



POLICY COMMITTEE

March 11, 2022

1:30 – 3:00 p.m.

Hybrid Meeting - City Hall Council Chambers and via Zoom

Join Zoom Meeting

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Meeting ID: 875 0182 3376

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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. February 11, 2022
- IV. Communications from the Chair
- V. Reports from Officers and/or Committees
 - a. Technical Advisory Committee
 - b. Citizens Advisory Committee
- VI. Reports from the MPO Staff
 - a. Letters to INDOT Regarding SR45 and SR46 Corridors
- VII. Old Business
 - a. None
- VIII. New Business
 - a. Monroe County Coordinated Human Services Transportation Plan Update*
 - b. BMCMPPO Draft Fiscal Year 2023 - 2024 Unified Planning Work Program
 - c. FY 2020 - 2024 TIP Amendment/FY 2022 - 2026 TIP Amendment*
 - (1) DES# 2001522 - ADA Sidewalk Ramp Construction on SR46 in Bartholomew County & Monroe County
- IX. Public Comment on Matters Not Included on the Agenda (*non-voting items*)
Limited to five minutes per speaker. The Committee may reduce time limits if numerous people wish to speak.
- X. Communications from Committee Members on Matters Not Included on the Agenda (*non-voting items*)
 - a. Communications
 - b. Topic Suggestions for Future Agendas

XI. Upcoming Meetings

- a. Technical Advisory Committee - March 23, 2022 at 10:00 a.m. (Hybrid)
- b. Citizens Advisory Committee - March 23, 2022 at 6:30 p.m. (Hybrid)
- c. Policy Committee - April 8, 2022 at 1:30 p.m. (Hybrid)

XII. Adjournment

**Action Requested / Public comment prior to vote limited to five minutes per speaker. (The Committee may reduce time limits if numerous people wish to speak).*

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



POLICY COMMITTEE

Meeting Minutes

February 11, 2022

1:30 - 3:00 p.m.

Virtual Electronic Location via Zoom

Policy Committee Present: Lisa Ridge, Margaret Clements, Steve Volan, Sarah Ryterband, Julie Thomas, Nate Nickel (proxy), Kate Wiltz, Doug Horn, Andrew Cibor (proxy), Jillian Kinzie, Jason Banach, Chris Wahlman (proxy)

Staff present: Ryan Clemens

- I. Call to Order and Introductions
 - a. Lisa Ridge called the meeting to order.

- II. Approval of the Agenda*

**** Sarah Ryterband motioned for approval of the agenda. Steve Volan seconded. Motion carried by roll call vote 12:0 - Approved.**

- III. Election of Officers for Calendar Year 2022*

****Sarah Ryterband nominated Lisa Ridge as Chair. Margaret Clements seconded. Nate Nickel nominated Steve Volan as Chair. Jillian Kinzie seconded. Discussion ensued. The nomination of Steve Volan as Chair passed by a roll call vote 6:5:1 - Approved.**

****Steve Volan nominated Lisa Ridge as Vice-Chair. Jillian Kinzie seconded. Discussion ensued. The nomination of Lisa Ridge as Vice-Chair passed by a roll call vote 12:0 - Approved.**

- IV. Approval of the Minutes*
 - a. October 8, 2021.
 - b. January 14, 2022

****Andrew Cibor motioned for approval of the October 8, 2021 and the January 14, 2022 meeting minutes. Jillian Kinzie seconded. Discussion of abstentions ensued. Motion carried by roll call vote 8:0:4 - Approved.**

- V. Communications from the Chair
 - a. Steve Volan noted appreciation and openness to questions.

- VI. Reports from Officers and/or Committees
 - a. Citizens Advisory Committee
 - (1) Sarah Ryterband reported the CAC met and discussed the need for corridor traffic studies.
 - b. Technical Advisory Committee
 - (1) Nate Nickel reported his election as Chair and that of Paul Satterly as Vice-Chair. The TAC had an in-depth discussion of INDOT's 2022 PM1 Safety Target Declaration.

- VII. Reports from the MPO Staff

- a. Metropolitan Planning Organization 101
 - (1) Ryan Clemens reported on the annual presentation initially discussed at the January 14th meeting.
- b. Fiscal year (FY) 2022-2026 Transportation Improvement Program Approval Letter
 - (1) Ryan Clemens reported on the received approval letter noting that INDOT remains operating under the FY 2020-2024 Program until the State Program obtains Federal Highway Administration/Federal Transit Administration approval. Public comment/review of the Statewide Program ends on February 16, 2022. Discussion ensued.

VIII. Old Business

- a. None.

IX. New Business

- a. BMCMPPO Public Participation Plan.*
 - (1) Ryan Clemens noted recommendation approvals by the Technical Advisory Committee and the Citizens Advisory Committee. Discussion ensued. ****Sarah Ryterband moved to postpone adoption until the May Policy Committee meeting thereby allowing committee members an opportunity to review changes and provide additional comments. Julie Thomas seconded. Discussion ensued. Motion carried by roll call vote 12:0:0 - Approved.**
- b. INDOT 2022 PM1 Safety Target Declaration.*
 - (1) Ryan Clemens presented the INDOT 2022 Targets. Nate Nickel noted the TAC discussion and a desire for a “zero fatality” target. Discussion ensued. ****Sarah Ryterband moved to accept the INDOT 2022 PM1 Safety Targets. Jillian Kinzie seconded. Motion carried by roll call vote 11:0:0 - Approved.**
- c. FY 2020 - 2024 TIP Amendment/FY 2022 - 2026 TIP Amendment.*
 - (1) DES# 2001522 - SR46 ADA Ramps at Collage Mall Road.
 - (a.) Ryan Clemens presented the amendment. Discussion ensued. ****Sarah Ryterband moved to adopt the proposed amendments. Jillian Kinzie seconded. Motion carried by roll call vote 11:0:0 - Approved.**

X. Public comments on Matters Not Included on the Agenda (non-voting items)

- a. None.

XI. Communications from Committee Members and the Public (non-agenda/non-voting items)

- a. Julie Thomas noted a February 2, 2022 letter from the Monroe County Board of Commissioners to INDOT’s Commissioner requesting studies of the SR45 and the SR46 corridors.
- b. Sarah Ryterband requested a copy of the staff request made to INDOT4U for the subject corridors. Sarah additionally requested an additional review of the BMCMPPO Bylaws regarding committee representation.

XII. Upcoming Meetings

- a. Policy Committee - March 11, 2022 at 1:30 p.m. (Hybrid)
- b. Technical Advisory Committee - February 23, 2022 at 10:00 a.m. (Hybrid)
- c. Citizens Advisory Committee - February 23, 2022 at 6:30 p.m. (Hybrid)

XIII. Adjournment

- a. Ryterband moved to adjourn the meeting. Wiltz seconded.

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

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Meeting Transcript

A complete transcription of the BMCMPO 10-8-2021 Policy Committee meeting is available through the following “[VIEW](#)” permanent link:

Title: Metropolitan Planning Organization
Policy Committee 10/8

Date: Fri, October 8,
2021

Meeting
Type: Monroe



<https://catstv.net/government.php?issearch=banner&webquery=policy+committee>

CS0307380 - study



INDOT Customer Service <indottsc@service-now.com>

Jan
25

Dear INDOT4U,

Members of the BMCMPPO Policy Committee hereby request a study of the Indiana SR45 corridor from the SR45-46 Bypass to Smith Road, and a study of the Indiana SR46 corridor from the 3rd Street/College Mall Road intersection to Indiana SR446.

Please feel free to contact us if you should have additional questions.

Thanks,

Pat Martin
Bloomington-Monroe County Metropolitan Planning Organization



OFFICE OF
MONROE COUNTY COMMISSIONERS
100 West Kirkwood Avenue
The Courthouse Room 322
BLOOMINGTON, INDIANA 47404

Telephone 812-349-2550
Facsimile 812-349-7320

Julie L. Thomas, President Penny Githens, Vice President Lee Jones, Commissioner

February 2, 2022

Joe McGuiness, Commissioner
Indiana Department of Transportation
100 N. Senate Ave., IGCN 755
Indianapolis, IN 48204

Dear Commissioner McGuiness:

Monroe County constituents have raised a number of traffic safety concerns surrounding the state roadways SR45/46 Bypass, SR45, SR46, SR446 and the intersecting roadways between them. This is due in large part to the building of the new IU Health Hospital and numerous new apartment complexes in an already heavily populated urban area.

There are historical traffic safety issues concerning the east SR45/Russell Road/Smith Road intersection that we have communicated to you in the past. Our May 15, 2019, letter outlined concerns we continue to have on the eastside of Bloomington at the site of the new regional hospital. A recent crash/fatality report shows that this intersection is the highest fatality intersection in our community. Since that report was published, the new hospital has opened, emergency vehicles are accessing the hospital from multiple directions, and new apartment buildings containing more than 867 units are under construction in this quadrant of the city. Additionally, more than 4,705 apartment units have been built or are under construction since 2018 in this community, including 2 apartment complexes on east SR 46 (east of the Bypass) and one on Pete Ellis drive (which connects east SR 45 and east SR 46).

The good news is that there are several INDOT Projects projected to improve these congested roadways. What is missing is an “aggregate” overarching roadmap/traffic study linking the condensed urban developments with the “existing” and the “to be improved” INDOT roadways. With the added demands on our road infrastructure, we request that a new traffic study be conducted with an emphasis on the critical transportation corridor surrounding the new hospital site. We are requesting **traffic volume, traffic control device, traffic access and impact, and travel-demand forecast modeling** studies to include the following roadways:

- SR45/46 Bypass - from SR45/SR46/Discovery Parkway Intersection south to the SR 46/3rd Street Intersection.

- SR46/3rd Street - from SR46/3rd Street Intersection east to the SR46/SR446 (Knightridge Road) Intersection.

- SR 46/3RD Street/Pete Ellis Drive - from the SR 46/3RD Street/Pete Ellis Drive Intersection north to the SR45/10th Street/Discovery Parkway Intersection.

- SR 46/3RD Street/Smith Road - from the SR 46/3RD Street/Smith Road Intersection north to the SR45/10th Street/Smith Road Intersection.

- SR45/46 Bypass/SR45/10th Street - from the SR45/SR46/10th Street Bypass Intersection east to the SR45/10th Street/Russell Road Intersection.

In addition, we suggest the following questions be considered:

- Does the Traffic Study address the impact the new pedestrian/bicycle/vehicle/scooter traffic will have on the ambulance routes for the new hospital?

- Does the Traffic Study address the impact the new pedestrian/bicycle/vehicle/scooter traffic will have on the recently converted four to two lane road way from SR46/3rd Street/Clarizz Boulevard to SR46/3rd Street/SR446?

- Does the Traffic Study address the impact the new pedestrian/bicycle/vehicle/scooter traffic will have on Project DES# 1800208 (Added Turn Lanes – Intersection of North Smith Road)?

- Does the Traffic Study address the impact the new pedestrian/bicycle/vehicle/scooter traffic will have on Projects DES# 1800199 & 1800086 (SR45 and Pete Ellis/Discovery Parkway Intersection Improvement)?

- Does the Traffic Study address the impact the new pedestrian/bicycle/vehicle/scooter traffic will have on IU/City/Monroe County School bus routes?

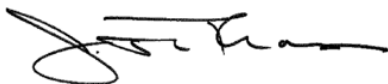
- Does the Traffic Study address how infrequently bicyclists use the new bicycle lanes on SR46/3rd Street between Clarizz Boulevard and SR446? While there is a desire to encourage the use of bicycles, if the bicycle lanes on SR46/3rd Street are not used, would it help improve the flow of vehicular traffic in this area and decrease the amount of exhaust produced by vehicles, thus improving air quality. Traffic in this stretch is often backed up, especially when there are functions at Indiana University. (It is common to see bicyclists on SR45 east of the SR45/46 bypass and on SR446.)

-projects all at once?

Given the rapid urbanization that is occurring throughout Bloomington and Monroe County, our transportation infrastructure requires enhanced adherence to the 3-C (continuing, cooperative, and comprehensive) Metropolitan Planning Organization planning process mandates. We have brought this to the attention of the Bloomington/Monroe County Planning Organization Policy Committee (BMCMPPOPC). The consensus from the MPO Staff (at the January 22, 2022 meeting) was that this level of traffic study falls within the purview of INDOT.

We respectfully request your immediate attention to our request. As always, we are available to answer any questions you may have on this critical traffic safety infrastructure matter.

Sincerely,



Julie L. Thomas, President
The Monroe County Commissioners



To: BMCMPPO Policy Committee

From: Pat Martin, Ryan Clemens

Date: March 11, 2022

Re: Coordinated Human Services Transportation Plan Update

Background

- The Indiana Department of Transportation, Office of Transit (INDOT) provided funding for an update of the local Coordinated Human Services Transportation Plan (CHSTP) under a state consultant services contract agreement
- The CHSTP fulfills planning requirements for the Federal Transit Administration's (FTA) under current legislation.
- The CHSTP addresses requirements under the FTA Section 5310 Program: *Enhanced Mobility for Seniors and Individuals with Disabilities* for a locally-developed plan. The Section 5310 Program provides formula funding to States and urbanized areas for the purpose of assisting public and private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when transportation service provided is unavailable, insufficient, or inappropriate to meet those needs.
- The CHSTP involved active participation from local agencies that provide transportation for the general public, older adults, and individuals with disabilities.
- The Indiana Department of Transportation (INDOT) serves as the direct recipient of FTA Section 5310 Program funds for rural and small urban areas in Indiana. Within the State of Indiana, eligible activities for Section 5310 Program funds include purchasing buses and vans, wheelchair lifts, ramps, and similar investments.
- The CHSTP Update identified and assessed existing transportation resources and unmet local/regional transportation needs and gaps in service through public and stakeholder interviews, a public meeting, telephone interviews, email conversations, and the completion of a statewide public survey. COVID-19 protocols led to the use of modified public engagement and outreach methods.

Study Approach

The CHSTP Update incorporated the following planning elements:

- Review of the previous regional coordination plan updates to develop a basis for evaluation and recommendation
- Evaluation of existing county economic/demographic conditions
- A general public survey for insight into the opinions of the local community. The survey also included distribution to agencies that serve older adults and individuals with disabilities and their consumers
- Conduct of three local virtual meetings for stakeholders for the purpose of soliciting input on transportation needs, service gaps, and goals, objectives and implementation strategies to meet these deficiencies
- Update of the inventory of existing transportation services provided by public, private and non-profit organizations
- Updated assessment of vehicle utilization for the purpose of determining where vehicles can be better utilized to meet transportation needs
- Updated assessment of unmet transportation needs and gaps in service obtained through meetings, interviews, and surveys and
- Development of an updated implementation plan including current goals, strategies, responsible parties and performance measures.

Implementation Plan

Local stakeholders set four coordinated transportation goals to address unmet needs. The coordinated transportation goals are as follows:

- **Goal 1 - Increase Awareness of How to Use Available Transportation Services and Improve Wayfinding.**
 - *Strategy 1.1: Collaborate to Offer Travel Training or Mobility Management and Improve Awareness of How to Use Existing Transportation Options*
 - Implementation Time Frame - Mid-Term (13-24 months)
 - *Strategy 1.2: Implement Wayfinding*
 - Implementation Time Frame - Mid-Term (13-24 months)

- **Goal 2 - Expand Transportation Service for Older Adults, People with Disabilities, Low-Income Individuals, and the General Public.**
 - *Strategy 2.1: Enhance Transportation Service in the “Fringe” Area Outside Bloomington City Limits*
 - Implementation Time Frame: Long-Term (2-4 years)
 - *Strategy 2.2: Provide Door-to-Door/On-Demand Service to City of Bloomington Residents*
 - Implementation Time Frame: Long-Term (2-4 years)
 - *Strategy 2.3: Add/Increase Weekend Service on Public Transit*
 - Implementation Time Frame: Long-Term (2-4 years)
 - *Strategy 2.4: Enhance Rural Transit Service Connecting Outlying Communities to Bloomington*
 - Implementation Time Frame: Long-Term (2-4 years)

- **Goal 3 - Improve Pedestrian and Wheelchair-User Access to Bus Stops and Add Stop Amenities.**
 - *Strategy 3.1: Add Infrastructure to Bus Stops to Improve Accessibility*
 - Implementation Timeframe: Ongoing

- **Goal 4 - Increase Participation in Initiatives to Enhance Mobility.**
 - *Strategy 4.1: Participate Actively in the Indiana Council on Specialized Transportation (INCOST) and Other Statewide Organizations*
 - Implementation Time Frame: Immediate and Ongoing
 - *Strategy 4.2: Educate Local Elected Officials about Transportation Needs*
 - Implementation Timeframe: Immediate and Ongoing

PM/RC/ppm

Coordinated Human Services Transportation Plan Update
Bloomington – Monroe County Metropolitan Planning
Organization

FINAL DRAFT REPORT



Prepared for Bloomington –
Monroe County Metropolitan
Planning Organization

October, 2021

Prepared by:
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Moving Public Transportation Into the Future

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Moving Public Transportation Into the Future

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INTRODUCTION

OVERVIEW

This plan updates the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) Coordinated Human Services Transportation Plan that was developed in 2007 and updated in 2012 to fulfill the planning requirements for the Federal Transit Administration's (FTA) United We Ride initiative and the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), the 2005 authorization of U.S. Department of Transportation funding programs. These requirements continued under the Moving Ahead for Progress in the 21st Century (MAP-21) Act. The SAFETEA-LU and MAP-21 Acts were effective through September 30, 2015.

On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act, was signed into law as a reauthorization of surface transportation programs through Fiscal Year 2020. The FAST Act applies new program rules to all FTA funds and authorizes transit programs for five years. According to requirements of the FAST Act, locally developed, coordinated public transit-human services transportation plans must be updated to reflect the changes established by the FAST Act Federal legislation.

Funding to update this locally-developed Coordinated Human Services Transportation Plan was provided by the Indiana Department of Transportation, Office of Transit (INDOT) and involved active participation from local agencies that provide transportation for the general public, older adults, and individuals with disabilities.

Section 5310 Program: Enhanced Mobility for Seniors and Individuals with Disabilities

The program most significantly impacted by the plan update is the Section 5310 Program because participation in a locally developed Coordinated Human Services Transportation Plan is one of the eligibility requirements for Section 5310 Program funding.

The Section 5310 Program provides formula funding to States and urbanized areas for the purpose of assisting public and private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when transportation service provided is unavailable, insufficient, or inappropriate to meet those needs. The FTA apportions Section 5310 Program funds to direct recipients based on the population within the recipient service area. For rural and small urban areas in Indiana, the Indiana Department of Transportation (INDOT) is the direct recipient. As the direct recipient, INDOT solicits applications and selects Section 5310 Program recipient projects for funding through a formula-based, competitive process which is clearly explained in the INDOT Transit Section

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5310 State Management Plan. In Indiana, eligible activities for Section 5310 Program funds include purchasing buses and vans, wheelchair lifts, ramps, and securement devices.

Section 5310 Program projects are eligible to receive an 80 percent Federal share if the 20 percent local match is secured. Local match may be derived from any combination of non-U.S. Department of Transportation Federal, State, or local resources. The FAST Act also allows the use of advertisement and concessions revenue as local match. Passenger fare revenue is not eligible as local match.

PLAN DEVELOPMENT METHODOLOGY

Some human service agencies transport their clients with their own vehicles, while others may also serve the general public or purchase transportation from another entity. Regardless of how services are provided, transportation providers and human service agencies are all searching for ways to economize, connect, increase productivity, and provide user-friendly access to critical services and community amenities. In an era of increasing need and demand for shared-ride and non-motorized transportation, and stable or declining revenue, organizational partnerships must be explored and cost-saving measures must be made to best serve the State's changing transportation demands. Interactive coordinated transportation planning provides the best opportunity to accomplish this objective.

According to FTA requirements, the coordinated plan must be developed and approved through a process that includes participation by older adults and individuals with disabilities. And, INDOT and FTA also encourage active participation in the planning process from representatives of public, private, and nonprofit organizations that provide or support transportation services and initiatives, and the general public. The methodology used in this plan update includes meaningful efforts to identify these stakeholders and facilitate their participation in the planning process.

The fundamental element of the planning process is the identification and assessment of existing transportation resources and local/regional unmet transportation needs and gaps in service. This was accomplished by receiving input from the stakeholders noted above through a public meeting, telephone interviews, email conversations, and completion of a public survey available both online and on paper. Social distancing protocols led to changed public engagement and outreach methods.

The coordination plan update incorporated the following planning elements:

1. Review of the previous regional coordination plan updates to develop a basis for evaluation and recommendations;
2. Evaluation of existing economic/demographic conditions in each county;
3. Conduct of a survey of the general public. It must be noted that general public survey results were intended to provide insight into the opinions of the local community. The survey also includes distribution to agencies that serve older adults and individuals with disabilities and their consumers. A statistically valid public survey for Monroe County and the State of Indiana was beyond the scope of this project.

However, U.S. Census data is provided to accompany any conclusions drawn based on general public information;

4. Conduct of three local virtual meetings for stakeholders for the purpose of soliciting input on transportation needs, service gaps, and goals, objectives and implementation strategies to meet these deficiencies;
5. Update of the inventory of existing transportation services provided by public, private and non-profit organizations;
6. Update of the summary of vehicle utilization for the purpose of determining where vehicles can be better utilized to meet transportation needs;
7. Update of the assessment of unmet transportation needs and gaps in service obtained through meetings, interviews, and surveys; and
8. Development of an updated implementation plan including current goals, strategies, responsible parties and performance measures.

GLOSSARY OF TERMS

Bus and Bus Facilities Grants Program (Section 5339 Program) – The Grants for Buses and Bus Facilities program makes Federal resources available to States and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. Eligible recipients include direct recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; State or local governmental entities; and Federally recognized Indian tribes that operate fixed route bus service that are eligible to receive direct grants under Sections 5307 and 5311. States and direct recipients may allocate Section 5339 funding to subrecipients that are public agencies or private nonprofit organizations engaged in public transportation. For more information, see <https://www.transit.dot.gov/bus-program>.

