in Indiana. The funds are allocated to public transit systems on a performance based formula.

Racial Justice means the systematic fair treatment of people of all races that results in equitable opportunities and outcomes for everyone by ensuring that all people are able to achieve their full potential in life, regardless of race, ethnicity, or the community in which they live. A racial justice framework can move us from a reactive posture to a more powerful, proactive, and even preventive approach. The "Black Lives Matter" movement is an example of people coming together to promote and demand racial justice, and the MTP strives to follow its lead as a guiding principle.

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

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

Revenue means all operating funds associated with the provision of transit service in the context of public transportation.

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

Rural Transit (RT) means a local public agency transportation service provide by the Area 10 Agency on Aging offering service in Monroe, Lawrence, Owen, and Putnam Counties.

SAFETEA-LU refers to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users. This is the five-year federal transportation program authorizing the annual funding for federal transportation programs and replaced TEA-21.

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

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

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

Strategic Highway Safety Plan (SHSP) means the *Indiana Strategic Highway Safety Plan* required under title 23 U.S.C. § 148 that identifies critical highway safety problems and opportunities for saving lives, reducing suffering and economic losses resulting from traffic crashes. The SHSP additionally coordinates the traffic safety activities of state agencies, municipal entities and private highway safety organizations.

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

Social Justice means that all people should have equal access to wealth, health, well-being, justice, privileges, and opportunity regardless of their legal, political, economic, or other circumstances.

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

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

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

Sustainable Development means development that meets the needs of the present without compromising the ability of future generations to equitably meet their own environmental, economic, and social needs.

Sustainability means meeting our own present environmental, economic, and social needs without compromising the ability of future generations to meet their own environmental, economic, and social needs.

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

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

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

Transportation Alternatives (TA) means a set-aside of Fast Act STBG funding for transportation alternatives encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental

mitigation related to storm water and habitat connectivity. The FAST Act sets aside an average of $844 million per year for TA. Unless a state opts out, it must use a specified portion of its TA funds for recreational trails projects.

Transportation Asset Management Plan (TAMP) refers to INDOT's 10-year tactical-level management plan which focuses on the achievement of strategic objectives through analysis, options development, programs, delivery mechanisms, and reporting mechanisms established under 23 CFR Part 490.

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

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

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

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

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

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

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

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

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

Appendix I:
Self-Certification

TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.336, Self-Certification and Federal Certifications, the Indiana Department of Transportation and the Bloomington-Monroe County Metropolitan Planning Organization hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134,49 U.S.C 5303 and 23 CFR part 450.300;
2. Sections 174 and 176© of the Clean Air Act, as amended (42 U.S.C. 7504, 750(c) and (d)) and 40 CFR part 93;
3. Title VI pf the Civil rights Act of 1964, as amended (42 U.S.C. 20000d-1) and 49 CFP part 21;
4. 49 U.S.C> 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT (Pub. L. 114357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 C.F.R. part 230, regarding the implementation of the equal employment opportunity program on Federal an Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of the 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Bloomington-Monroe County Metropolitan Planning Organization	Indiana Department of Transportation
_____	_____
Patrick P. Martin	Roy S. Nunnally
_____	_____
Senior Transportation Planner	Director, INDOT Technical Planning & Programming
_____	_____
Date	Date

Appendix J:
FY 2022 - 2026 TIP Approval Letter

Note: To be issued by INDOT in September/October 2021 after BMCMPO Policy Committee Final Adoption.

Appendix K:
BMCPO FY 2022 - 2026 TIP Adoption Resolution

DRAFT ADOPTION RESOLUTION FY 2022-XX

RESOLUTION ADOPTING THE FISCAL YEARS 2022 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) as presented to the Policy Committee of the Bloomington/Monroe County Metropolitan Planning Organization on September 10, 2021.

WHEREAS, the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPO) 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, in cooperation with the State, the BMCMPO must develop and maintain, and has developed and maintained, a Transportation Improvement Program which illustrates how federal funds will be expended on transportation projects within the urbanized area over the next four fiscal years; and

WHEREAS, public comment on the proposed FY 2022 - 2026 TIP was sought and received during the public comment period from July 12, 2021 through August 13, 2021; and

NOW, THEREFORE, BE IT RESOLVED:

(1) That the Bloomington/Monroe County Metropolitan Planning Organization adopts the Fiscal Year 2022 - 2026 Transportation Improvement 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 Policy Committee upon this 10th day of September 2021.

_____

Lisa J. Ridge
Chair, Policy Committee
Bloomington/Monroe County MPO

_____

Attest: Patrick P. Martin
Senior Transportation Planner
Bloomington-Monroe County
Metropolitan Planning Organization

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