Coordinating Council on Access and Mobility (CCAM) – a Federal interagency council that works to coordinate funding and provide expertise on human service transportation for three targeted populations: people with disabilities, older adults, and individuals of low income. The CCAM works at the Federal level to improve Federal coordination of transportation resources and to address barriers faced by States and local communities when coordinating transportation. The CCAM’s mission is to issue policy recommendations and implement activities that improve the availability, accessibility, and efficiency of transportation for CCAM’s targeted populations, with the vision of equal access to coordinated transportation for all Americans. Additional information is available at <https://www.transit.dot.gov/coordinating-council-access-and-mobility>.

Direct Recipient – Federal formula funds for transit are apportioned to direct recipients; for rural and small urban areas, this is the Indiana Department of Transportation. In large urban areas, a designated recipient is chosen by the governor. Direct recipients have the flexibility in how they select subrecipient projects for funding. In Indiana, their decision process is described in the State or Metropolitan Planning Organization’s Program Management Plan.

Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310 Program) – The program provides formula funding to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized, small urbanized, and rural. INDOT administers the Section 5310 Program for rural and small urban areas in Indiana. The Federal share is 80% for capital projects. In Indiana, the program has historically been utilized for capital program purchases. Additional information is available at <https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310>.

Fixing America’s Surface Transportation (FAST) Act – On December 4, 2015, President Obama signed the Fixing America’s Surface Transportation (FAST) Act, reauthorizing surface transportation programs through Fiscal Year 2020. Details about the Act are available at <https://www.transit.dot.gov/FAST>.

Indiana Department of Transportation, Office of Transit (INDOT) administers the Section 5311 program in Indiana, as well as the Section 5310 program for rural and small urban areas. The Federal share is 80% for capital projects. The Federal share is 50% for operating assistance under Section 5311.

Individuals with Disabilities – This document classifies individuals with disabilities based on the definition provided in the Americans with Disabilities Act implementing regulations, which is found in 49 CFR Part 37.3. This definition, when applied to transportation services applications, is designed to permit a functional approach to disability determination rather than a strict categorical definition. In a functional approach, the mere presence of a condition that is typically thought to be disabling gives way to consideration of an individual’s abilities to perform various life functions.

Local Matching Funds – The portion of project costs not paid with the Federal share. Non-Federal share or non-Federal funds includes the following sources of funding, or in-kind property or services, used to match the Federal assistance awarded for the Grant or Cooperative Agreement: (a) Local funds; (b) Local-in-kind property or services; (c) State funds; (d) State in-kind property or services; and, (e) Other Federal funds that are eligible, under Federal law, for use as cost-sharing or matching funds for the Underlying Agreement. For the Section 5310 Program, local match can come from other Federal (non-DOT) funds. This can allow local communities to implement programs with 100% Federal funding. One example is Older Americans Act (OAA) Title III-B. Support Services.

Public Mass Transportation Fund (PMTF) – The Indiana State Legislature established the Public Mass Transportation Fund (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. The actual funding level for 2021 was \$38.25 million. PMTF funds are restricted to a dollar-for-dollar match with Locally Derived Income and are used to support transit systems’ operations or capital needs.

Rural Transit Program (Section 5311 Program) – The Formula Grants for Rural Areas program (49 U.S.C. 5311) provides capital, planning, and operating assistance to States to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to

reach their destinations. The program also provides funding for State and national training and technical assistance through the Rural Transportation Assistance Program. Additional information is available at <https://www7.fta.dot.gov/rural-formula-grants-5311>.

Seniors – For the purpose of the Section 5310 Program, people who are 65 years of age and older are defined as seniors.

Subrecipient – A non-Federal entity that receives a subaward (grant funding) from a pass-through entity to carry out part of a Federal program; but does not include an individual that is a beneficiary of such program. Subrecipient programs are monitored by the direct or designated recipient for grant performance and compliance.

Transit Demand – Transit demand is a quantifiable measure of passenger transportation services and the level of usage that is likely to be generated if passenger transportation services are provided. Refer to the following website for a toolkit and more information on methods for forecasting demand in rural areas. <http://www.trb.org/Publications/Blurbs/168758.aspx>

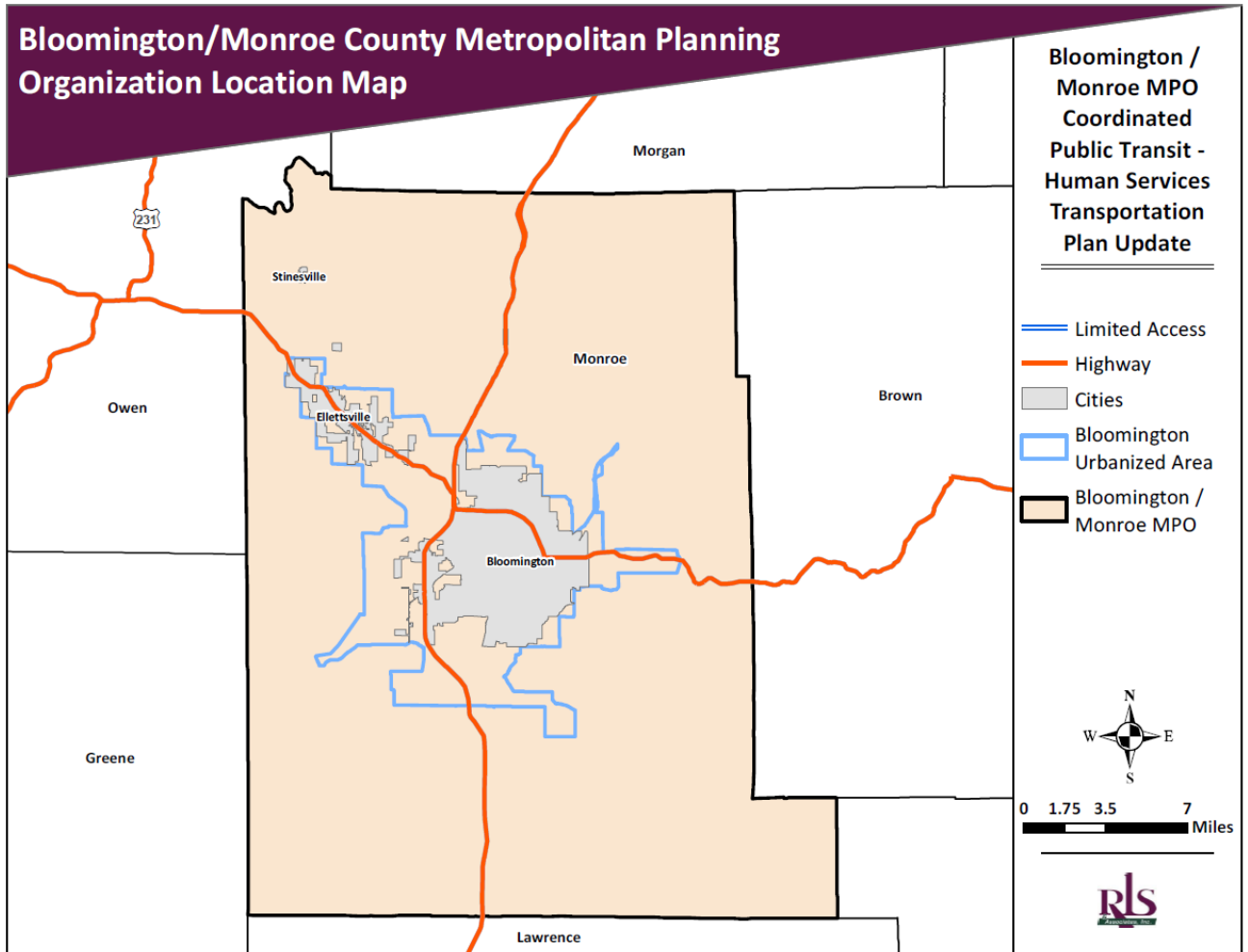
Urbanized Area Formula Grants Program (Section 5307 Program) - The Urbanized Area Formula Funding program makes Federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas. An urbanized area is an incorporated area with a population of 50,000 or more. Eligible expenses are typically limited to capital purchases and planning, but operating assistance can be provided under certain conditions, including to systems operating fewer than 100 vehicles. Additional information is available at <https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307>.

Zero Vehicle Households – No vehicles available to a housing unit, according to U.S. Census data. This factor is an indicator of demand for transit services.

EXISTING CONDITIONS

The BMCMPPO planning area encompasses Monroe County, including the City of Bloomington and the Town of Ellettsville. The map in Figure 1 provides a depiction of the area included in this study.

Figure 1: Location Map

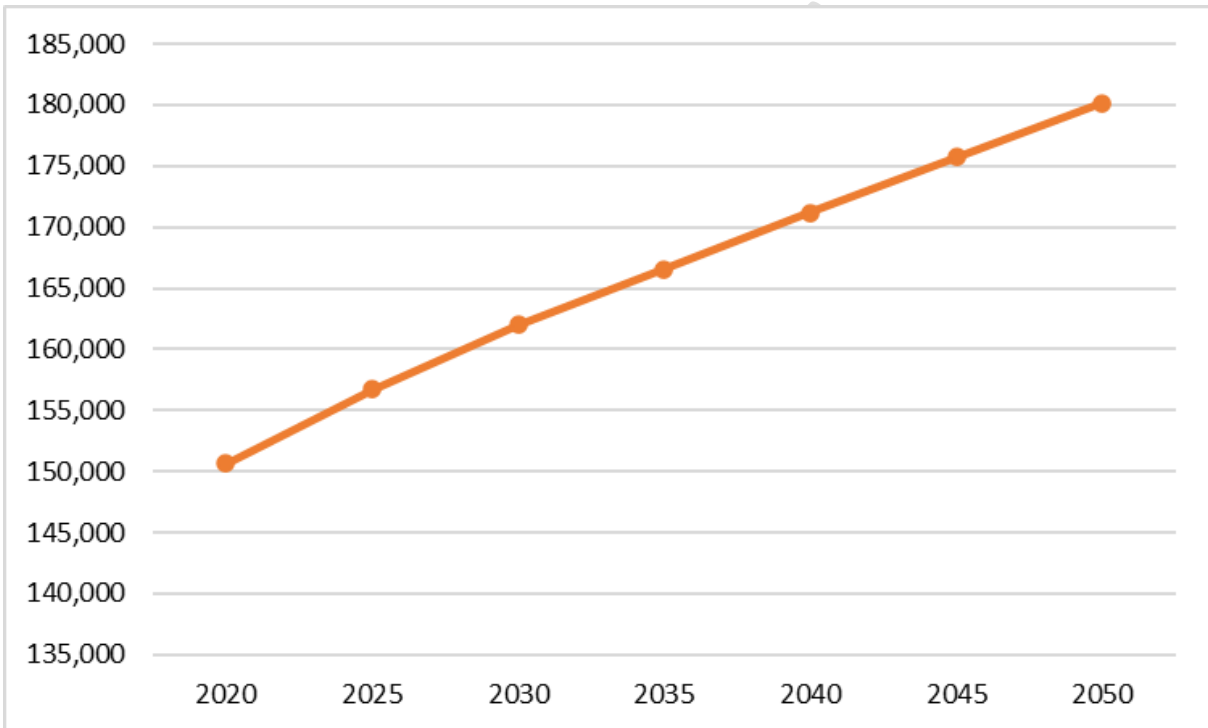


The demographics of an area are a strong indicator of demand for transportation service. Relevant demographic data was collected and is summarized in this section. The data provided in this chapter was gathered from multiple sources, including the U.S. Census Bureau’s 2019 American Community Survey (ACS) Five-Year Estimates and the State of Indiana. These sources are used to ensure that the most current and accurate information is presented. As a five-year estimate, the ACS data represents a percentage based on a national sample and does not represent a direct population count.

POPULATION PROJECTIONS

STATS Indiana, using data from the Indiana Business Research Center, IU Kelley School of Business projects that the Monroe County population will grow to 180,159 by 2050, an estimated gain of 19.6 percent over the population projection for 2020. Figure 2 shows the population trend between 2020 and 2050 for the county.

Figure 2: Population Growth Projection for Monroe County, 2020 – 2050



OLDER ADULT POPULATION

Older adults are most likely to use transportation services when they are unable to drive themselves or choose not to drive. This may include self-imposed limitations, including driving at night and trips to more distant destinations. Older adults also tend to be on a limited retirement income and, therefore, public or agency sponsored transportation services are a more economical alternative to owning a vehicle. For these reasons, the population of older adults in an area is an indicator of potential transit demand.

There is a trend occurring in the United States relating to the aging of the population. Increasing numbers of people born during the post-WWII “baby boom” era defined by the Census Bureau as persons born from 1946 through 1964 are over the age of 65 and are more likely to need alternatives to driving personal vehicles. Further, the Administration on Aging (U.S. Department of Health and Human Services)

reports that, based on a comprehensive survey of older adults, longevity is increasing and individuals in this category are younger and healthier than in all previously measured time in our history. Quality of life issues and individuals’ desire to live independently will put increasing pressure on existing transit services to provide mobility to this population. As older adults live longer and remain independent, the potential need to provide public transit is greatly increased.

Figure 3 shows the population growth projections by age group for Monroe County. The “senior” category, representing individuals aged 65 and older, will grow at a rate of 53.6 percent, compared to an average rate of 14.8 percent for all other age groups. Figure 4 displays the population density of persons over 65 years of age by block group in Monroe County.

Figure 3: Population Growth Projections by Age Group for Monroe County, 2020-2050

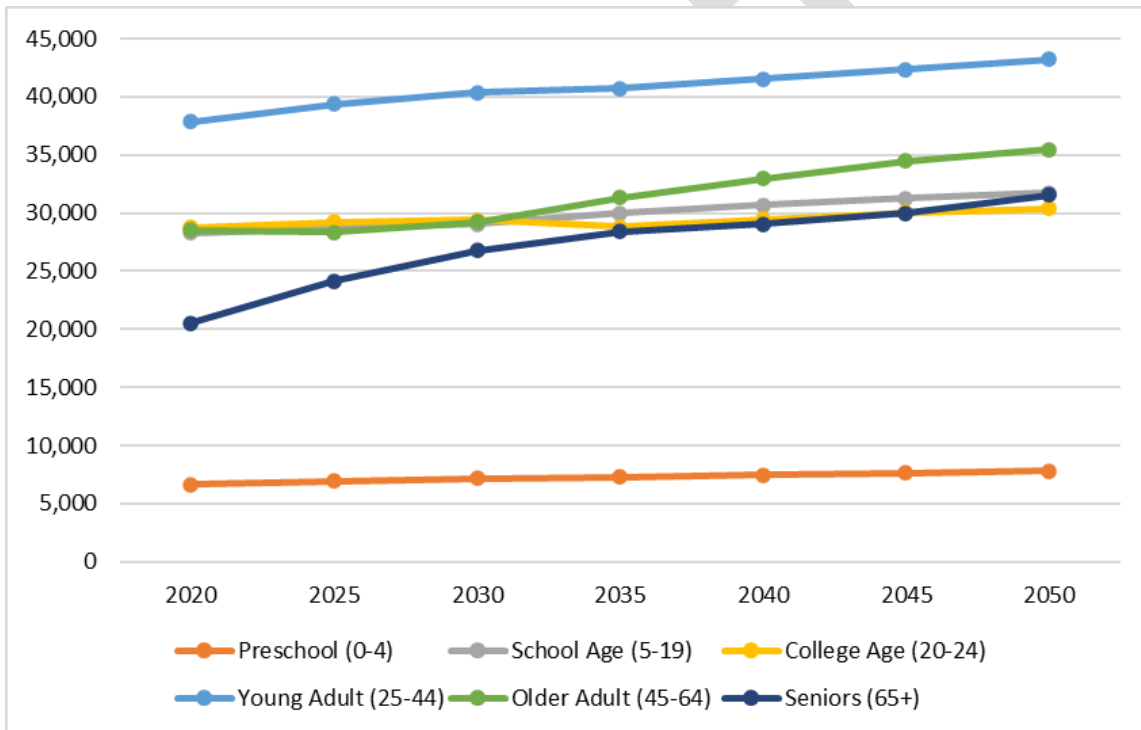
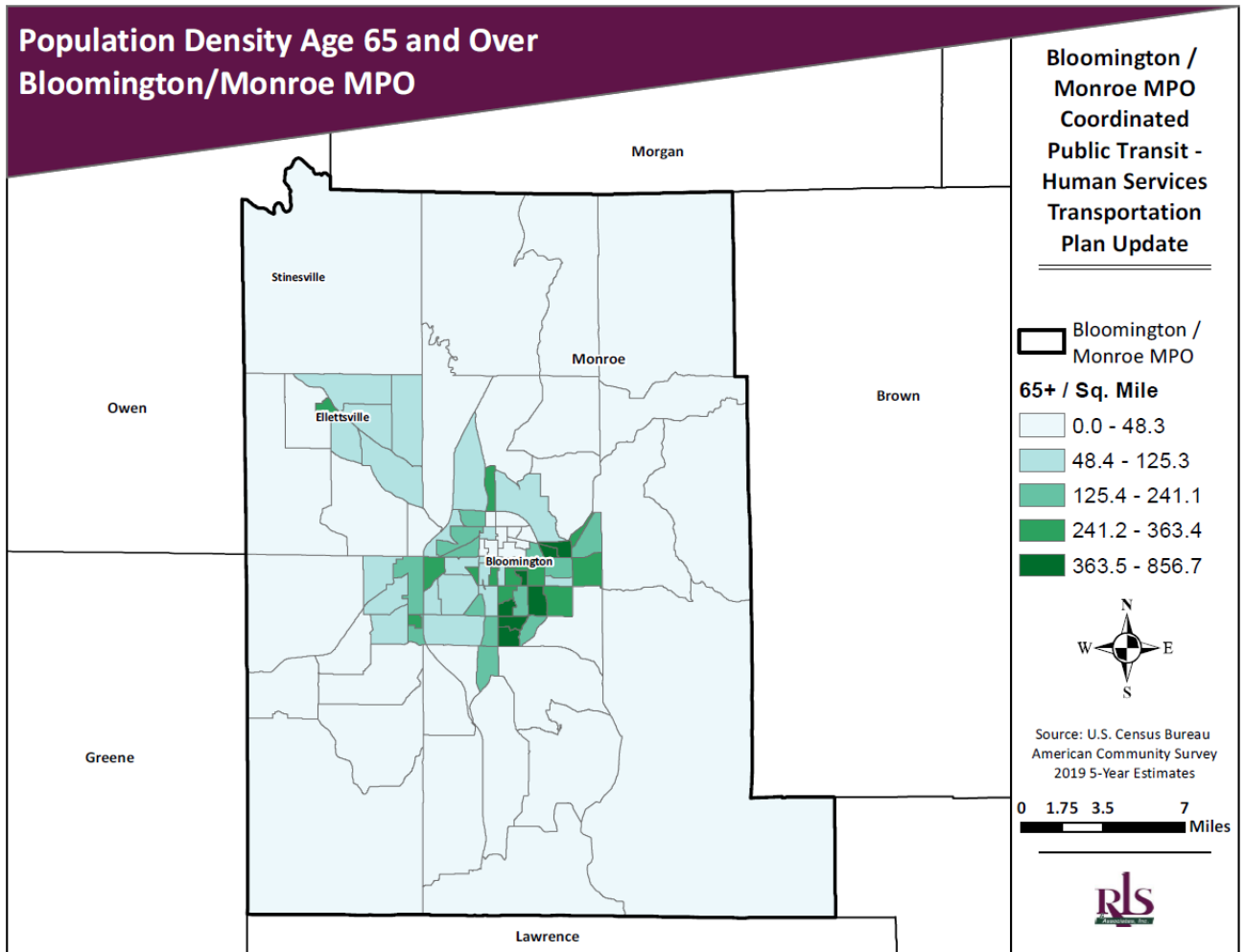


Figure 4: Older Adult Population Density



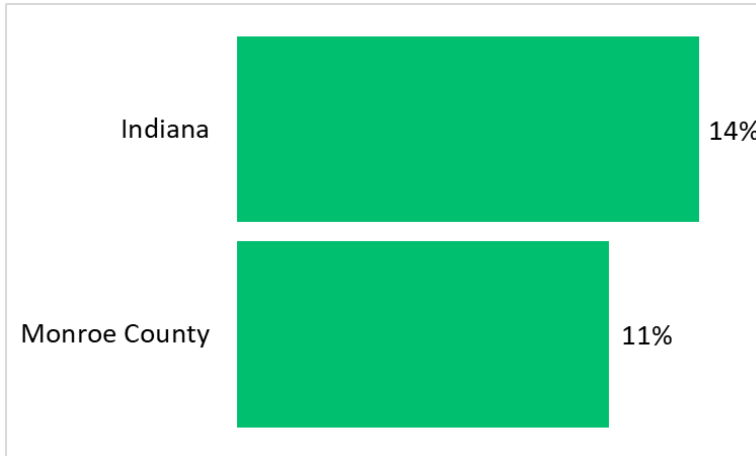
INDIVIDUALS WITH DISABILITIES

Enumeration of the population with disabilities in any community presents challenges. First, there is a complex and lengthy definition of a person with a disability in the Americans with Disabilities Act implementing regulations, which is found in 49 CFR Part 37.3. This definition, when applied to transportation services applications, is designed to permit a functional approach to disability determination rather than a strict categorical definition. In a functional approach, the mere presence of a condition that is typically thought to be disabling gives way to consideration of an individual’s abilities to perform various life functions. In short, an individual’s capabilities, rather than the mere presence of a medical condition, determine transportation disability.

The U.S. Census offers no method of identifying individuals as having a transportation-related disability. The best available data for Monroe County is available through the 2019 ACS Five-Year Estimates of disability for the non-institutionalized population.

Figure 5 provides a comparison of the population percentage of individuals with disabilities in Monroe County and the entire state. In Monroe County, approximately 11 percent of the population has a disability.

Figure 5: Disability Incidence



HOUSEHOLD INCOME AND POVERTY STATUS

Figure 6 illustrates the household incomes for the study area according to the 2019 ACS Five-Year Estimates. According to the survey, there are a total of 55,624 households in Monroe County. Of those households, 36.4 percent make less than \$35,000 per year. Of the households earning less than \$35,000, some 9 percent earned between \$25,000 and \$34,999. Another 16.8 percent earned between \$10,000 and \$24,999 and about 10.6 percent earned less than \$10,000 per year. The median household income for Monroe County is \$49,839 compared with \$56,303 for the state of Indiana.

Figure 6: Distribution of Household Income

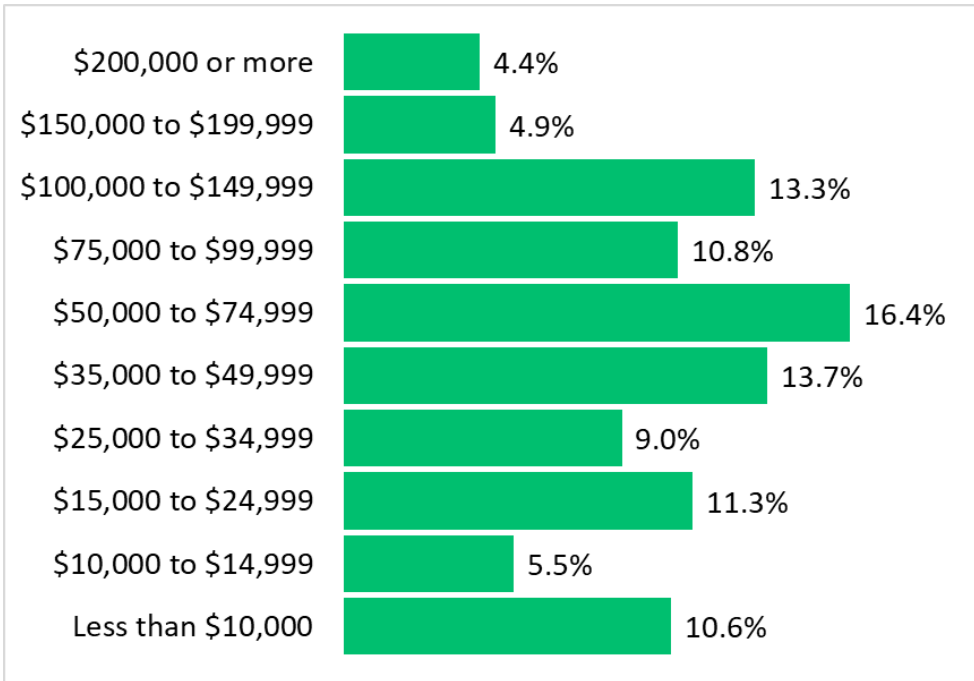


Table 1 illustrates the percentage of the population in each area that is living below the poverty level. As the Census data was reported for 2019, the poverty guideline for that year was set at an annual income of \$25,750 for a family of four. In the City of Bloomington, 24,350 individuals or 35.3 percent are in poverty. Potentially, Bloomington’s numbers were impacted by the Indiana University student population. While Monroe County has a lower rate at 21.0 percent, the City of Bloomington and Monroe County each have a higher incidence of poverty when compared with the 13.4 percent for the state of Indiana. In 2021, the poverty guideline is an annual income of \$26,500 for a family of four or \$12,880 for an individual.

Table 1: Percent Population Below Poverty

Geography	Population	Poverty	Percent Poverty
Monroe County	146,461	30,706	21.0%
City of Bloomington	84,116	24,350	35.3%
Town of Ellettsville	6,642	832	12.7%
Indiana	6,665,703	867,996	13.4%

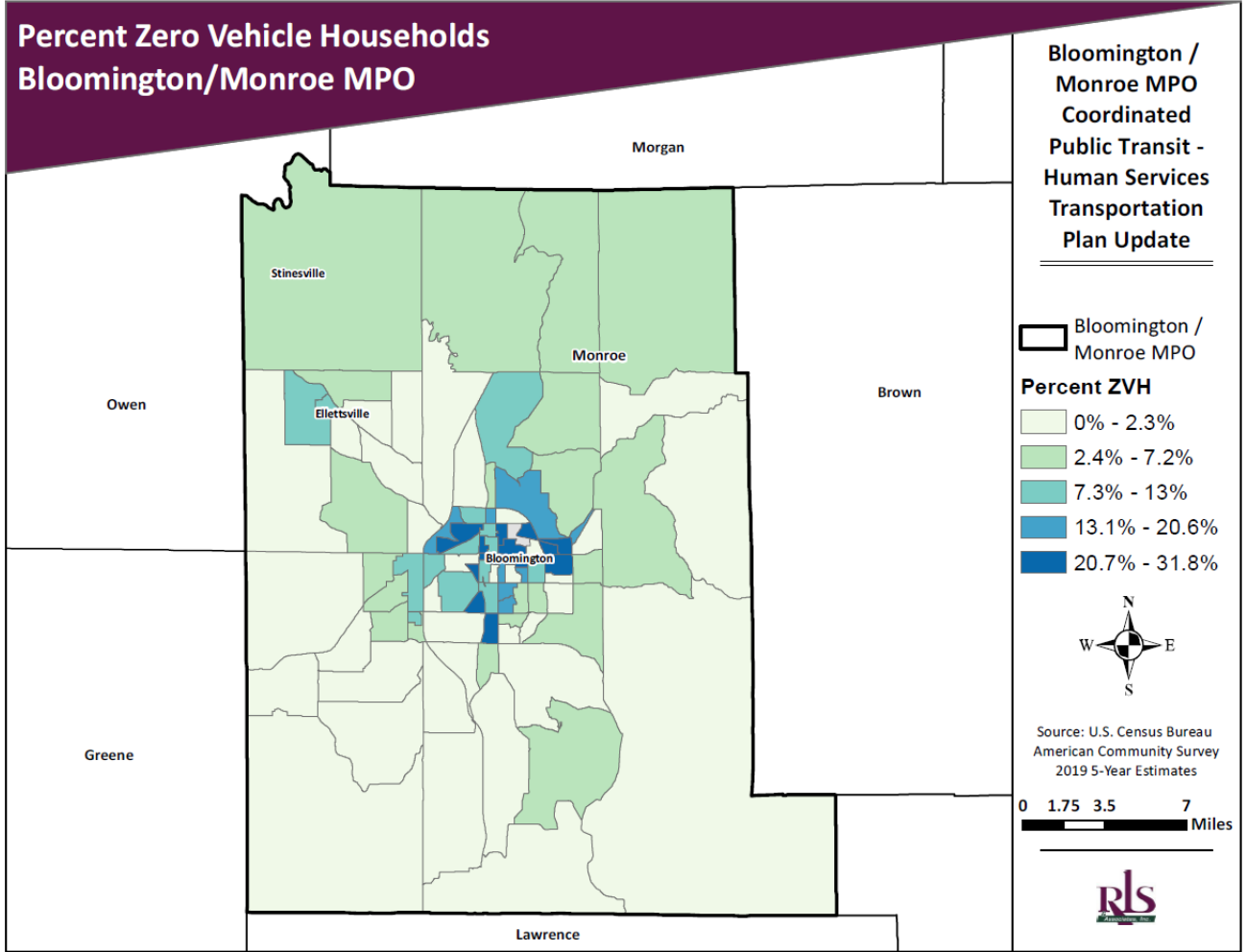
According to data from Stats Indiana, the largest percentage of jobs in Monroe County is in the health care and social assistance sector, at 15.6 percent. Manufacturing (11.7 percent), accommodation and food service (10.1 percent), and retail trade (9.7 percent) are the next largest employment sectors. Health care, social service, and retail jobs are typically low-wage sectors. The unemployment rate for Monroe County was 4.4 percent of the labor force in June 2021.

ZERO VEHICLE HOUSEHOLDS

Transportation is typically a household's second-largest expense after housing. The characteristics of the household's neighborhood or community will impact the costs of transportation. Locations that are close to services and employment will allow the household to spend less time, energy, and money on transportation, while more spread-out locations may involve higher costs and more time for transportation. The Center for Neighborhood Technology's Housing and Transportation (H+T) Index calculation for Monroe County is \$12,001 for the typical household's annual transportation spending, an average of 28 percent of household income. Combining this with the average housing expenses in the county, at 30 percent of average household income, means that the typical household spends 58 percent of income on housing and transportation. While housing alone is traditionally deemed affordable when consuming no more than 30 percent of income, the H+T Index incorporates transportation costs—usually a household's second-largest expense—to show that location-efficient places can be more livable and affordable. More information about the H+T Index can be found at <https://htaindex.cnt.org/map/>.

Figure 7 illustrates the percentage of housing units that have no available vehicle, according to the 2019 ACS Five-Year Estimates. The block groups with the darkest shading have the highest percentage of housing units with no available vehicles. These block groups are concentrated in and around Bloomington, with high percentages of zero vehicle households in several suburban areas. In the block groups with the highest densities of zero vehicle households, between 20.7 and 31.8 percent of households have no access to a vehicle.

Figure 7: Zero Vehicle Household Density



INVENTORY OF EXISTING TRANSPORTATION PROVIDERS AND SERVICE GAPS

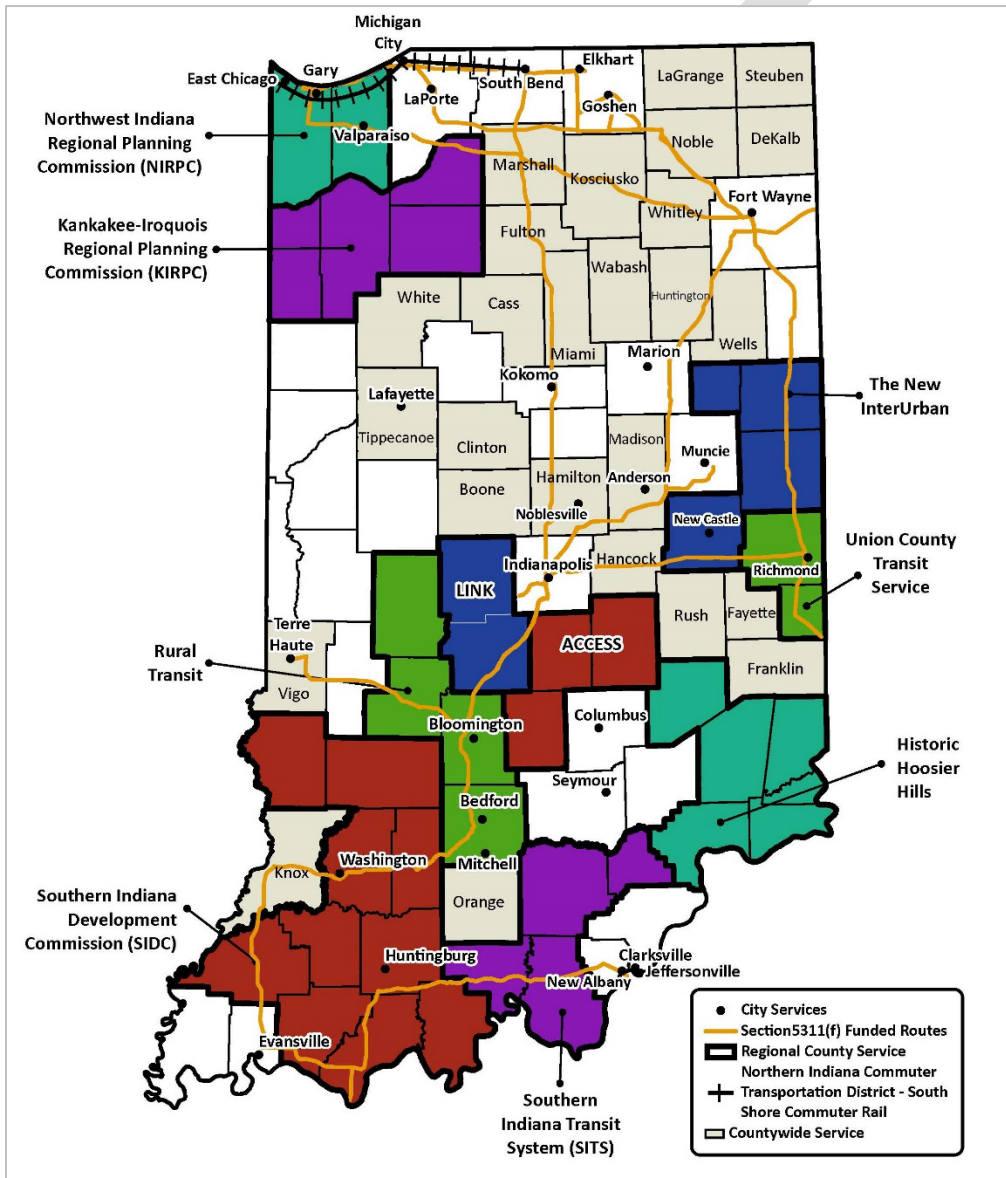
Providers of public and human service transportation were asked to participate in interviews and to share service and asset data to update the transportation provider inventory for the MPO area. Providers were also invited to participate in a virtual public meeting to evaluate unmet human service transportation needs and service gaps. The public meeting included a discussion of goals and strategies/projects to address unmet needs and service gaps, promoting coordination in the delivery of transportation services to maximize the use of resources.

An update of the inventory of provider services and vehicles was obtained through phone interviews and e-mail requests. A set of scripted questions was used for the interviews to ensure that similar information was gathered from all agencies. The provider summaries listed below include providers who serve primarily older adults and individuals with disabilities. These agencies provide transportation primarily to

their agency consumers, but may have the potential for shared services with other providers in the future. Public transit agencies, like Bloomington Transit, also serve these same populations of older adults and individuals with disabilities, within the City of Bloomington.

The map in Figure 8 shows where public transit systems are working across the state, including intercity bus connections between cities. Intercity buses in Indiana are operated by private companies, but serve a general public purpose and receive public funding for critical route connections. These routes are marked as 5311(f)-funded routes on the map legend.

Figure 8: Public Transit Systems in Indiana (2020)



Source: CY 2020 Indiana Public Transit Annual Report

EXISTING TRANSPORTATION RESOURCES

Table 2 provides information about the study area’s public transit systems. The City of Bloomington’s transit system, Bloomington Transit, is the largest public transit operator in the MPO service area. Rural Monroe County) is served by Rural Transit, operated by Area 10 Agency on Aging. The following table provides basic information about each system. IU Campus Bus serves Indiana University. Hoosier Ride provides inter-city bus service that connects Bloomington to downtown Indianapolis, including transfers at the Greyhound bus station to destinations nationwide. Operating budget figures are for 2019.

Table 2: Public Transit Providers

	Bloomington Transit	Rural Transit	IU Campus Bus	Hoosier Ride
Location and Contact Information	130 West Grimes Lane Bloomington, IN 47403 (812) 332-5688 bloomingtontransit.com	631 West Edgewood Drive Ellettsville, IN 47429 (812) 876-1079 area10agency.org/ruraltransit/	120 W Grimes Lane Bloomington, IN 47403 (812) 855-8384 iubus.indiana.edu	4045 Park 65 Dr Indianapolis, IN 46254 800-544-2383 www.hoosieride.com
Service Area	City of Bloomington	Monroe, Lawrence, Owen, and Putnam Counties	Indiana University campus in Bloomington	Inter-city bus service throughout Indiana; includes Bloomington-Indianapolis route
Days/Hours of Service	Monday – Friday, 6 AM – 11:30 PM Saturday, 7:30 AM – 9:30 PM Sunday, 9:30 AM – 7:30 PM (BTaccess only – no fixed route service)	Monday – Friday, 6 AM – 6 PM	Monday – Friday, 7 AM – 10 PM Saturday, 9:30 AM – 9:30 PM Sunday, 12:10 PM – 6:32 PM	Schedules vary – see website
Ridership	2019: 3,197,637 2020: 1,383,895	2019: 77,174 2020: 32,227	7/1/19-6/30/20: 2,326,380 7/1/20-6/30/21: 165,842	Not reported
Fare/Donation Structure	\$1; Youth/Elderly/Disabled: \$0.50	\$3 In-County; \$6 Cross-County; \$1 Deviated Route	Fare-free	Mileage-based ticket pricing

	Bloomington Transit	Rural Transit	IU Campus Bus	Hoosier Ride
Funding Sources	FTA Section 5307, PMTF, Property and Income Taxes, Service Contracts, Advertising	FTA Section 5311, PMTF, Medicaid, Local Governments	Indiana University	FTA Section 5311(f), Ticket Revenue
Operating Budget	\$7,853,248	\$1,471,942	\$3,930,495	Not provided
Fleet by Location and Wheelchair Accessibility	53 Vehicles in Bloomington; All Wheelchair-Accessible	23 Vehicles in Monroe County; 22 Wheelchair-Accessible	29 Vehicles in Bloomington; All Wheelchair-Accessible	Not provided (Call 1-800-544-2383 48 hours before departure for accessible service)
Service Type(s)	Fixed Route; ADA Complementary Paratransit	Demand Response; Deviated Route	Fixed Route	Inter-city
Scheduling/Dispatching	HBSS/QRyde software	Manual	N/A	N/A
Trip Denials	Not tracked (no general public demand response service)	Approximately 12 per month	Not tracked (no general public demand response service)	

*2019 total represents normal ridership; 2020 ridership was heavily impacted by the COVID pandemic

The project consultant identified three providers of human service transportation Monroe County. Their contact information is provided in Table 3. In addition to these providers, the Bloomington area is served by taxis and transportation network companies (e.g., Uber and Lyft).

Table 3: Contact Information for Human Service Transportation Providers

	Be Loved Transportation, Inc.	SafeMed Transport, LLC	El Shadday and I, Inc.
Contact Information	(812) 287-2610 beloved.transportation@gmail.com	(812) 679-7273	(812) 908-2134 el.shadday812@gmail.com

NEEDS ASSESSMENT

OVERVIEW

Local human service agencies, all transportation providers serving each county, and the general public were invited to participate in the coordinated transportation plan needs assessment process. An online public survey and four virtual meetings for stakeholders and the public were used to gather input. The provider interviews described in the previous chapter supplemented the needs assessment. The following paragraphs outline transportation needs identified through public surveys and stakeholder coordinated transportation meetings.

GENERAL PUBLIC AND STAKEHOLDER MEETINGS

Due to pandemic-related restrictions, online input meetings were organized in lieu of in-person meetings to identify ongoing or new transportation needs. RLS & Associates facilitated two discussions at virtual meetings in March and May of 2021 to discuss unmet needs and gaps in service for older adults, individuals with disabilities, people with low incomes, and the general public. A meeting of the BMCMPPO Citizens Advisory Committee was held on March 24, 2021, at 6:30 PM. Additionally, RLS conducted a virtual focus group on May 5, 2021, at 10:00 PM. Both meetings were held virtually using the Zoom and GoToMeeting platforms. Local organizations serving older adults and people with disabilities were invited to these meetings via email. Lists of attendees and meeting notes are provided in Appendix A. Organizations that were represented at the meetings are listed below:

- ◆ Alzheimer’s and Dementia Resource Center (IU Health Bloomington)
- ◆ City of Bloomington
- ◆ Indiana University
- ◆ Monroe County Probation Department
- ◆ BMCMPPO Citizens’ Advisory Committee
- ◆ BMCMPPO

◆ Centerstone

During the two meetings, the RLS facilitator presented facts about the Section 5310 program and discussed the activities since the 2012 Coordinated Public Transit Human Services Transportation Plan Update that have helped to address some of the unmet transportation needs and gaps in services for the area.

The meeting attendees were asked to review the gaps in transportation services and needs from the 2012 plan, to identify any gaps that were no longer valid, and any new needs/gaps. The focus of the discussions was transportation for older adults and individuals with disabilities. However, several topics discussed also impact mobility options for the general public, especially the local workforce.

An online public input survey was distributed by the BMCMPPO, Rural Transit, Bloomington Transit, and other local stakeholder organizations. Surveys were available for approximately five months. The purpose of the survey was to gather input about transportation from the general public and transportation customers.

This section provides the identified unmet transportation needs and gaps in services that were identified by meeting participants or during the public survey process. Coordinated transportation stakeholders considered these unmet needs and gaps in service when developing transportation strategies, which will form the basis of future Section 5310 grant applications.

RESULTS OF THE GENERAL PUBLIC SURVEY

The following charts outline the public survey results received from individuals living in Bartholomew County. Surveys were available online, on public transit vehicles, and at various non-profits in English and Spanish. The survey was available January 2021 through May 2021. The survey instrument is provided in Appendix A.

This section includes the information gained from 52 surveys from the general public. Each chart is based on the number of responses received for individual questions. If an individual skipped a question or did not provide an eligible answer, the distribution of responses for that particular question will be based on fewer than 52 surveys. The survey results are not statistically valid, but do offer insight into the unmet transportation needs and gaps in services for the general public in the county.

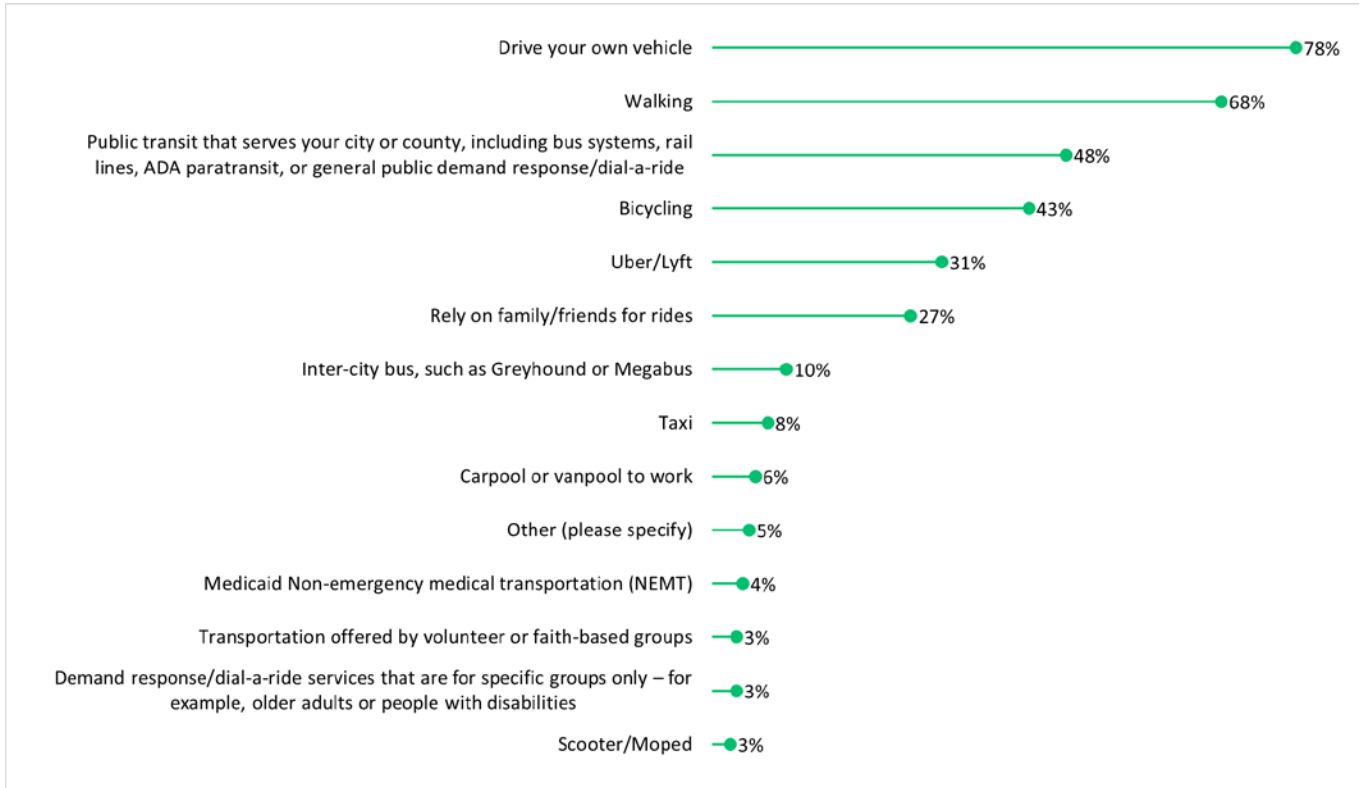
Modes of Transportation Used

Survey respondents were asked to report all forms of transportation they or their family have used in the past 12 months. As indicated in

Figure 9, over three quarters of the respondents (78 percent) indicated that they drove their own vehicle, and 48 percent of respondents indicated that they used public transportation. Also, 68 percent of respondents reported that they walk for transportation, while 43 percent reported that they ride a bicycle.

DRAFT

Figure 9: Modes of Transportation Used



Five percent of the respondents selected “Other.” Those who specified what form of transportation said that they used rental cars (1), BTaccess (1), and school bus (1).

Transportation Services Used

Respondents were asked to name any transportation services that they use. Table 4 displays the services used by the survey respondents. While this question has similar data to the “other” category of the previous question, this question was asked of all respondents. Thirty-six respondents provided the names of one or more transportation services. The results are provided in Table 4.

Table 4: Transportation Services Used by Respondents

Service Name (provided by respondent)	Count
IU Campus Bus	7
BTaccess	3
Uber/Lyft/Taxi	7
Miller Transit/Greyhound	4
Bloomington Transit	25

Desired Changes to Local Transportation Options

When asked what changes could be made to the local transportation options to make using them more

- ◆ appealing, the most common response was getting rides to other parts of the state (60 percent). Running fixed route service more frequently (57 percent), operating on Sundays (43 percent), picking an individual up at home (36 percent) were the next most common responses. For the most part, demand response service requires at least a day's notice; however, new technologies have allowed many public and human service transportation providers to incorporate same-day and on-demand services into their operations. Making demand response scheduling more convenient was selected by 28 percent of respondents, along with being mentioned as "Other" responses. The responses are shown in

Figure 10.

"Other" responses, selected by 28 percent of respondents, allowed for write-in comments. These responses were categorized into broad categories of public transit service area expansion, walking/bicycling infrastructure, demand response/paratransit, and other. The comments were as follows:

Public Transit Service Area Expansion

- ◆ Public transit coverage.
- ◆ Increase the bus routes to outer sections of town.
- ◆ Add stops. Some places I have a long walk to get to the building I need.
- ◆ Bus routes in county, outside city limits
- ◆ Expand locations for pick up and drop off of bus services. The nearest bus stop to my area (West Side) is over half a mile away.
- ◆ Provide public transit service to surrounding neighborhoods in Monroe County beyond the bounds of Bloomington's city limits.
- ◆ The local bus system will need to expand its routes to include the new Regional Academic Health Center on the east side of town.
- ◆ Operate beyond the city bus routes.
- ◆ Provide equal access to public transit to all areas of the city. I do not get access in my community for transit services even though there is demand. We have completed similar services in the past, but all to no avail.
- ◆ Expand public transportation to my neighborhood, or at least build the sidewalk we've been requesting for over 20 years, so I can walk to my nearest bus stop and go to the grocery store instead of walking to the convenience store and eating nothing but canned and processed food.
- ◆ Service from outside the city to areas within (I live about a mile outside of City of Bloomington municipal limits, so don't have access to city transit services. I would have to walk about 2 miles to just reach a bus stop from which I could use transit to reach downtown. Not at all practical or useful.

Walking/Bicycling Infrastructure

- ◆ Extending sidewalks so that bus stops can be safely reached by pedestrians.
- ◆ Improve bicycle/pedestrian access to core amenities.
- ◆ More bike lanes and bike friendly roads throughout the county. Or more sidewalks that connect with city sidewalks.

- ◆ Require lockable bike parking options at civic, institutional, and commercial destinations throughout the community, especially in shopping areas. I hate locking my bike to a trash can!
- ◆ Sidewalks and crosswalks near all bus stops for safe departure. I live at Meadow Park Apartments, and there is a city rule that there must be a sidewalk for a crosswalk from the Short Stop bus stop across the street to Meadow Park. This is a fatal accident waiting to happen as civilians cross the busy street with no crosswalk.
- ◆ Improve pedestrian infrastructure throughout the city to make it easier to walk from one end to the other and to public transportation spots.

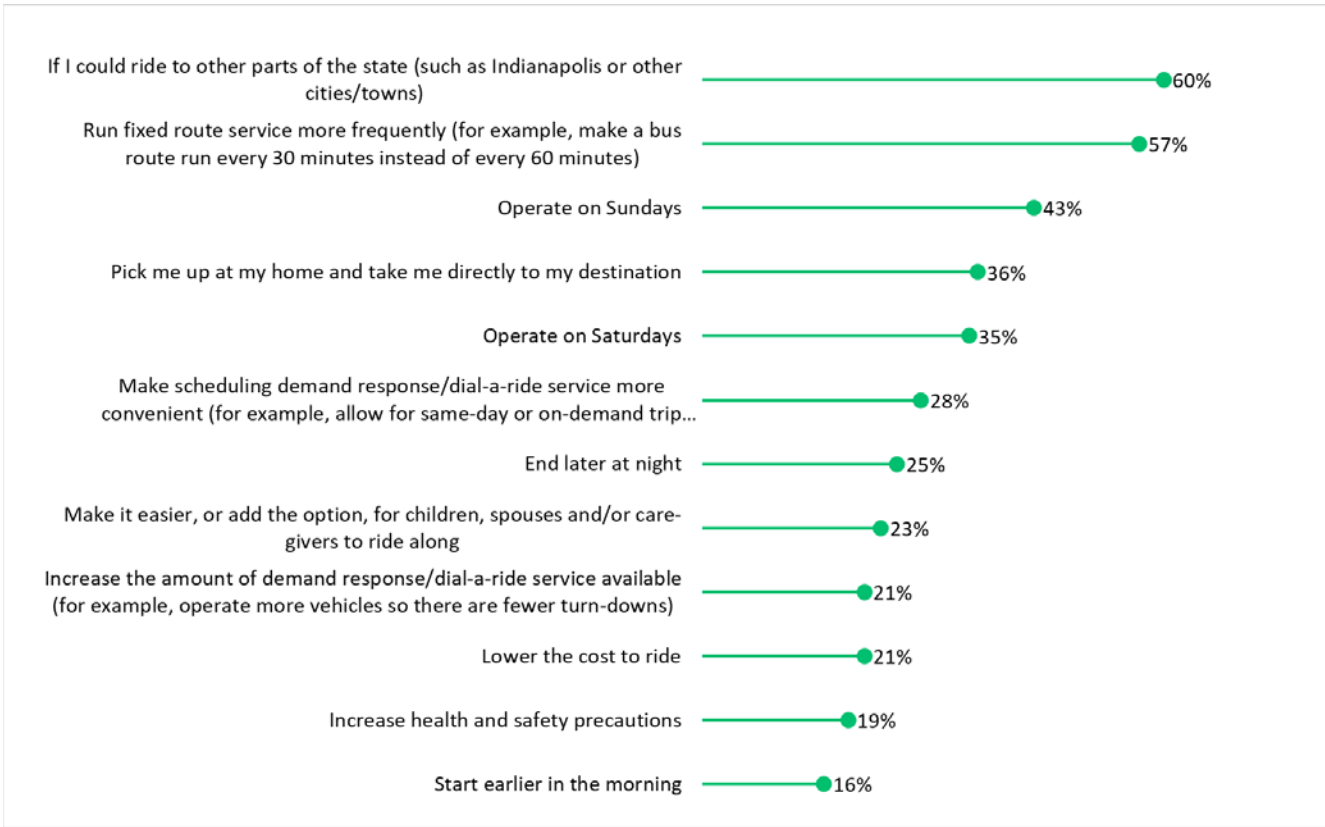
Demand Response/Paratransit

- ◆ BTaccess needs to go to Ellettsville with a full-fledged advertising and enrollment system to make it viable with enough riders. It also needs to combine somehow with Rural Transit to make travel within the county more possible.
- ◆ BTaccess same day ride online.

Other

- ◆ Regional park and rides.
- ◆ I drive my own car. Stop making all of the intersections dangerous by making the lanes smaller and the turns more difficult. We are now impeding traffic with traffic dividers, etc. which makes it more dangerous than safer.
- ◆ Have specific training and plans for providing rides for people living with dementia/cognitive impairment.
- ◆ Taxpayers already subsidize public transit too much. We don't need any additional.
- ◆ The current BT and IU Campus Bus systems are optimal for service area and frequency

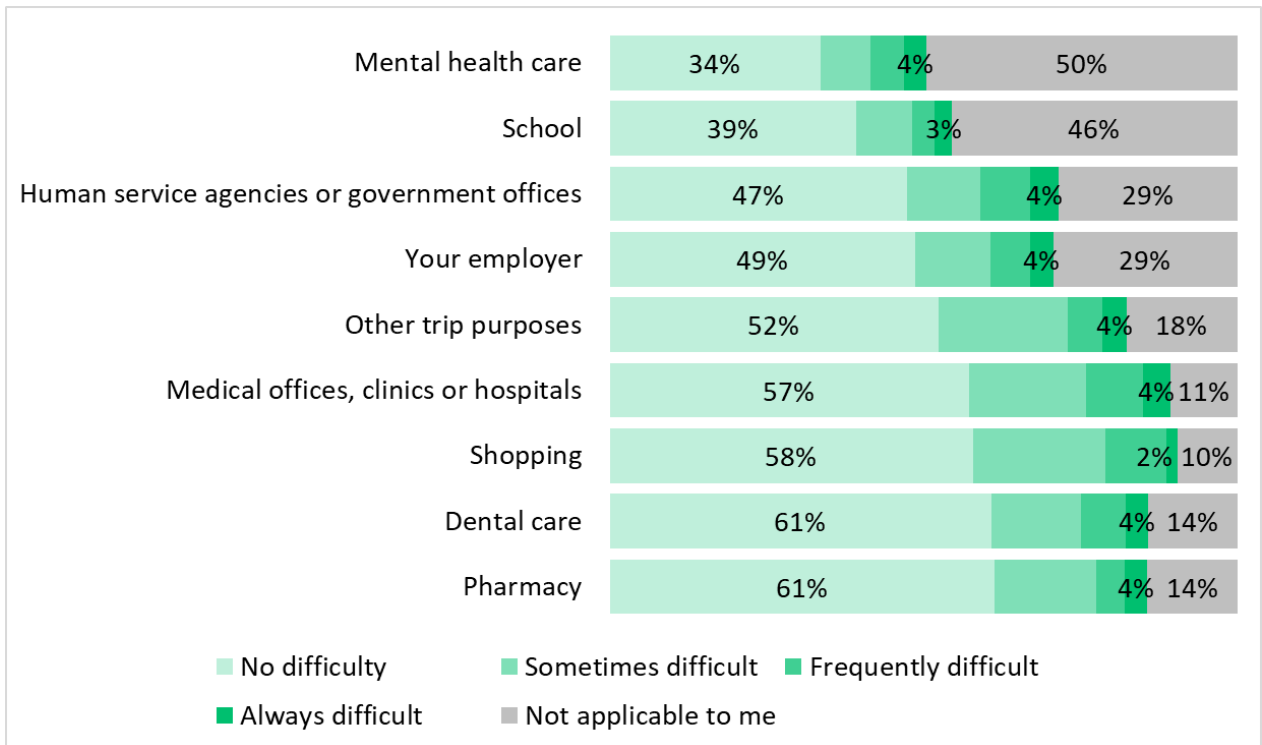
Figure 10: Changes that Would Make Transportation Options More Appealing



Difficulty Getting Needed Transportation

Respondents were asked if they have difficulty getting the transportation they need to a variety of specific types of destinations. The results are provided in Figure 11. Many respondents indicated some level of difficulty with all trip purposes referenced in the question.

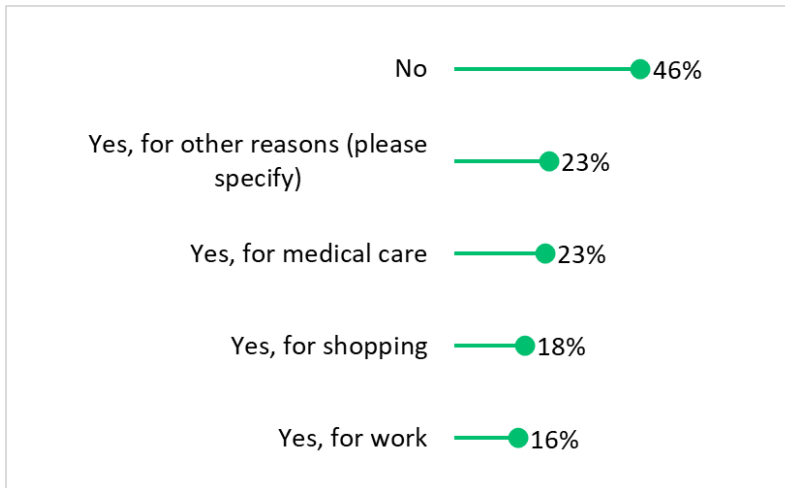
Figure 11: Difficulty with Transportation to Specific Destination Types



Out-of-County Destinations

Two questions concerned travel to out-of-county destinations. Respondents indicated whether they needed to travel outside of the county for work, medical care, shopping, or other reasons. The results are shown in Figure 12. More than half of the respondents indicated that they have out-of-county travel needs, including for work, shopping, and medical care. The specified other reasons included socializing with family or friends (12), leisure or recreation (10), and going to the Indianapolis Airport (1).

Figure 12: Need for Travel Outside of the County

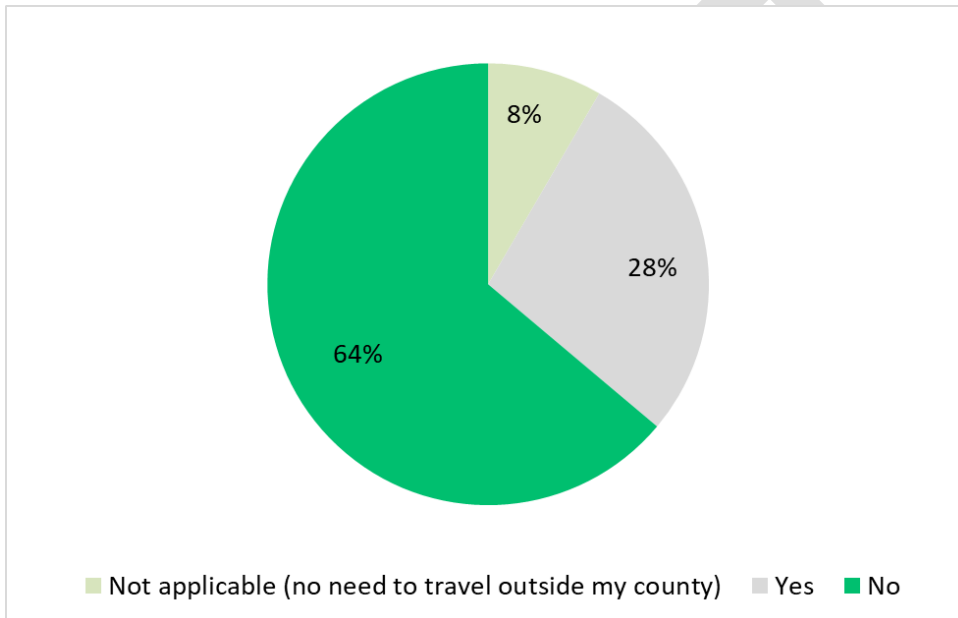


Respondents also indicated whether it was difficult to travel outside of the county (see Figure 13), and if yes, to provide more information in an open-ended response. 28 percent of respondents to this question (33 respondents) said that they have difficulty leaving the county. Their open-ended responses were:

- ◆ My doctor is in Terre Haute and I do not have a car.
- ◆ Bus service is limited on weekends limiting when I can get to and back from a car rental location. Rental costs sometimes prohibit renting during the week, when needed for a weekend. Charter bus, like Miller or Greyhound, has limited stops, takes additional time, and is not always near other transport hubs.
- ◆ I don't like to drive out of town.
- ◆ Do not have a reliable car.
- ◆ So expensive to get a ride to Indy on the occasions I need to go for medical stuff.
- ◆ Traffic around I69 construction and bypass.
- ◆ There are few ways for me to travel to Indianapolis without owning a car. I would appreciate there being more.
- ◆ Getting to the Indianapolis area has been challenging due to I-69. Have not flown anywhere for a while, but that has related issues.
- ◆ The ongoing I-69 construction hinders travel.
- ◆ I can drive. I own a car. If either of those was not true, it would be almost impossible to do this, or get transportation to any of type of destination because of the transit route nearest to my house.
- ◆ Travelling by car is stressful because my car is old so anytime I travel outside of town, I worry that it will die and my family and I will be stranded on some highway.
- ◆ The Campus Connect offered between IU Bloomington and IUPUI was an excellent and valuable service for everyone in the community - not just students and faculty. I am disappointed that it has been discontinued, as there is no other reasonable way to get to downtown Indy from Bloomington without a private car.
- ◆ I can't drive.
- ◆ Difficult to get to Indianapolis quickly without a car.
- ◆ Cost due to no Medicaid.
- ◆ There aren't very many bus lines and no AMTRAK for most places.

- ◆ Would prefer an easy and more affordable ride to the Indy Amtrak train station.
- ◆ No transportation.
- ◆ Not many options.
- ◆ Few buses, poor availability.
- ◆ Conversion of State Road 37 to Interstate 69 has totally screwed up planning for trips from Bloomington to Indianapolis for a number of years and still more years to come. I'll be lucky if I am alive when they finish the road work. But it will be great to save 15 minutes on the trip.
- ◆ There is no public transit available (train or bus) from Bloomington to Indianapolis.
- ◆ I don't have a car and get limited public transportation.
- ◆ Finding accessible transportation.

Figure 13: Is It Difficult for You to Travel Outside Your County?



Other Comments About Community Transportation Services

Finally, the survey included an open-ended question that asked if the respondent had any other comments about transportation services in their community. 66 respondents provided input. The responses are provided in Appendix A.

Respondent Demographics

Demographic questions on the survey included age group (Figure 14), physical disability status (Figure 15), and ZIP code (Figure 16).

Figure 14: Age Ranges

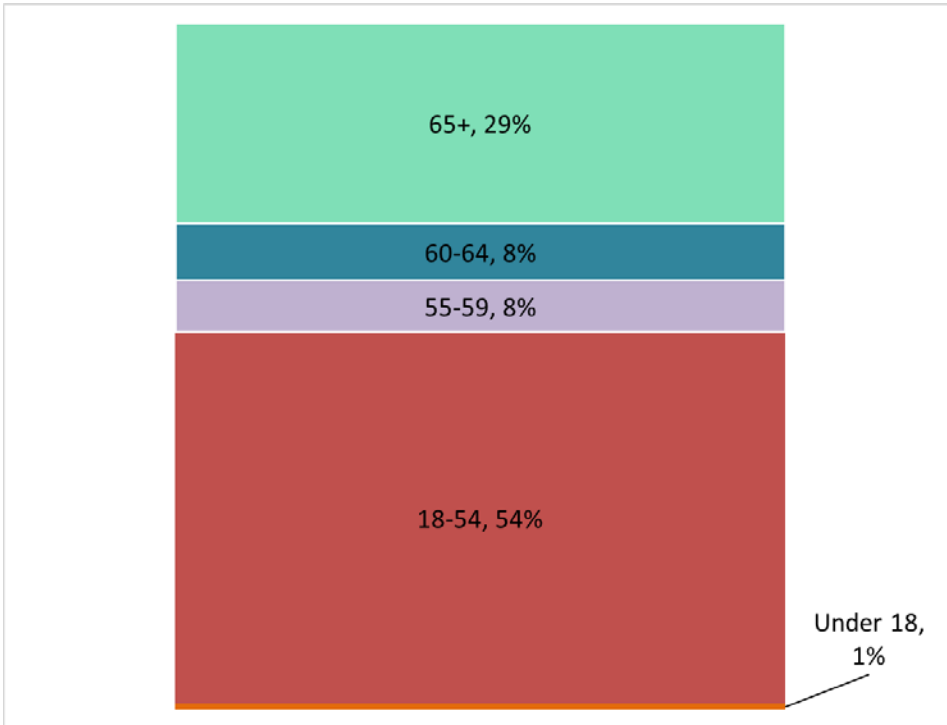


Figure 15: Disability Status that Requires a Cane, Walker, Wheelchair, or Other Device, or a Service Animal

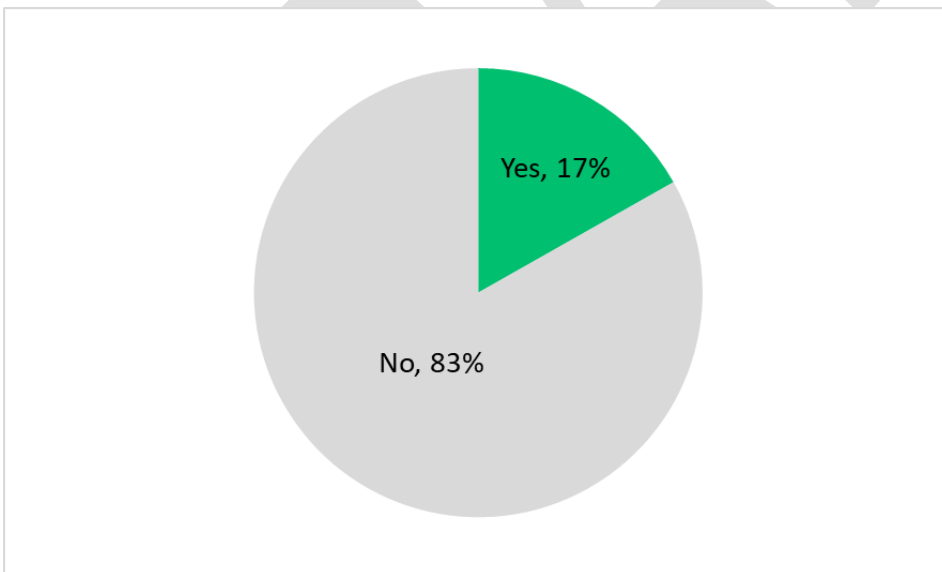
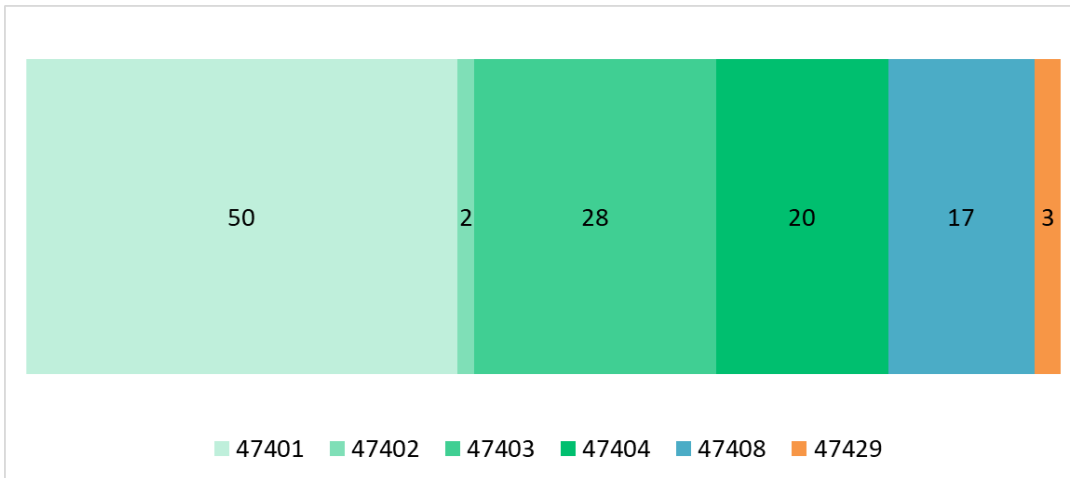


Figure 16: ZIP Code



NEEDS IDENTIFIED IN THE 2012 COORDINATED PLAN UPDATE

The 2012 Coordinated Public Transit Human Services Transportation Plan Update included a summary of unmet needs and gaps in service identified by local stakeholders, including:

- ◆ Transit operating hours after 8:00 PM and on Sundays
- ◆ Bus stop accessibility
- ◆ Annunciators on buses (so people with blindness/low vision are informed of the bus's arrival at stops)
- ◆ Paratransit operating hours
- ◆ Paratransit service area (geographical coverage)
- ◆ Same-day paratransit
- ◆ Transportation affordability
- ◆ Bicyclist/pedestrian facilities
- ◆ Transportation options education/safety education for users of all modes
- ◆ Lack of coordination between providers

Discussion at the stakeholder input meetings indicated that many of the needs identified in 2012 remain as unmet needs. The 2012 plan laid out several strategies for addressing these needs, but some these measures were not taken for one reason another; in some cases, there was no clear responsible party for implementing the strategy, and in others, funding was not available to support implementation. Bloomington Transit has installed bus stop annunciators in recent years.

UNMET NEEDS AND GAPS IN SERVICE

The unmet transportation needs and service gaps listed in Table 5 were identified through reviewing the input received in the survey, the stakeholder input meetings, the demographic analysis, and the 2012 plan. Following the table, each need or gap is explained in further detail.

Table 5: Unmet Needs and Service Gaps

Unmet Transportation Needs and Gaps in Service
Accessible Bus Stops with Improved Amenities
Bus Service Outside of Bloomington City Limits
Door-to-Door Transportation
Frequent Fixed Route Service
Human Service Agency Access to Subsidized Bus Passes
Safe, Accessible Pathways To/From Bus Stops
Same-Day and On-Demand Transportation Throughout Monroe County
Transportation Later at Night and on Weekends
Transportation to Destinations Outside of Monroe County
Travel Training
User-Oriented Wayfinding

Accessible Bus Stops with Improved Amenities

Bus stop accessibility is critical for transit customers with physical disabilities. Infrastructure such as curb cuts, sidewalks, concrete pads, shelters, and benches is important for making bus stops usable by people with mobility limitations. Bloomington Transit has recently begun to make improvements to some bus stops, but many stops remain inaccessible to people with limited mobility.

Door-to-Door Transportation

Some older adults and individuals with disabilities in Bloomington are unable to use fixed route bus service, but do not qualify for BTaccess. Stakeholders indicated that individuals with mobility limitations need services that do not involve walking long distances, transferring between vehicles, or enduring long rides. Rides are needed for shopping, errands, medical appointments, jobs, and other trips purposes.

Bus Service Outside of Bloomington City Limits

Bloomington Transit serves the City of Bloomington only. Public and stakeholder input indicated rides are throughout the county, especially in the “fringe” areas that are immediately outside of the city limits. Ivy Tech Community College is an important destination for Bloomington residents, but is not served by Bloomington Transit since it is not within city limits. Some of the area’s largest employers, such as Cook Medical, are also located outside of the city. A new library branch is being constructed in southwest Monroe County outside of the city limits.

Frequent on Fixed Route Service

More than half of survey respondents indicated that they would like fixed route service to operate more frequently. Bloomington Transit’s fixed routes typically operate on 30-minute headways. Improvements to frequency increase the convenience of public transit for customers, and can result in reduced trip times when customers must transfer between routes.

Human Service Agency Access to Bus Passes for Clients

Some governmental and nonprofit human service agencies purchase bus passes for clients. The cost to ride public transit can be a barrier for people with very low incomes. During the input meetings, some agency personnel mentioned having difficulties purchasing bus passes for their clients. A process that is more convenient for the agencies and their clients is desired.

Safe, Accessible Pathways To/From Bus Stops

Pedestrian infrastructure plays a critical role in public transportation networks. Safe, convenient, and accessible facilities such as sidewalks and crosswalks can bring passengers to bus stops and connect them with their destinations, providing “first-mile” or “last-mile” connections between transit stops and passengers’ origins and destinations.

Transportation Later at Night and on Weekends

Later evening and weekend service would benefit many customers with employment and other trip needs. Forty-three percent of survey respondents said that Sunday service was a desired change (35 percent selected Saturday service, which is already offered by Bloomington Transit; 25 percent indicated that later evening hours were needed). Potentially, Bloomington Transit could offer limited demand response service to the general public on Sundays or during the late evenings instead of operating the fixed route network. This would be a less expensive alternative for days and times when demand is lighter.

Same-Day and On-Demand Transportation Throughout Monroe County

Many survey respondents and input meeting participants said same-day and on-demand rides were important for residents of the county. Newer forms of scheduling and dispatching technology have made it easier for providers to schedule same-day and on-demand trips. Some public transit systems have partnered with taxis and transportation network companies (e.g., Uber or Lyft) to offer subsidized on-demand rides, which can increase customer satisfaction while reducing ADA complementary paratransit costs.

Transportation to Destinations Outside of Monroe County

Transportation is needed to places located outside of the county. Several individuals mentioned Indianapolis as an important destination. One survey respondent said that their doctor was located in Terre Haute. There are options for getting to Indianapolis, such as Hoosier Ride/Miller Transportation and the Indianapolis Airport Shuttle, but they are not meeting all of the need in the community.

Travel Training

Stakeholder input indicated that it can be difficult for community members to figure out how to use the county’s transportation options. Targeted training is necessary for people living with dementia/cognitive impairment.

User-Oriented Wayfinding

Providing clear and simple information like route and system maps, schedules, expected travel times, real-time arrival times, and “how to ride” information would make public transit more attractive and simpler to use. For example, bus stop signs with route maps would allow passengers to easily understand

where they could go by using particular routes. Wayfinding integrates multiple modes of transportation, including transit, walking, bicycling, and other modes. The goal of wayfinding is to make a place legible to people, so it is easy to understand how to navigate from place to place.

CONTINUING CHALLENGES TO COORDINATED TRANSPORTATION

There are numerous challenges to the coordination of human service agency and public transportation in any community or region. Some of the unmet transportation needs listed in Table 5 are unmet either because of the level of difficulty to implement strategies that will address them, or funding to support the activity is not available. While these needs remain top priority, some may take more time to implement because of the necessary steps and changes that must precede them. Additionally, some of the unmet transportation needs may be addressed before the top priority needs simply because they are easily addressed and/or they are a step that will improve the likelihood of implementing a priority improvement.

During the stakeholder meetings, participants mentioned that inadequate funding, as well as the real and perceived limitations on use of available funding resources create challenges to achieving a higher level of service or service expansions. It is also critical for individuals to actively champion the cause of improved transportation. Change requires leadership with long-term commitment and the ability to generate buy-in and support from the right players.

While there are challenges to implementing coordination among various transportation providers, services, and funding sources, it is important to note that transportation coordination is being successfully implemented throughout the country and in Indiana. Therefore, issues such as conflicting or restrictive state and Federal guidelines for the use of funding and vehicles, insurance and liability, and unique needs presented by the different populations served, to name a few, should challenge, but not stop, a coordination effort. There are many resources available to assist communities as they work together to coordinate transportation. Contact the Indiana Department of Transportation (INDOT), Office of Transit (<https://www.in.gov/indot/multimodal/transit/>) for assistance.

IMPLEMENTATION PLAN

Stakeholders are willing to continue to work toward coordinated regional transportation services by utilizing existing resources and implementing new projects that fill the service gaps associated with employment related trips, out-of-city trips, and general quality of life for older adults, individuals with disabilities, and the general public. Local stakeholders set four coordinated transportation goals to address the unmet needs. The coordinated transportation goals are as follows:

- ◆ Goal 1: Increase Awareness of How to Use Available Transportation Services and Improve Wayfinding
- ◆ Goal 2: Expand Transportation Service for Older Adults, People with Disabilities, Low-Income Individuals, and the General Public

- ◆ Goal 3: Improve Pedestrian and Wheelchair-User Access to Bus Stops and Add Stop Amenities
- ◆ Goal 4: Increase Participation in Initiatives to Enhance Mobility

STRATEGIES FOR IMPLEMENTATION

The following strategies are needed in order to make further progress on the accepted goals. Stakeholders indicated the priority for the strategies (high, medium, or low).

The following paragraphs outline the timeframe, responsible party, and performance measure(s) for implementation of each of the above noted coordination goals and objectives. The implementation timeframes/milestones are defined as follows:

- ◆ Immediate – Activities to be addressed immediately
- ◆ Near-term – Activities to be achieved within 1 to 12 months
- ◆ Mid-term – Activities to be achieved within 13 to 24 months
- ◆ Long-term – Activities to be achieved within 2 to 4 years
- ◆ Ongoing – Activities that either have been implemented prior to this report, or will be implemented at the earliest feasible time and will require ongoing activity

Goals and implementation strategies are offered in this chapter as a guideline for leaders in the coordination effort as well as the specific parties responsible for implementation. Goals and strategies should be considered based upon the available resources for each county during the implementation time period.

GOAL 1: INCREASE AWARENESS OF HOW TO USE AVAILABLE TRANSPORTATION SERVICES AND IMPROVE WAYFINDING

Strategy 1.1: Collaborate to Offer Travel Training or Mobility Management and Improve Awareness of How to Use Existing Transportation Options

Monroe County residents are served by multiple transportation options, including public transit operators, inter-city bus services, and non-profit and for-profit human service transportation providers. This strategy includes initiatives to involve all area transportation providers in setting up travel training and/or mobility management services so that the public understands how to use all available options. This strategy includes strengthening relationships between the transportation providers and local human service agencies. A travel training and/or mobility management program can address the objective of improving communication between public transit agencies and key stakeholders such as service providers for older adults, people with disabilities, and people with low incomes.

Travel training is the professional practice of teaching people to travel independently on public and human service transportation. Travel training is offered one-to-one or as part of designed instruction for a group and is most often provided for older adults or for people who have cognitive or physical disabilities. The goal is not only to provide information about using transportation, but increasing

individuals' confidence and comfort level with using the available services. Bloomington Transit currently offers a travel training program for its system.

Mobility management is a transportation strategy that focuses on the customer and their needs, and meeting these needs through the coordinated use of a variety of providers. Mobility management is an evolving concept that aims to improve specialized transportation, particularly for older adults, people with disabilities, and individuals with lower incomes through a range of activities. A mobility management program looks beyond a single transportation service or solution to a “family of services” philosophy that can offer a wide range of options to meet an equally wide array of community demographics and needs.

Some examples of mobility management activities include:

- ◆ Operating transportation brokerages to coordinate service providers, funding resources, and customer needs;
- ◆ Coordinating transportation services for older adults, individuals with disabilities, and individuals with low incomes;
- ◆ Supporting local partnerships that coordinate transportation services;
- ◆ Providing travel training and trip planning activities for customers;
- ◆ Developing and operating traveler call centers to coordinate travel information, manage eligibility requirements, and arrange customer travel; and
- ◆ Planning and implementing the acquisition and purchase of intelligent transportation technologies to operate a coordinated system.

Travel training and mobility management should address all transportation options in Monroe County. For example, if one agency starts a travel training program, the program should include training on using other local services, including inter-city bus services. A common concern reflected in the public survey and stakeholder meetings was transportation to Indianapolis. Bloomington is served by Hoosier Ride, which provides multiple daily schedules to the Greyhound terminal in downtown Indianapolis. Additionally, there are private services that provide trips to the Indianapolis Airport. At the airport and the Greyhound terminal, people can transfer to the Indianapolis city bus system, IndyGo, and ride to destinations throughout the city. A travel training or mobility management program can be used to familiarize people with using these options.

Implementation Time Frame:
Mid-Term (13-24 months)

Staffing Implications:
Travel training and mobility management are programs that can be developed by existing staff or by hiring new staff. If using existing staff, it may be necessary to add part- or full-time staff positions to absorb preexisting duties.

Implementation Budget: Budget is scalable depending on the size of the program; up to \$100,000 could be expended annually for this type of program, primarily on staffing.

Potential Grant Funding Sources: FTA Section 5307, 5310 or 5311 grants (local match required) can be used to fund mobility management or travel training. Currently, these funds are utilized by Bloomington Transit and Rural Transit to operate service and make capital purchases.

Responsible Parties:

Performance Measures:

- ◆ Travel training or mobility management program initiated
- ◆ Number of individuals assisted through new program

Strategy 1.2: Implement Wayfinding

Wayfinding integrates multiple modes of transportation, including transit, walking, bicycling, and other modes. The goal of this strategy is to make getting around Bloomington and Monroe County more legible to residents and visitors, so it is easy to understand how to navigate from place to place. Wayfinding strategies include measures such as adding maps to bus stop signs, as pictured in the bus stop sign shown in Figure 17.

Wayfinding strategies help people process information and make decisions about travel. People move through three specific interrelated processes while wayfinding:

1. Decision making. This leads to a plan of action or a decision plan to reach a given destination.
2. Decision execution. This transforms the plan of action into appropriate behavior and movement at the right place in space.
3. Information processing. This comprises environmental perception and cognition, which permits the above decision-related processes to occur. Perception is the process of obtaining information through the senses. Cognition is understanding and being able to manipulate information.

Figure 17: Metro Transit (Minneapolis, MN) Bus Stop Sign



An example of an urban wayfinding program is the Seamless Seattle Pedestrian Wayfinding Program. According to the program’s website, four pillars underpin the Seamless Seattle wayfinding strategy:

- ◆ **Modal Integration:** Walking information deployed in stations, stops and interchanges, and integrated digital tools, that will connect transit modes to each other and last mile walking journeys.
- ◆ **Local Distinctiveness:** Development of a single, agreed city-wide wayfinding standard that will provide a consistent information layer, while allowing for local content, and potentially local design distinctiveness for historic landmark neighborhoods.
- ◆ **Design for All:** Development of planning rules to prioritize safe and accessible walking routes, prioritization of content to support people with greater needs and system design guided by strong inclusive design principles establishing accessibility of information for all.
- ◆ **Systemization:** Design standards with a high degree of commonality for planning and system design, to guide deployment of all city wayfinding. Supported by a back-of-house Content Management System run by the city and/or its partners to ensure system integrity.

More information about Seamless Seattle is available at <http://www.seattle.gov/transportation/projects-and-programs/programs/urban-design-program/pedestrian-wayfinding>. Seattle’s wayfinding approach is led by the City of Seattle and involves the two public transit systems that serve the metropolitan area.

<p>Implementation Time Frame: Mid-Term (13-24 months)</p>	<p>Staffing Implications: Staffing needs depend on the complexity of the wayfinding strategy. For a public transit provider to upgrade some bus stops signs to include maps, no new staffing would be required. A comprehensive city- or county-wide wayfinding program would require up to 100% of a full-time equivalent staff member as well as the services of a wayfinding consultant.</p>
<p>Implementation Budget: The budget for a wayfinding program is scalable depending on complexity. For example, the cost of designing and replacing bus stops signs would depend on the number of signs to be replaced. Consulting services for a comprehensive wayfinding program should be obtained through a Request for Proposals process.</p>	
<p>Potential Grant Funding Sources: FTA Section 5307 or 5310 grants can fund specific types of expenses incurred by a public transit system or a non-profit organization serving older adults or people with disabilities. Wayfinding costs may be eligible for support from a variety of Federal or local (governmental or private) funding sources.</p>	

Responsible Parties:

Performance Measures:

- ◆ Number of upgrades made (e.g., replaced bus stop signs or added directional signage for pedestrians)
- ◆ Increases in ridership on bus routes with new wayfinding amenities

GOAL 2: EXPAND TRANSPORTATION SERVICE FOR OLDER ADULTS, PEOPLE WITH DISABILITIES, LOW-INCOME INDIVIDUALS, AND THE GENERAL PUBLIC

Expanded transportation services could meet a variety of the unmet needs identified in this plan. Different types of service expansions could meet needs for affordable door-to-door transportation, transportation to west side employers and Ivy Tech Community College, late evening and weekend service, and regularly scheduled service connecting rural communities to Bloomington destinations.

Strategy 2.1: Enhance Transportation Service in the “Fringe” Area Outside Bloomington City Limits

The last few decades have seen significant population growth in areas just outside Bloomington’s city limits. Bloomington is currently in the process of annexing some of these areas. Bloomington Transit operates within the city limits only. A change in state law would be required to allow the agency to operate outside city limits. Additionally, more annual revenue would be necessary to support an expansion of public transit service in the urban fringe areas.

A potential source of revenue for additional transit service is the State of Indiana’s Economic Improvement District (EID) mechanism. In the past five years, three EIDs have been formed to fund bus service in Central Indiana. EIDs involve special assessments for parcels within designated boundaries selected by participating landowners. The districts are created by petitioning a local municipality with a petition signed by 60 percent of landowners representing 60 percent of assessed value. An EID must be contiguous, but may exclude parcels. The generated funds support projects that target the EID area.

This strategy is written so that any provider could expand its service to new areas, using fixed route or demand response service, as both modes would add value for local residents. In recent years, Rural Transit has operated deviated route bus service in the West Third Street corridor, serving Ivy Tech, Cook Medical, and other destinations. This service is currently suspended due to the COVID-19 pandemic.

Implementation Time Frame:

Long-Term (2-4 years)

Staffing Implications:

No additional staff would be required during the planning stages, but additional time by existing staff will be necessary. To pursue the formation of an Economic Improvement District, staff time and consulting services would be necessary. Any expanding transportation provider would have to hire drivers and other personnel.

Implementation Budget: Transportation services typically range in cost from \$45 to \$100 per vehicle service hour, depending on the type of operator and service.

Potential Grant Funding Sources: FTA Section 5307 funding can be used to operate public transit service in the urban fringe areas around Bloomington, because these areas are part of the U.S. Census-defined urbanized area. Section 5310 grants may be used for projects that support transportation that benefits older adults and people with disabilities; public transit that is supported with Section 5310 would need to be planned in cooperation with the INDOT Office of Transit.

Responsible Parties: Bloomington Transit, Rural Transit, Monroe County, City of Bloomington, and the Bloomington-Monroe County MPO would conduct initial meetings to discuss this strategy. To pursue the formation of an EID, the county or a local municipality must agree to sponsor the EID formation.

Performance Measures:

- ◆ Meetings held to discuss expanded services
- ◆ Service plan developed
- ◆ Funding secured
- ◆ General public services initiated
- ◆ Number of passenger trips provided

Strategy 2.2: Provide Door-to-Door/On-Demand Service to City of Bloomington Residents

This strategy addresses the transportation needs of Bloomington residents who are unable to use fixed route transportation, but do not qualify for BTaccess. Door-to-door transportation could be provided as an expansion of Bloomington Transit, or, a non-profit or for-profit organization could offer this service to a target population such as older adults or people with disabilities. This service could be directly operated by a transportation provider, or, a local organization could offer vouchers or subsidies that could be used with providers such as the human service transportation operators identified in Table 3. A partnership with a transportation network company like Uber or Lyft could be used as part of this strategy. Ideally, service would be available by same-day request or on-demand, to accommodate spontaneous travel needs.

Implementation Time Frame:
Long-Term (2-4 years)

Staffing Implications:
No additional staff required during the planning stages, but additional time by existing staff will be necessary for planning. To launch new transportation services, a new or existing organization would have to hire drivers and other personnel.

Implementation Budget: Demand response transportation services in most areas of Indiana typically range in cost from \$45 to \$65 per vehicle service hour. The cost of this strategy is scalable based on the amount of transportation provided.

Potential Grant Funding Sources: FTA Section 5307 or 5310 grants.

Responsible Parties:

Performance Measures:

- ◆ Service plan developed
- ◆ Funding secured
- ◆ New transportation service or voucher/subsidy program established
- ◆ Number of passenger trips provided

Strategy 2.3: Add/Increase Weekend Service on Public Transit

Rural Transit does not currently operate on the weekends; Bloomington Transit does not operate on Sundays. Expansions of service require additional funding from Federal, state, or local sources. To reduce cost, Sunday service could be limited to demand response instead of fixed route.

Implementation Time Frame:
Long-Term (2-4 years)

Staffing Implications:
No additional staff required during the planning stages, but additional time by existing staff will be necessary for planning. To expand service, Rural Transit would have to hire additional drivers.

Implementation Budget: Transportation services typically range in cost from \$45 to \$100 per vehicle service hour, depending on the type of operator and service. The cost of this strategy is scalable based on the amount of transportation provided.

Potential Grant Funding Sources: FTA Section 5307, 5310 or 5311 grants. Section 5310 grants may be used for projects that support transportation that benefits older adults and people with disabilities; public transit that is supported with Section 5310 would need to be planned in cooperation with the INDOT Office of Transit.

Responsible Parties: Rural Transit and Bloomington Transit

Performance Measures:

- ◆ Service plan developed
- ◆ Funding secured
- ◆ Weekend transportation provided
- ◆ Number of passenger trips provided

Strategy 2.4: Enhance Rural Transit Service Connecting Outlying Communities to Bloomington

An expansion of Rural Transit in Monroe County would allow more individuals to travel to Bloomington to work, medical appointments, shopping and other destinations. With additional funding, Rural Transit could offer regularly scheduled bus service from outlying communities. Currently, Rural Transit operates demand response service only. Regularly scheduled service, potentially in the form of one or more point deviation routes, would offer consistent, guaranteed trips to rural residents. Currently, Rural Transit riders must call in advance to request rides, which are sometimes unavailable due to the system’s capacity constraints. An expansion of Rural Transit’s service would require additional funding from Federal, state, or local sources.

<p><u>Implementation Time Frame:</u> Long-Term (2-4 years)</p>	<p><u>Staffing Implications:</u> No additional staff required during the planning stages, but additional time by existing staff will be necessary for planning. To expand service, Rural Transit would have to hire additional drivers.</p>
<p><u>Implementation Budget:</u> Rural Transit’s cost per vehicle service hour in 2020 was \$44.56. The cost of this strategy is scalable based on the amount of transportation provided. The agency could start the service using only one or two vehicles at a time.</p>	
<p><u>Potential Grant Funding Sources:</u> FTA Section 5311 or 5310 grants. Section 5310 grants may be used for projects that support transportation that benefits older adults and people with disabilities; public transit that is supported with Section 5310 would need to be planned in cooperation with the INDOT Office of Transit.</p>	

Responsible Parties: Rural Transit

Performance Measures:

- ◆ Service plan developed
- ◆ Funding secured
- ◆ Additional hours of transportation provided
- ◆ Number of passenger trips provided

GOAL 3: IMPROVE PEDESTRIAN AND WHEELCHAIR-USER ACCESS TO BUS STOPS AND ADD STOP AMENITIES

Some Bloomington Transit stops have infrastructure and amenities such as concrete pads for standing and boarding with a wheelchair, shelters, benches, garbage cans and sidewalks providing pedestrian connectivity to nearby destinations. However, some stops have only a sign, and are located in places with poor sidewalk coverage. The City of Bloomington and Bloomington Transit have the challenge of balancing financial investment in bus stop infrastructure, within a constrained budget, and investing in bus service itself. Oftentimes, the same funding sources are used to make infrastructure improvements and to fund transit operating expenses such as labor, fuel and maintenance.

Strategy 3.1: Add Infrastructure to Bus Stops to Improve Accessibility

Bloomington Transit will improve bus stop accessibility for people with disabilities, including adding curb cuts, repairing or extending sidewalks, adding concrete pads, adding shelters, or adding benches.

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> Staff time to plan and coordinate bus stop improvements.
<u>Implementation Budget:</u> Budget is scalable depending on available funding.	
<u>Potential Grant Funding Sources:</u> FTA Section 5307 and 5310 grants.	

Responsible Parties: Bloomington Transit

Performance Measures:

- ◆ Number of bus stops with improved amenities
- ◆ Feet of sidewalk constructed
- ◆ Increased numbers of passenger boardings at stops with improved amenities

GOAL 4: INCREASE PARTICIPATION IN INITIATIVES TO ENHANCE MOBILITY

Community leaders in all sectors need to be educated about the importance of public transit and human service transportation. Partnerships between transportation providers and stakeholder organizations such as healthcare providers or employers can lead to new sources of funding support for services. Goal 4 is intended to build community support for transportation in Bloomington and Monroe County.

Strategy 4.1 Participate Actively in the Indiana Council on Specialized Transportation (INCOST) and Other Statewide Organizations

INCOST is the most active statewide association for rural and specialized transportation providers. Participation is not limited to public transit systems; human service agencies may also participate. INCOST meets on a regular basis to discuss statewide policy issues and network to find solutions to common problems. The organization holds an annual conference. The Indiana Transportation Association (ITA) as another statewide transportation organization that focuses on public transit.

There are many other interest groups and advocacy organizations that discuss transportation issues and advocate for improvements. The Governor’s Council for People with Disabilities, for example, conducted a statewide study revealing that transportation is one of the top needs for their constituents, prompting new policy and program discussion. The National Federation for the Blind has similar state and local chapters. The American Planning Association organizes professionals that care deeply about filling infrastructure gaps. Health by Design advocates for increased transportation funding and built environment changes that increase accessibility and quality of life. Participation in these and other statewide networks which may lead to opportunities for new grants, pilot projects and funding partnerships.

<u>Implementation Time Frame:</u> Immediate and Ongoing	<u>Staffing Implications:</u> Staff time to provide meaningful participation in meetings.
<u>Implementation Budget:</u> Minimal expenses to participate in meetings, but significant time to provide a leadership role in outreach and advancing coordination of resources and/or services.	
<u>Potential Grant Funding Sources:</u> Not required.	

Responsible Parties: Public and human service transportation providers; Individual advocates

Performance Measures

- ◆ Number of representatives from Bloomington and Monroe County organizations who attend meetings of INCOST, ITA, and other statewide organizations
- ◆ Number of contacts with state-level policymakers about transportation needs and funding concerns

Strategy 4.2 Educate Local Elected Officials About Transportation Needs

It is critical that transportation providers and stakeholders educate County Commissioners, City Council members, and other local elected officials about the value of public transit and human service transportation. The disconnect between transit and other transportation programs (roads and bridges) can be resolved by bringing transit conversations and trainings to the notice of elected officials.

<u>Implementation Time Frame:</u> Immediate and Ongoing	<u>Staffing Implications:</u> Staff time to provide meaningful participation in meetings.
<u>Implementation Budget:</u> Minimal expenses to participate in meetings, but significant time to provide a leadership role in outreach and advancing coordination of resources and/or services.	
<u>Potential Grant Funding Sources:</u> Not required.	

Responsible Parties: Public and human service transportation providers; Individual advocates

Performance Measures:

- ◆ Number of networking and outreach activities that are used to educate local policymakers about transportation needs

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POTENTIAL GRANT APPLICATIONS

The following table outlines the strategies and objectives designated to achieve the locally identified transportation goals that are intended to meet local unmet transportation needs, reduce duplication, and improve coordination of human service agency and transportation provider resources. Potential funding sources for many of these strategies include grants from the Transportation for Enhanced Mobility of Seniors and Individuals with Disabilities program (Section 5310) and the Urbanized Area Formula Grants Program (Section 5307)/Formula Grants for Rural Areas (Section 5311) programs for public transportation providers. Page numbers are provided in Table 6 for quick reference to detailed information for each objective.

All Section 5310 grant funds will be available through a competitive process. Please also note that each grant application for Section 5310 will be considered individually to determine if the proposed activities to be supported by the grant adequately meet the requirements of the intended funding program. Grant applications for strategies that do not meet the intended requirements of the FAST Act will not be awarded, regardless of the designated eligibility in this report.

The implementation timeframe for each strategy ranges from the date of this report through 2024. It is noted that a coordinated transportation working group (such as a regional coordination committee) should review this plan on an annual basis and as new coordinated transportation strategies and objectives are developed.

Table 6: Implementation Key

Goal 1: Increase Awareness of How to Use Available Transportation Services and Improve Wayfinding			
Page Number	Strategy Number	Objective/Strategy Description	Priority
30	1.1	Collaborate to Offer Travel Training or Mobility Management and Improve Awareness of How to Use Existing Transportation Options	
32	1.2	Implement Wayfinding	
Goal 2: Expand Transportation Service for Older Adults, People with Disabilities, Low-Income Individuals, and the General Public			
Page Number	Strategy Number	Objective/Strategy Description	Priority
34	2.1	Enhance Transportation Service in the “Fringe” Area Outside Bloomington City Limits	
35	2.2	Provide Door-to-Door/On-Demand Service to City of Bloomington Residents	
36	2.3	Add/Increase Weekend Service on Public Transit	
37	2.4	Enhance Rural Transit Service Connecting Outlying Communities to Bloomington	

(Table continues on following page)

Goal 3: Adopt New Technologies to Enhance Customer Service and Increase Efficiency			
Page Number	Strategy Number	Objective/Strategy Description	Priority
38	3.1	Add Infrastructure to Bus Stops to Improve Accessibility	
Goal 4: Increase Participation in Statewide Initiatives to Enhance Mobility			
Page Number	Strategy Number	Objective/Strategy Description	Priority
38	4.1	Participate Actively in the Indiana Council on Specialized Transportation (INCOST) and Other Statewide Organizations	
39	4.2	Educate Local Elected Officials About Transportation Needs	

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APPENDIX: OUTREACH DOCUMENTATION

MEETING NOTES

Bloomington-Monroe County Metropolitan Planning Organization Technical Advisory Committee Meeting

March 24, 2021, 10:00 AM – 11:30 AM

Conducted virtually on Zoom

Christy Campoll, RLS & Associates, provided a presentation on the coordinated planning process. She covered the context of coordinated plan and INDOT support for Section 5310 vehicle projects. A public input survey is available online. It is also available in Spanish.

One attendee commented to add Uber/Lyft to the inventory of local transportation providers as well as the IU Campus Bus.

Lew May with Bloomington Transit said that the agency has worked on routing changes. All fixed route buses now have annunciators. Regarding accessible bus stops – the city will invest as part of “recover forward” program and committed \$400,000 to improve stops. The agency has received a Section 5310 grant to improve bus stops as well.

Christy said that next steps include keeping the survey open for the next month. RLS will conduct a focus group for human service providers, local older adults and people with disabilities. They are looking at having a plan to adopt in August this year. Lew May said that Bloomington Transit would like to discuss goals and strategies when they are drafted.

Bloomington-Monroe County Metropolitan Planning Organization Citizens Advisory Committee Meeting

March 24, 2021, 6:30 PM – 8:00 PM

Conducted virtually on Zoom

Christy Campoll and Laura Brown of RLS & Associate attended the regular meeting of the Bloomington MPO CAC. RLS provided an overview of the coordinated transportation plan update and some of the preliminary public survey responses collected to date. A brief presentation was also provided about the current demographic assessment which reveal the densities of zero vehicle households, older adults. The areas where there are higher densities of older adults and zero vehicle households are different.

Discussion

- Transportation Providers – Any one missing?
 - What about the nursing homes that have vehicles? Meadow Wood has a large bus and a small bus and both are wheelchair accessible. One or two other nursing homes have vehicles as well.

- What about the apartment complexes that have disabled residents and a vehicle? If they provide transportation for their other tenants, do they have an accessible vehicle too?
 - Could we push the apartment complexes/apartment association to ask about making their transportation accessible?
 - We should look further afield to see if other agencies or private companies are trying to accommodate transportation needs of older adults and people with disabilities.
 - Stonebelt is another transportation provider that operates transportation for their clients. Not sure if they have their own vehicles.
- Christy provided a review of the 2012 strategies
- Christy asked about transportation needs and if they have changed
 - If you are not at the BT downtown transportation center, you don't know where the bus is going. There are not maps on **bus stop signs** so that you can know what you are able to access from that stop if you don't have access to a phone.
 - "I have a neighbor that does not drive. In order to go grocery shopping she calls a taxi. It costs about \$18 to \$20 for the round trip to the grocery store. That has been an issue for her." (Quote from David)
 - With COVID there has been an opening up of new home delivery of groceries but still it is expensive.
 - How do we reach out to older adults that no longer drive and make sure they have access to grocery stores, bank, and day to day errands. BT would take too long. Neighbor is only 2 blocks from BT bus stop but it would take a transfer to get to her shopping area... it is too much with groceries.
 - Question about volunteer transportation networks. Are there networks set up in other communities? Christy provided some examples.
 - Transportation between the City and County. It applies to people who may live in the city and need to go into the "city fringe." There is an expansion of jobs in the perimeter of the city but they are not served by BT.
 - People with disabilities who are very capable of working cannot really get to the jobs unless BT Access can get them on a regular schedule and on time.
 - We need to make the objectives more reachable so that BT and others can take action.
 - "As citizens it is up to us to make some noise because everyone matters." (Quote from Sarah)
 - People out in the county can't really use the transit system we have here because they can't get into the city.
 - How do we address the gap in the 'fringe areas' around the city where people have moved because housing is more affordable. People living in those areas need to have a vehicle to get to work.
 - What is your perception of Monroe County's Rural Transit
 - It is extremely limited service.
 - There are parts of the county that could be served (Curry – on the way out – a trailer park) and Rural Transit doesn't get near that area.

- The service will go to Spencer but you can't stop anywhere along the line on the north side of the city. You have to make special accommodations if you are riding and want to go to those areas.
 - Looking at Spring of 2022 to implement route changes on Bloomington Transit.
 - Public library is going to open a southern branch. Getting older adults to that area, since it is not within the city, will be a challenge. Getting people to the library will be a challenge. It will be a challenge even for people who are already in the southern part of the county may not have access to the new library.
- Christy provided a wrap-up and let them know about next steps in the planning process and noted that we will reconvening to review what has been captured in the draft plan. Plan adoption is projected for August.

Focus Group for Human Services Providers and Advocates

May 5, 2021

10:00 AM – 11:00 AM

Conducted virtually on Zoom

Attendance:

1. Michelle Hahn, Indiana University
2. Patrick Martin, Bloomington-Monroe Co MPO
3. Ryan Clemens, Bloomington-Monroe Co MPO
4. Jamie Zoss, Monroe County Probation Department
5. Dayna Thompson, Alzheimer's and Dementia Research Center at IU Health
6. Greg Clark, Centerstone
7. Michael Shermis, City of Bloomington

Facilitator was Christy Campoll, RLS; Assistant: Laura Brown, RLS. Christy provided an overview of the coordinated HSTP and its purpose. Christy updated them on the current public survey and the responses to date. Michael (City of Bloomington) requested that we resend the survey announcement to him. Jamie also wanted the survey. RLS will resend it to everyone on the call.

- Needs identified in the survey so far
 - Out of county transportation
 - Increasing point-to-point service opportunities
 - Increasing frequency on fixed route bus service
 - Ability to ride BT Access same-day
 - Speeding up the rides on public transit routes
 - Same-day service from providers who can transport larger wheelchairs
 - Regular feeder services to connect in to BT from outside its service area
 - Access to medical transportation
- Open discussion to the meeting participants about transportation challenges
 - Challenge has been the ability for clients to purchase bus passes. As an organization, they would collect money from clients and then go down and buy the passes for the people and then pass them out. Client must now have the ability to go down and get the bus pass and

then hold on to the pass for a period of time without losing it. Clients tend to lose the pass or the money.

- (Dayna) Current systems seem to be complicated for someone living with dementia. It is complex to figure out how to understand bus schedules. They tend to use demand response service because it is easier to understand. But DR service can be expensive. Also, there doesn't seem to be any on demand option outside of medical.
- (Michael) Works with people with disabilities. There are people who are frustrated by the requirement to give 24-hour advance notice for BT Access. Also, power wheelchair users have had issues getting stuck and not being able to get an accessible ride.
 - Training on how to use scheduling apps has been helpful. Train the trainer. The City did this as a grant but the program has expired.
 - (Jaime) Her clients also tend to lose things and they are not really good at planning ahead for getting to where they need to be on time. If they miss a medical appointment, it is hard to get back into the schedule.
 - She doesn't have a lot of people who use Uber/Lyft because it is not affordable. If there was a way for her clients to get a pass, they could use it. But she doesn't think they have a reliable way to pay for it.
 - (Michelle) Health care providers are charging now if you miss an appointment. This is even more of a challenge to people with low incomes. Reliability of transportation is important.
 - She did not say that the existing services are unreliable. But the problem is more because there is not a bus stop near the medical appointment or the trip on public transit would take a long time. For example, she might take Uber instead of public transit to a medical appointment because public transit does not go close enough to where the medical offices are located. Even if the offices are located within the city, sometimes they are far from a bus stop. (Ex. Hospice, audiologists, etc. in a medical complex)
 - Question – How do we define transportation for the purpose of this plan?
 - We do include pedestrian issues (ex. Improving access to bus stops)
 - (Ryan) Extending service later at night could be a big success because it would help people go out for social and recreation. Doing anything after 5:00 or 6:00 is a big challenge because of limited transportation options.
 - Many people do not have access to smart phones or they do not have the knowledge necessary to use it if there were a smart phone app for transportation.
 - There is a need to travel within Monroe County as well as getting outside of Monroe County. For example, the FSSA building (on South Curry Pike – south of Third Street) is on the bus route but it doesn't go all the way to the building. People have to walk a long distance to go through the giant parking lot because the FSSA building is in the County and not the City. Ivy Tech is also not on the bus line.
 - There has also been some concern about not being able to get to the kidney doctor.
 - People living in Bloomington know about Rural Transit but they are less familiar with using it because it is a county service. Most people who live in the city focus on

traveling in the city --- people in the county are more aware of Rural Transit because they need to travel outside the city or to/from the city.

- People in Bloomington may not really be aware of the services offered by Rural Transit.
- If there is funding what would be first priority strategies
 - (Patrick) Discussed microtransit service that was attempted in the southwest portion of the city. BT held back on the option because of COVID but it is still something that they will implement once COVID situation is over.
 - (Michael) Solutions are mostly around pedestrian issues except for the need for accessibility at bus stops. Bus stops are being upgraded now. There are some stops that are problematic that are not on the list. More curb cuts are needed because there are so many sidewalks that do not have access for wheelchairs or can be dangerous for anyone walking or using a wheelchair.
 - A public version of Uber would be a great solution because it would improve the competition and provide access to people. For example, if private companies had more competition with a better option, it might drive the private companies to do better.
- What organizations should be involved in solutions?
 - Public transit providers
 - Chamber of Commerce
 - Health care organizations (IU Health, IU Health Foundation, Bloomington Hospital Auxiliary, providers) in Bloomington
 - BT has a quarterly meeting that anyone can attend to discuss transportation-related issues. It is focused a little on people with disabilities but others also attend and other issues are discussed.
- Christy covered next steps in the planning process
 - Draft goals and strategies for the coordinated plan update
 - Reconvene to priorities the strategies (either through a call or email)
 - Plan will be adopted in August of this year by the MPO
 - Ongoing – the plans primarily exist as a reference for funding applications for Section 5310. But they are also a reference for local committees and planners to implement the goals locally.

General Public Survey Instrument

2020 INDIANA PUBLIC & HUMAN SERVICE TRANSPORTATION NEEDS SURVEY

Please complete this survey about your transportation needs and preferences. This information will be used in your local area's Coordinated Public Transit-Human Service Transportation Plan. For more information please contact RLS & Associates at (937) 299-5007. Thank you!

1. What forms of transportation do you use? Select all that apply.

- Public transit that serves your city or county, including bus systems, rail lines, ADA paratransit, or general public demand response/dial-a-ride
- Rely on family/friends for rides
- Medicaid Non-emergency medical transportation (NEMT)
- Uber/Lyft
- Demand response/dial-a-ride services that are for specific groups only – for example, older adults or people with disabilities (this excludes ADA complementary paratransit provided by public transit systems)
- Taxi
- Inter-city bus, such as Greyhound or Megabus
- Transportation offered by volunteer or faith-based groups
- Drive your own vehicle
- Other (please specify) _____

2. If you use any transportation services, such as public transit or demand response/dial-a-ride, please tell us the name(s) of the services you use:

Name of Service 1: _____
Name of Service 2: _____
Name of Service 3: _____

3. What changes could be made to your local transportation options to make using them more appealing to you?

- If I could ride to other parts of the state (such as Indianapolis or other cities/towns)
- Lower the cost to ride
- Start earlier in the morning
- End later at night
- Operate on Saturdays
- Operate on Sundays
- Pick me up at my home and take me directly to my destination
- Increase health and safety precautions
- Run fixed route service more frequently (for example, make a bus route run every 30 minutes instead of every 60 minutes)
- Increase the amount of demand response/dial-a-ride service available (for example, operate more vehicles so there are fewer turn-downs for trip requests)
- Make scheduling demand response/dial-a-ride service more convenient (for example, allow for same-day or on-demand trip requests)
- Make it easier, or add the option, for children, spouses and/or caregivers to ride along

Other (please specify) _____

4. Do you have difficulty getting the transportation you need to any of the following types of destinations?

	No difficulty	Sometimes difficult	Frequently difficult	Always difficult	Not applicable to me
Your employer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Medical offices, clinics or hospitals	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mental health care	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dental care	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pharmacy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shopping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
School	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Human service agencies or government offices	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other trip purposes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Do you need to travel to destinations outside of your county for work, medical care, shopping, or other reasons?

- No
- Yes, for work
- Yes, for medical care
- Yes, for shopping
- Yes, for other reasons (please specify) _____

6. Is it difficult for you to travel outside of your county? If yes, please indicate what makes it difficult.

- Yes
- No
- Not applicable (No need to travel outside my county)

If yes, please provide more information: _____

7. What is your age group?

- Under 18
- 18-54
- 55-59
- 60-64
- 65+

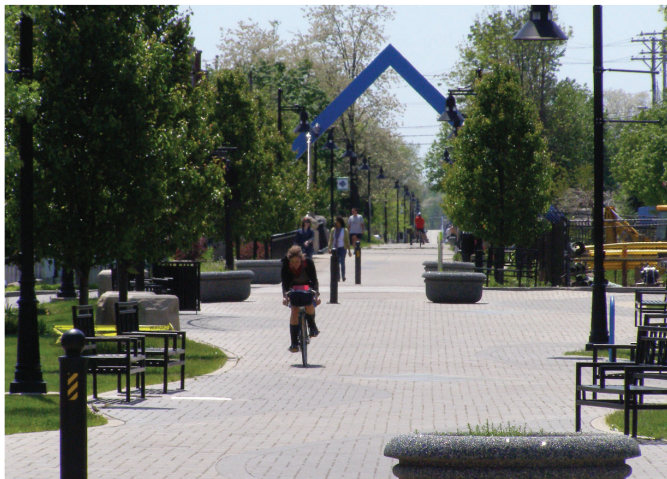
8. Do you have a disability which requires you to use a cane, walker, wheelchair, and/or another device, or a service animal, to help you get around?

- Yes
- No

9. What county do you live in? _____

10. What is your ZIP code? _____

11. Do you have other comments about transportation services in your community?



BLOOMINGTON • MONROE COUNTY



Draft Unified Planning Work Program

Fiscal Years
2023 & 2024

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

April 8, 2022

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Introduction

OVERVIEW

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

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

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

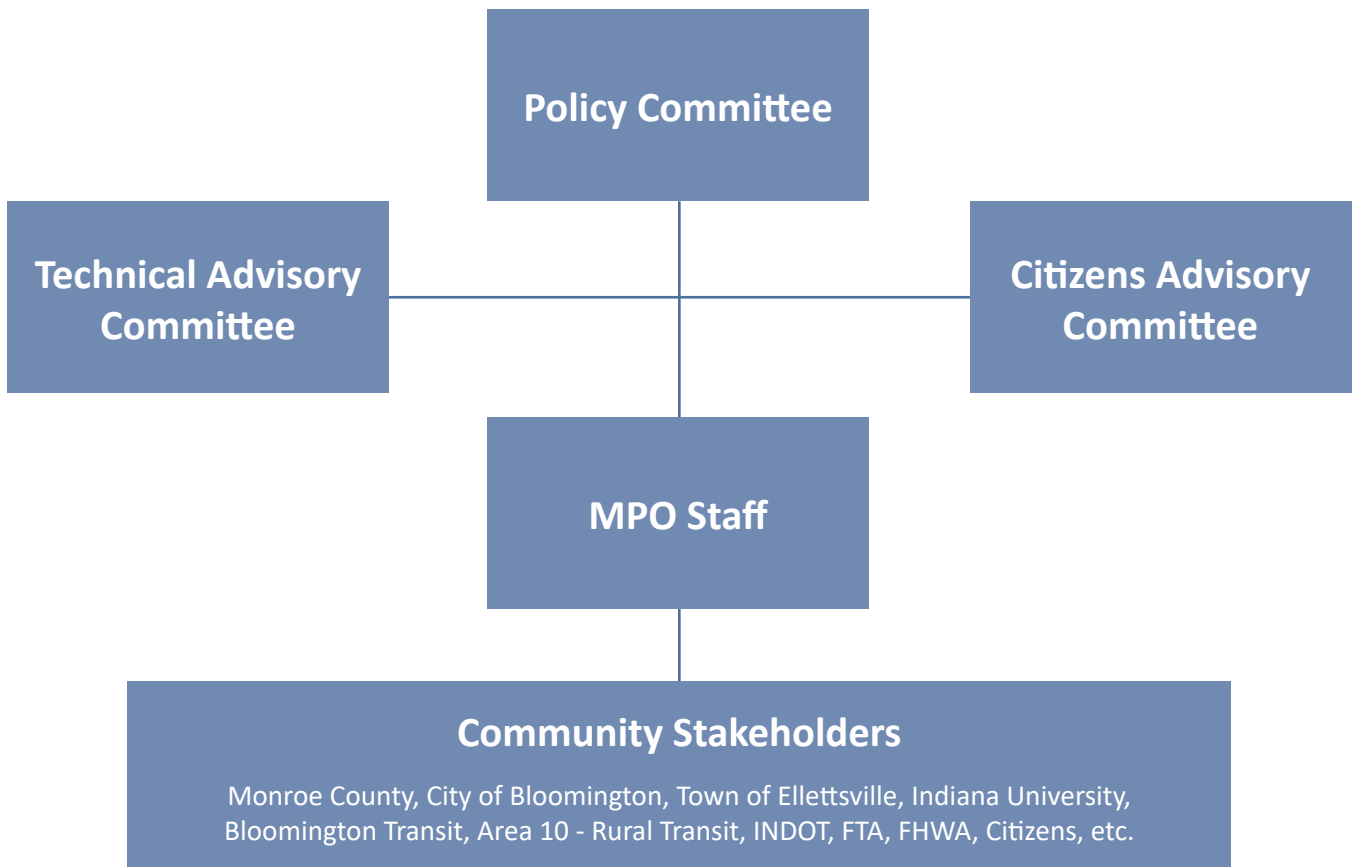
One of the requirements of the urban transportation planning process for an MPO involves the development of a Unified Planning Work Program (UPWP) that describes all planning activities anticipated in the urbanized area over the programming years, and documents the work performed with Federal planning funds. The FY 2023-2024 UPWP satisfies the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) work program requirement for Fiscal Years 2023 and 2024 (July 1, 2022 to June 30, 2024).

BMCMPO ORGANIZATION & COMPOSITION

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

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

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



FY 2023 PEA

See Appendix E for more information on Planning Emphasis Areas.

PLANNING EMPHASIS AREAS

The Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Indiana Department of Transportation (INDOT) annually issue a set of Planning Emphasis Areas (PEAs) to Indiana MPOs in addition to the general planning factors discussed previously. The Indiana Division Office of Federal Highway Administration (FHWA) and Federal Transit Administration Region V (FTA) annual Planning Emphasis Areas (PEAs) for FY 2023 are:

- Tackling the Climate Crisis - Transition to a Clean Energy Resilient Future;
- Equity and Justice40 in Transportation Planning;
- Complete Streets;
- Public Involvement;
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD);
- Federal Land Management Agency (FLMA) Coordination;
- Planning and Environmental Linkages (PEL);
- Data in Transportation Planning;
- TIP/STIP Process Review; and
- Metropolitan Planning Area and Urban Area Boundaries.

These PEAs prioritize key tasks and policies for implementation by MPOs in their Unified Planning Work Programs. The fulfillment of these tasks and policies implement the provisions of Fixing America's Surface Transportation Act (FAST Act). The following paragraphs detail the BMCMPPO FY 2023-2024 UPWP Planning Emphasis Area elements.

Tackling the Climate Crisis - Transition to a Clean Energy Resilient Future

The Indiana FHWA Division and FTA Region V Office will work with INDOT, the MPOs, and providers of public transportation to ensure that BMCMPPO transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. The BMCMPPO will address this PEA through Element 401 of the FY 2023 UPWP.

Equity and Justice40 in Transportation Planning

Often intersecting with climate issues, equity and justice is also a critical and urgent challenge. The Justice40 Initiative “aims to deliver 40 percent of the

overall benefits of relevant federal investments to disadvantaged communities.” Aligned with the Justice40 Initiative, advancing racial equity and support for underserved communities is also an imperative and immediate goal. The BMCMPPO will address this PEA through Work Element 104 of the FY 2023 UPWP.

Complete Streets

A Complete Street is a street or road that is safe, and feels safe, for everyone using the roadway. The BMCMPPO seeks to help Federal aid recipients plan, develop, and operate roadway networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. The BMCMPPO will update its Complete Streets Policy with consultation from Smart Growth America as well as by adhering to its current plans and the goals of other PEAs. Furthermore, the BMCMPPO will strive to prioritize projects that address the highest safety concerns within its metropolitan planning area. The BMCMPPO will address this PEA through Element 301 of the FY 2023 UPWP.

Public Involvement

This PEA requires a review of the BMCMPPO Public Participation Plan (PPP) and its procedures (required by 23 CFR 450.210 and 450.316) which help agencies ensure that all community members potentially affected by a transportation decision are invited to engage in the decision making process. FHWA and FTA will review the BMCMPPO Public Participation Plan and processes during certification processes to ensure continuous and equitable public engagement in the transportation planning and decision making process. The BMCMPPO will coordinate the incorporation of new public outreach strategies and tools (e.g., virtual public involvement tools) into public participation plans/procedures with INDOT along with documented evaluation of progress toward plan goals. The BMCMPPO will address this PEA through Elements 104, 401, and 601 of the FY 2023 UPWP.

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)

This PEA requires the BMCMPPO and INDOT to coordinate with representatives from the U.S. Department of Defense (DOD) in the transportation planning and project programming process on infrastructure and connectivity needs for STRAGNET routes and other public roads that connect to DOD facilities. The BMCMPPO will address this PEA through Element 101 of the FY 2023 UPWP.

Federal Land Management Agency (FLMA) Coordination

This PEA requires the BMCMPO and INDOT to coordinate with Federal Land Management Agencies (FLMAs) in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. The BMCMPO will address this PEA through Element 101 of the FY 2023 UPWP.

Planning and Environmental Linkages (PEL)

The PEA encourages the BMCMPO, INDOT, and Public Transportation Agencies to implement Planning and Environmental Linkages (PEL) as part of the transportation planning and environmental review processes. The BMCMPO will address this PEA through Element 101 of the FY 2023 UPWP.

Data in Transportation Planning

The BMCMPO will compile and analyze transportation data regarding such topic areas as freight, bicycle and pedestrian planning, equity, curb space management, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making at the State, MPO, regional, and local levels for all parties. The BMCMPO will address this PEA through Elements 201, 202, 502, 503, and 504 of the FY 2023 UPWP.

TIP/STIP Process Review

The BMCMPO will work closely with INDOT to ensure an accurate Transportation Improvement Program (TIP) is developed and maintained through timely amendments and modifications where necessary. In order to reduce inconsistencies between the BMCMPO's TIP and INDOT's STIP, the BMCMPO will coordinate and work together with INDOT to ensure joint development of TIP documents and to expedite project programming and delivery for accurate submittal to the FHWA Indiana Division Office and the FTA Region V Office. The BMCMPO will address this PEA through Element 301 of the FY 2023 UPWP.

Metropolitan Planning Area and Urban Area Boundaries

The BMCMPO will work with INDOT to prepare updates to the Metropolitan Planning Area boundaries as well as any adjusted Urbanized Area Boundaries as a result of the 2020 Census data. The BMCMPO will address this PEA through Element 401 of the FY 2023 UPWP.

FY 2023-2024 BMCMPO Budget

FUND USE BY MATCHING AGENCY

The table below summarizes FY 2023-2024 funding allocations based on the agency using the programmed funds. The figures in the MPO column represent BMCMPO staff time spent per work element, including fringe and indirect costs. The Bloomington Transit and Consultant columns identify funds set aside for consultant services, purchase of equipment, and other direct MPO expenses separate from staff costs. The CSA column shows funds identified for use by partner agencies through Contract Service Agreements. Later sections of the BMCMPO FY 2023-2024 UPWP further identify cost breakdowns of each work element.

Work Element	MPO Staff	BT	Cons/Supp	CSA	Total	
100	Administration & Public Participation					
	FY 2023	\$150,071	\$0	\$5,600	\$0	\$155,671
	FY 2024	\$150,071	\$0	\$5,600	\$0	\$155,671
200	Data Collection & Analysis					
	FY 2023	\$39,513	\$0	\$8,234	\$2,000	\$49,747
	FY 2024	\$39,513	\$0	\$8,234	\$2,000	\$49,747
300	Short Range Planning & Management Systems					
	FY 2023	\$83,748	\$0	\$0	\$23,000	\$106,748
	FY 2024	\$83,748	\$0	\$0	\$23,000	\$106,748
400	Long Range Planning					
	FY 2023	\$38,637	\$0	\$1,879	\$0	\$40,516
	FY 2024	\$38,637	\$0	\$34,879	\$0	\$73,516
500	Transit & Active Transportation					
	FY 2023	\$8,913	\$37,000	\$1,280	\$0	\$47,193
	FY 2024	\$8,913	\$4,000	\$1,280	\$0	\$14,193
600	Other Planning Initiatives & Special Projects					
	FY 2023	\$2,496	\$0	\$0	\$0	\$2,496
	FY 2024	\$2,496	\$0	\$0	\$0	\$2,496
	TOTAL					
	FY 2023	\$323,378	\$37,000	\$16,993	\$25,000	\$402,371
	FY 2024	\$323,378	\$4,000	\$49,993	\$25,000	\$402,371
	TOTAL	\$646,756	\$41,000	\$66,986	\$50,000	\$804,742

OBJECT CLASS BUDGET BY FUNDING SOURCE

The Object Class Budget table shown below summarizes FY 2023-2024 UPWP funding allocations by object class and funding source. Fringe and Indirect expenses are calculated rates found in the FY 2023 Cost Allocation Plan. Funding allocations for BMCMPPO staff, Bloomington Transit, Consultants/Other, and Contract Service Agreements (CSAs) illustrate underlying object class budgeted expenses. Please refer to the individual work element sections later in this document for further details on each category.

Object Class	Federal	Local	Total
Direct Chargeable Salary			
FY 2023	\$91,009	\$22,752	\$113,761
FY 2024	\$91,009	\$22,752	\$113,761
Fringe Expenses			
FY 2023	\$77,959	\$19,489	\$97,448
FY 2024	\$77,959	\$19,489	\$97,448
Indirect Expenses			
FY 2023	\$89,735	\$22,434	\$112,169
FY 2024	\$89,735	\$22,434	\$112,169
Bloomington Transit			
FY 2023	\$29,600	\$7,400	\$37,000
FY 2024	\$3,200	\$800	\$4,000
Consultants/Supplies			
FY 2023	\$13,594	\$3,399	\$16,993
FY 2024	\$39,994	\$9,999	\$49,993
Contract Service Agreements			
FY 2023	\$20,000	\$5,000	\$25,000
FY 2024	\$20,000	\$5,000	\$25,000
TOTAL			
FY 2023	\$321,897	\$80,474	\$402,371
FY 2024	\$321,897	\$80,474	\$402,371
TOTAL	\$643,794	\$160,948	\$804,742

SUMMARY BUDGET BY FUNDING SOURCE

The table below summarizes the FY 2023-2024 budget for each of the work elements in the Unified Planning Work Program with elemental federal funding/local match splits highlights. As illustrated in this summary table, the FY 2023 and 2024 funding allocations fall within the total available funding noted previously.

	Work Element	Federal	Local	Total
100	Administration & Public Participation			
	<i>FY 2023</i>	\$124,537	\$31,134	\$155,671
	<i>FY 2024</i>	\$124,537	\$31,134	\$155,671
200	Data Collection & Analysis			
	<i>FY 2023</i>	\$39,797	\$9,949	\$49,746
	<i>FY 2024</i>	\$39,797	\$9,949	\$49,746
300	Short Range Planning & Management Systems			
	<i>FY 2023</i>	\$85,398	\$21,350	\$106,748
	<i>FY 2024</i>	\$85,398	\$21,350	\$106,748
400	Long Range Planning			
	<i>FY 2023</i>	\$32,413	\$8,103	\$40,516
	<i>FY 2024</i>	\$58,813	\$14,703	\$73,516
500	Transit & Active Transportation			
	<i>FY 2023</i>	\$37,755	\$9,439	\$47,194
	<i>FY 2024</i>	\$11,355	\$2,839	\$14,194
600	Other Planning Initiatives & Special Projects			
	<i>FY 2023</i>	\$1,997	\$499	\$2,496
	<i>FY 2024</i>	\$1,997	\$499	\$2,496
	TOTAL			
	<i>FY 2023</i>	\$321,897	\$80,474	\$402,371
	<i>FY 2024</i>	\$321,897	\$80,474	\$402,371
	TOTAL	\$643,794	\$160,948	\$804,742

Summary Budget For Active Purchase Orders

The tables below summarize the FY 2023-2024 budget for prior BMCMPPO active and open purchase orders (P.O.). Purchase orders, when outstanding, will expire on June 30 of each Fiscal year. Funds will not be available after these dates.

Active Purchase Order Balances		
INDOT Purchase Orders	Expiration Date	Current P.O. Balance After Expenses (May 08, 2020)
<i>Total</i>		\$

CONTRACT SERVICE AGREEMENTS

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

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

Agency		Federal	Local	Total
City of Bloomington Public Works				
	<i>FY 2023</i>	\$8,800	\$2,200	\$11,000
	<i>FY 2024</i>	\$8,800	\$2,200	\$11,000
Monroe County Highway Dept.				
	<i>FY 2023</i>	\$8,800	\$2,200	\$11,000
	<i>FY 2024</i>	\$8,800	\$2,200	\$11,000
Town of Ellettsville				
	<i>FY 2023</i>	\$2,400	\$600	\$3,000
	<i>FY 2024</i>	\$2,400	\$600	\$3,000
TOTAL				
	<i>FY 2023</i>	\$20,000	\$5,000	\$25,000
	<i>FY 2024</i>	\$20,000	\$5,000	\$25,000
	<i>TOTAL</i>	\$40,000	\$10,000	\$50,000

Work Elements

ADMINISTRATION & PUBLIC PARTICIPATION

100

COMMITTEES

See Appendix A for a list of BMCMPPO Committees.

101 Intergovernmental Coordination

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

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

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

Responsible Agency and End Products

- MPO Staff to conduct up to ten (10) Policy Committee meetings per fiscal year. [Estimated Completion: Monthly]
- MPO Staff to conduct up to ten (10) Technical Advisory Committee meetings per fiscal year. [Estimated Completion: Monthly]
- MPO Staff to conduct up to ten (10) Citizens Advisory Committee meetings per fiscal year. [Estimated Completion: Monthly]
- MPO Staff to attend up to twelve (12) MPO Council monthly meetings per fiscal year. [Estimated Completion: Monthly]
- MPO Staff to participate in Federal MPO Certification Review. [Estimated Completion: As Required]
- MPO staff to coordinate with INDOT central office staff regarding an update of INDOTs Planning Roles and Responsibilities Cooperating Operating Manual (PRRCOM) and in consultation with Indiana's Metropolitan Planning Organizations (MPOs) to facilitate open communication, adherence and maintenance of the established "3-C" planning process. [Estimated Completion: Q1/FY23]
- MPO Staff to coordinate with INDOT and U.S. Department of Defense (DOD) representatives in the transportation planning and programming process on infrastructure and connectivity needs for STRAHNET routes

and other public roads that connect to DOD facilities. [Estimated Completion: As Required]

- The BMCMPPO to coordinate with INDOT to coordinate with Federal Land Management Agencies (FMLAs) in the transportation planning and project programming process on infrastructure connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. [Estimated Completion: As Required]
- The BMCMPPO to coordinate with INDOT, and Public Transportation Agencies to implement Planning and Environmental Linkages (PEL) as part of the transportation planning and environmental review processes. [Estimated Completion: As Required]

102 Unified Planning Work Program (UPWP)

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

MPO Staff will administer the FHWA and FTA planning grants associated with the FY 2023-2024 UPWP. The staff shall prepare and provide quarterly progress reports, billing statements, and the financial status of the FY 2023-2024 UPWP to the Policy Committee and to the member agencies for the measurement of MPO activity progress pursuant to the completion of the UPWP.

Responsible Agency and End Products

- MPO Staff to develop amendment(s) to FY 2023-2024 Unified Planning Work Program. [Estimated Completion: Q1/FY23 through Q4/FY24]
- MPO Staff to develop FY 2023-2024 UPWP. [Estimated Completion: Q4/FY22]
- MPO Staff to develop the FY 2023 & 2024 Cost Allocation Plan as part of the FY 2023-2024 UPWP. [Estimated Completion: Q3/FY23]
- MPO Staff to prepare and submit the FY 2022 Annual Completion Report to INDOT. [Estimated Completion: Q1/FY23]
- MPO Staff to prepare and submit the FY 2023 Annual Completion Report to INDOT. [Estimated Completion: Q1/FY24]
- MPO Staff to prepare and submit the FY 2023-2024 Self Certification Review Statement to INDOT/FHWA/FTA representatives. [Estimated Completion: Q4/FY23, with TIP]
- MPO Staff to prepare and submit eight (8) quarterly progress reports to INDOT for review. [Estimated Completion: FY23 & FY24 Quarterly]
- MPO Staff to prepare and submit eight (8) quarterly billing statements to INDOT for reimbursement. [Estimated Completion: FY23 & FY24 Quarterly]

COST ALLOCATION PLAN

See Appendix B for further details.

103 Staff Training and Education

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

Responsible Agency and End Products

- MPO Staff to attend the annual Indiana MPO Conference. [Estimated Completion: FY23 & FY24 Annually]
- MPO Staff to attend the annual Purdue Road School and/or other educational conference opportunities including (but not limited to) webinars, classes, and/or conferences and utilize educational materials for professional development from national associations such as the American Planning Association, the Association of Pedestrian and Bicycle Professionals, the Urban Land Institute, and Institute of Transportation Engineers. [Estimated Completion: Ongoing]
- MPO Staff to renew professional membership dues to the American Planning Association and other relevant professional organizations. As part of its business practices, the BMCMPPO will verify that expenditures are compliant with the requirements of 2 CFR 200.403-405 Factors Affecting Allowability of Cost. [Estimated Completion: Ongoing]

104 Public Outreach

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

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

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

Responsible Agency and End Products

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

Work Element 100 Budget

	Task	FY 2023	Projected FY 2024	Total
101	Intergovernmental Coordination			
	<i>Federal Share</i>	\$63,586	\$63,586	\$127,172
	<i>Local Share</i>	\$15,896	\$15,896	\$31,792
	Total	\$79,482	\$79,482	\$158,964
102	Unified Planning Work Program			
	<i>Federal Share</i>	\$22,619	\$22,619	\$45,238
	<i>Local Share</i>	\$5,655	\$5,655	\$11,310
	Total	\$28,274	\$28,274	\$56,548
103	Staff Training & Education			
	<i>Federal Share</i>	\$18,486	\$18,486	\$36,972
	<i>Local Share</i>	\$4,621	\$4,621	\$9,242
	Total	\$23,107	\$23,107	\$46,214
104	Public Outreach			
	<i>Federal Share</i>	\$19,846	\$19,846	\$39,692
	<i>Local Share</i>	\$4,962	\$4,962	\$9,924
	Total	\$24,808	\$24,808	\$49,616
	TOTAL FEDERAL SHARE	\$124,537	\$124,537	\$249,074
	TOTAL LOCAL SHARE	\$31,134	\$31,134	\$62,268
	TOTAL	\$155,671	\$155,671	\$311,342

Work Elements

DATA COLLECTION & ANALYSIS

200

201 Traffic Volume Counting

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

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

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

Responsible Agency and End Products

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

202 Annual Crash Report

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

Responsible Agency and End Products

- MPO Staff to produce the Calendar Years 2017-2021 Crash Report. [Estimated Completion: Q1/FY23]
- MPO Staff to produce the Calendar Years 2018-2022 Crash Report. [Estimated Completion: Q1/FY24]
- MPO Staff to renew MS2 TCLS (Traffic Crash) - Pro Plus License software, TCLS Annual Support, and data migration reader for ARIES crash data and subsequent Crash Reports. [Estimated Completion: Q4/FY23]
- MPO Staff to assist local agencies in developing Local Road Safety Plans (LRSPs) as a tool for reducing roadway fatalities and serious injuries. Emphasis will focus on implementing systemic roadway/corridor improvements and/or selective spot locations determined by key data (e.g., fatalities, serious injury rates, roadway departures, intersections, bicycle, pedestrian, weather, lighting, construction zones, school zones, etc.). [Estimated Completion: Q4/FY21]
- MPO Staff to consider Traffic Incident Management (TIM) activities supporting multiple planning factors related to safety, mobility freight movement, air quality and transportation system reliability including the non-recurring congestion which causes delay that impacts all travelers and just in time freight haulers, reducing the likelihood of a secondary crash and responders being struck, and by reducing delay that impacts consumers resulting in wasted fuel and potential air quality impacts. MPO staff outreach support may include various activities (e.g., market TIM to elected officials, facilitate TIM responder training, facilitate working groups and activities, foster relationships, facilitate after-action reviews, fund ITS projects, and/or compile data for performance measures). [Estimated Completion: Q4/FY21]

Work Element 200 Budget

	Task	FY 2023	Projected FY 2024	Total
201	Traffic Volume Counting			
	<i>Federal Share</i>	\$11,585	\$11,585	\$23,170
	<i>Local Share</i>	\$2,896	\$2,896	\$5,792
	Total	\$14,481	\$14,481	\$28,962
202	Annual Crash Report			
	<i>Federal Share</i>	\$28,212	\$28,212	\$56,424
	<i>Local Share</i>	\$7,053	\$7,053	\$14,106
	Total	\$35,265	\$35,265	\$70,530
	TOTAL FEDERAL SHARE	\$39,797	\$39,797	\$79,594
	TOTAL LOCAL SHARE	\$9,949	\$9,949	\$19,898
	TOTAL	\$49,746	\$49,746	\$99,492

Work Elements

SHORT RANGE PLANNING & MANAGEMENT SYSTEMS

300

301 Transportation Improvement Program (TIP)

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

Responsible Agency and End Products

MPO Staff to administer the FY 2022-2026 TIP through coordination with LPAs and INDOT, management of the Change Order Policy, and processing of TIP amendments as needed. [Estimated Completion: Ongoing]

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

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

MPO Staff to produce the Fiscal Year 2022 Annual List of Obligated Projects. [Estimated Completion: Q1/FY23]

MPO Staff to produce the Fiscal Year 2023 Annual List of Obligated Projects. [Estimated Completion: Q1/FY24]

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

MPO Staff, in concert with LPAs, will review the adopted Complete Streets Policy for the FY 2022-2026 Transportation Improvement Program. [Estimated Completion: Annually]

302 Highway Safety Improvement Program (HSIP)

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

Responsible Agency and End Product

- MPO Staff to administer the FY 2022-2026 HSIP funding. [Estimated Completion: Q4/FY23 and Q4/FY24, as needed]

FY 2023 PEA

*See Appendix E
for any detailed
requirements.*

303 Transportation Alternatives Program (TAP)

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

Responsible Agency and End Product

- MPO Staff to administer the FY 2022-2026 TAP funding. [Estimated Completion: Q4/FY23 and Q4/FY24, As Needed]

304 Infrastructure Management Systems

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

Responsible Agency and End Products

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

305 ITS Architecture Maintenance

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

Responsible Agency and End Product

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

306 Performance Measures

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

The national performance goals for Federal Highway programs include:

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

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

FY 2021 PEA

See Appendix E for detailed requirements.

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

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

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

Responsible Agency and End Product

- MPO Staff and the MPO Policy Committee shall support and adopt Performance Measures developed by INDOT in accordance with Federal Rules. [Estimated Completion: Q4/2023]

Work Element 300 Budget

SHORT RANGE PLANNING & MANAGEMENT SYSTEMS

Task		FY 2023	Projected FY 2024	Total
301	Transportation Improvement Program			
	<i>Federal Share</i>	\$57,303	\$57,303	\$114,606
	<i>Local Share</i>	\$14,326	\$14,326	\$28,652
	Total	\$71,629	\$71,629	\$143,258
302	Highway Safety Improvement Program			
	<i>Federal Share</i>	\$2,401	\$2,401	\$4,802
	<i>Local Share</i>	\$600	\$600	\$1,200
	Total	\$3,001	\$3,001	\$6,002
303	Transportation Alternatives Program			
	<i>Federal Share</i>	\$2,401	\$2,401	\$4,802
	<i>Local Share</i>	\$600	\$600	\$1,200
	Total	\$3,001	\$3,001	\$6,002
304	Infrastructure Management Systems			
	<i>Federal Share</i>	\$18,400	\$18,400	\$36,800
	<i>Local Share</i>	\$4,600	\$4,600	\$9,200
	Total	\$23,000	\$23,000	\$46,000
305	ITS Architecture Maintenance			
	<i>Federal Share</i>	\$960	\$960	\$1,920
	<i>Local Share</i>	\$240	\$240	\$480
	Total	\$1,200	\$1,200	\$2,400
306	Performance Measures			
	<i>Federal Share</i>	\$3,933	\$3,933	\$7,866
	<i>Local Share</i>	\$983	\$983	\$1,966
	Total	\$4,916	\$4,916	\$9,832
	TOTAL FEDERAL SHARE	\$85,398	\$85,398	\$170,796
	TOTAL LOCAL SHARE	\$21,349	\$21,349	\$42,698
	TOTAL	\$106,747	\$106,747	\$213,494

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Work Elements

LONG RANGE PLANNING

400

FY 2021 PEA

See Appendix E for detailed requirements.

401 2050 Metropolitan Transportation Plan (MTP)

Federal requirements mandate that the Metropolitan Transportation Plan (MTP) shall maintain a minimum twenty-year time horizon. The BMCMPPO adopted a 2045 Metropolitan Transportation Plan in October 2020. The BMCMPPO staff initiated a non-technical 2045 Metropolitan Transportation Plan update process during FY 2020. The anticipated adoption of the BMCMPPO 2050 Metropolitan Transportation Plan will occur in 2024. The 2045 Metropolitan Transportation Plan included new public outreach/input as the significant component of the plan's development, and the development of the 2050 MTP will strive to do the same. The 2050 MTP plan will continue to look beyond automobile travel needs to encompass all modes of travel in its evaluation of long-term transportation needs for the region.

The current BMCMPPO Travel Demand Model (TDM) requires TransCAD modeling software and an annual software license renewal fee for software support and periodic upgrades. The 2050 MTP will require a new TDM which will study the entirety of the Metropolitan Planning Area.

Additionally, the BMCMPPO may have updates to its Metropolitan Planning Area (MPA) and will work with INDOT when new Census data is available so a new area map can be created. It is anticipated that any changes to the BMCMPPO's current MPA will be completed before development of the 2050 MTP.

Responsible Agency and End Products

- MPO Staff to begin development of the 2050 Metropolitan Transportation Plan. [Estimated Completion: Q3/FY24]
- MPO to pay annual TransCAD license renewal fees. [Estimated Completion: Annually]
- The BMCMPPO will work with INDOT to prepare updates to the Metropolitan Planning Area boundaries as well as any adjusted Urbanized Area Boundaries as a result of the 2020 Census data. [Estimated Completion: Q3/FY23]

Work Element 400 Budget

LONG RANGE PLANNING

Task		FY 2023	Projected FY 2024	Total
401	2050 Metropolitan Transportation Plan			
	<i>Federal Share</i>	\$32,413	\$58,813	\$91,226
	<i>Local Share</i>	\$8,103	\$14,703	\$22,806
	Total	\$40,516	\$73,516	\$114,032
	TOTAL FEDERAL SHARE	\$32,413	\$58,813	\$91,226
	TOTAL LOCAL SHARE	\$8,103	\$14,703	\$22,806
	TOTAL	\$40,516	\$73,516	\$114,032

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Work Elements

TRANSIT & ACTIVE TRANSPORTATION

500

501 Bicycle & Pedestrian Coordination

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

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

Responsible Agency and End Products

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

502 Bicycle/Pedestrian Counts

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

Responsible Agency and End Products

- MPO Staff to conduct seven-day seasonal baseline counts (spring, summer, and fall) on multiuse trails and bike lane facilities to establish baseline data for bicycle and pedestrian volume counts. [Estimated Completion: Q4/FY23, Q4/FY24]
- MPO Staff to report on the results of the seasonal coverage counts on multiuse trails and bike lane facilities. [Estimated Completion: Q4/FY23, Q4/FY24]
- MPO Staff will work in collaboration with INDOT to identify best practice opportunities for improved mid-block pedestrian crossings recognizing the State of Indiana's identification as a "Focus State". [Estimated Completion: Ongoing, As Needed]

503 Transit Agency Studies

Bloomington Transit shall undertake a Strategic Plan for the next six to ten years with the following expected outcomes:

- Prioritization of projects and guidance with the decision-making process.
- Present a better understanding of the consequences of the COVID-19 pandemic; outline the “new” needs and expectations of BPTC customers and employees.
- Provide recommendations for the implementation process of future fixed route service changes; revisit service changes developed through a Route Optimization Study 2019-2020, but postponed due to the uncertainties surrounding the COVID-19 pandemic.
- Incorporate the recommendations from the Alternative Fuels and Infrastructure Assessment Study to aid in the determination of the long-range transition to alternative fuels for the BPTC fleet.
- Incorporate the recommendations from the Alternative Fuels and Infrastructure Assessment Study to aid in the determination of the feasibility of renovating the Grimes Lane facility versus building a new facility.
- Assess the merits of acquisition and adoption of new technologies including CAD/AVL, next generation of fare collection equipment, and development of an internal IT department.
- Evaluate the costs, benefits and appropriate application of the deployment of micro-transit services to complement the BT fixed route network.
- Define BPTC’s role in public transit for development of contractual fixed route service to accommodate major new and existing high density housing apartment complexes.
- Provide recommendations for positioning the agency for a potential significant influx of funding from federal and local sources.
- Develop the roadmap for Bloomington Public Transit to transition to a period of long-term stability.
- Develop a plan that recognizes potential municipal growth through annexation, and the need for BPTC positioning to become an ever larger part of the social and economic engine that improves lives and offers excellent mobility freedom for all community residents.

Responsible Agency and End Products

- Bloomington Transit shall undertake a Strategic Plan defining a consensus vision, values, long-term goals, and action plans resulting from consequences of the COVID-19 Pandemic. [Estimated Completion: Q4/FY23]

504 Transit Ridership Counts

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

Responsible Agency and End Products

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

Work Element 500 Budget

TRANSIT & ACTIVE TRANSPORTATION

Task	FY 2023	Projected FY 2024	Total
501	Bicycle & Pedestrian Coordination		
<i>Federal Share</i>	\$4,966	\$4,966	\$9,932
<i>Local Share</i>	\$1,241	\$1,241	\$2,482
Total	\$6,207	\$6,207	\$12,414
502	Bicycle/Pedestrian Counts		
<i>Federal Share</i>	\$3,189	\$3,189	\$6,378
<i>Local Share</i>	\$797	\$797	\$1,594
Total	\$3,987	\$3,987	\$7,972
503	Transit Studies		
<i>Federal Share</i>	\$26,400	\$0	\$26,400
<i>Local Share</i>	\$6,600	\$0	\$6,600
Total	\$33,000	\$0	\$33,000
504	Transit Ridership Counts		
<i>Federal Share</i>	\$3,200	\$3,200	\$6,400
<i>Local Share</i>	\$800	\$800	\$1,600
Total	\$4,000	\$4,000	\$8,000
TOTAL FEDERAL SHARE	\$37,755	\$11,355	\$49,110
TOTAL LOCAL SHARE	\$9,438	\$2,838	\$12,276
TOTAL	\$47,193	\$14,193	\$61,386

Work Elements

OTHER PLANNING INITIATIVES & SPECIAL PROJECTS

600

FY 2021 PEA

See Appendix E for detailed requirements.

601 Title VI Plans

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

Responsible Agency and End Product

- MPO Staff to assist LPAs in complying with Title VI as part of Transportation Improvement Program (TIP) development process and in the development of Title VI Plans as needed. [Estimated Completion: Q4/FY23]

Work Element 600 Budget

OTHER PLANNING INITIATIVES & SPECIAL PROJECTS

Task		FY 2023	Projected FY 2024	Total
601	Title VI Plans			
	<i>Federal Share</i>	\$1,997	\$1,997	\$3,994
	<i>Local Share</i>	\$499	\$499	\$998
	Total	\$2,496	\$2,496	\$4,992
602	Special Plans			
	<i>Federal Share</i>	\$0	\$0	\$0
	<i>Local Share</i>	\$0	\$0	\$0
	Total	\$0	\$0	\$0
603	Special Studies			
	<i>Federal Share</i>	\$0	\$0	\$0
	<i>Local Share</i>	\$0	\$0	\$0
	Total	\$0	\$0	\$0
	TOTAL FEDERAL SHARE	\$1,997	\$1,997	\$3,994
	TOTAL LOCAL SHARE	\$499	\$499	\$998
	TOTAL	\$2,496	\$2,496	\$4,992

Appendix A

BMCMPO COMMITTEE MEMBERSHIP

BMCMPPO COMMITTEE MEMBERSHIP

Policy Committee

Member	Title	Representing
Steve Volan, <i>Chair</i>	Common Council Member	City of Bloomington
Lisa Ridge, <i>Vice Chair</i>	Director of Public Works	Monroe County
Jason Banach	Director of Real Estate	Indiana University
Alexandria Burns	Transportation Program Specialist, Region 5	Federal Transit Administration (<i>non-voting</i>)
Margaret Clements	Plan Commission Member	Monroe County
John Hamilton	Mayor	City of Bloomington
Jermaine R. Hannon	Division Administrator	Federal Highway Administration (<i>non-voting</i>)
Doug Horn	Board of Directors Member	Bloomington Public Transportation Corporation
Jillian Kinzie	Plan Commission Member	City of Bloomington
Tony McClellan	Deputy Commissioner	INDOT Seymour District
Sarah Ryterband	Citizens Advisory Committee Chair	Citizens Advisory Committee
Pamela Samples	Town Council Member (<i>Designee</i>)	Town of Ellettsville
Julie Thomas	County Commissioner	Monroe County
Adam Wason	Director of Public Works	City of Bloomington
Kate Wiltz	County Council Member	Monroe County

BMCMPO COMMITTEE MEMBERSHIP

Technical Advisory Committee

Member	Title	Representing
Nate Nickel, <i>Chair</i>	Data Analyst & Mgr., Public Works Dept.	City of Bloomington
Paul Satterly, <i>Vice Chair</i>	Monroe County Highway Engineer	Monroe County
Andrew Cibor	Director, Engineering Department	City of Bloomington
Chris Ciolli	Director of Building Operations	Monroe County Community School Corp.
John Connell	General Manager	Bloomington Transit
Jared Eichmiller	GIS Coordinator	Monroe County
Jane Fleig	Assistant Engineer, Utilities Department	City of Bloomington
Cecilia C. Godfrey	Community Planner, Region 5	Federal Transit Administration (<i>non-voting</i>)
Laura Haley	GIS Coordinator	City of Bloomington
Brian Jones	Project Manager, Transit	Indiana Department of Transportation
Carlos Laverty	Executive Director, Monroe County Airport	Monroe County
Steven Minor	Community Planner, Indiana Division	Federal Highway Administration (<i>non-voting</i>)
Audrey Myers	Transportation Director	Richland-Bean Blossom Community School Corp.
Chris Myers	Manager	Area 10 - Rural Transit
Brian Noojin	Director, Campus Bus Service	Indiana University
Emmanuel Nsonwu	Transportation Planner/MPO Liaison	Indiana Department of Transportation
Rebecca Packer	Director, Technical Services Division	Indiana Department of Transportation - Seymour
Scott Robinson	Director, Planning & Transportation Dept.	City of Bloomington
Catherine Smith	Auditor	Monroe County
Danny Stalcup	Street Commissioner, Street Department	Town of Ellettsville
Tim Street	Director of Operations, Parks & Rec. Dept.	City of Bloomington
Kevin Tolloty	Director, Planning Department	Town of Ellettsville
Jeff Underwood	Controller	City of Bloomington
Joe VanDeventer	Director of Street Operations	City of Bloomington
David Walter	Vice Chair, Citizens Advisory Committee	Citizens Advisory Committee (<i>non-voting</i>)
Larry Wilson	Director, Planning Department	Monroe County
Kelli Witmer	Director, Parks & Recreation Department	Monroe County

BMCMPO COMMITTEE MEMBERSHIP

Citizens Advisory Committee

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

BMCMPO COMMITTEE

Metropolitan Planning Organization Staff

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

Appendix B

FY 2021 UPWP COST ALLOCATION PLAN



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758 P/L
Indianapolis, Indiana 46204

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

Eric Holcomb, Governor
Joe McGuinness, Commissioner

January 27, 2022

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

Dear Mr. Martin,

INDOT has reviewed the FY 2023 Cost Allocation Plan presented by Bloomington MPO for the period of July 1, 2022 through June 30, 2023.

In accordance 2 CFR 200.331, the Indiana Department of Transportation (INDOT), acting as the pass-through entity for the Federal Highway Administration (FHWA) approved the following indirect and fringe rates which will be monitored with respect to your Unified Planning Work Program Grant. Please include a copy of this letter in your UPWP for future reference. Should the indirect rates change during the FY 2023 grant period, please provide the revised information for re-approval and inclusion of the new rate letter as modification/inclusion in your UPWP Appendix. The approved rates are as follows:

Fringe	85.66%
Indirect	98.60%

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

Sincerely,

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

CC: S. Minor
R. Nunnally
J. Mitchell
File

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INDIANA

Appendix C

ABBREVIATIONS

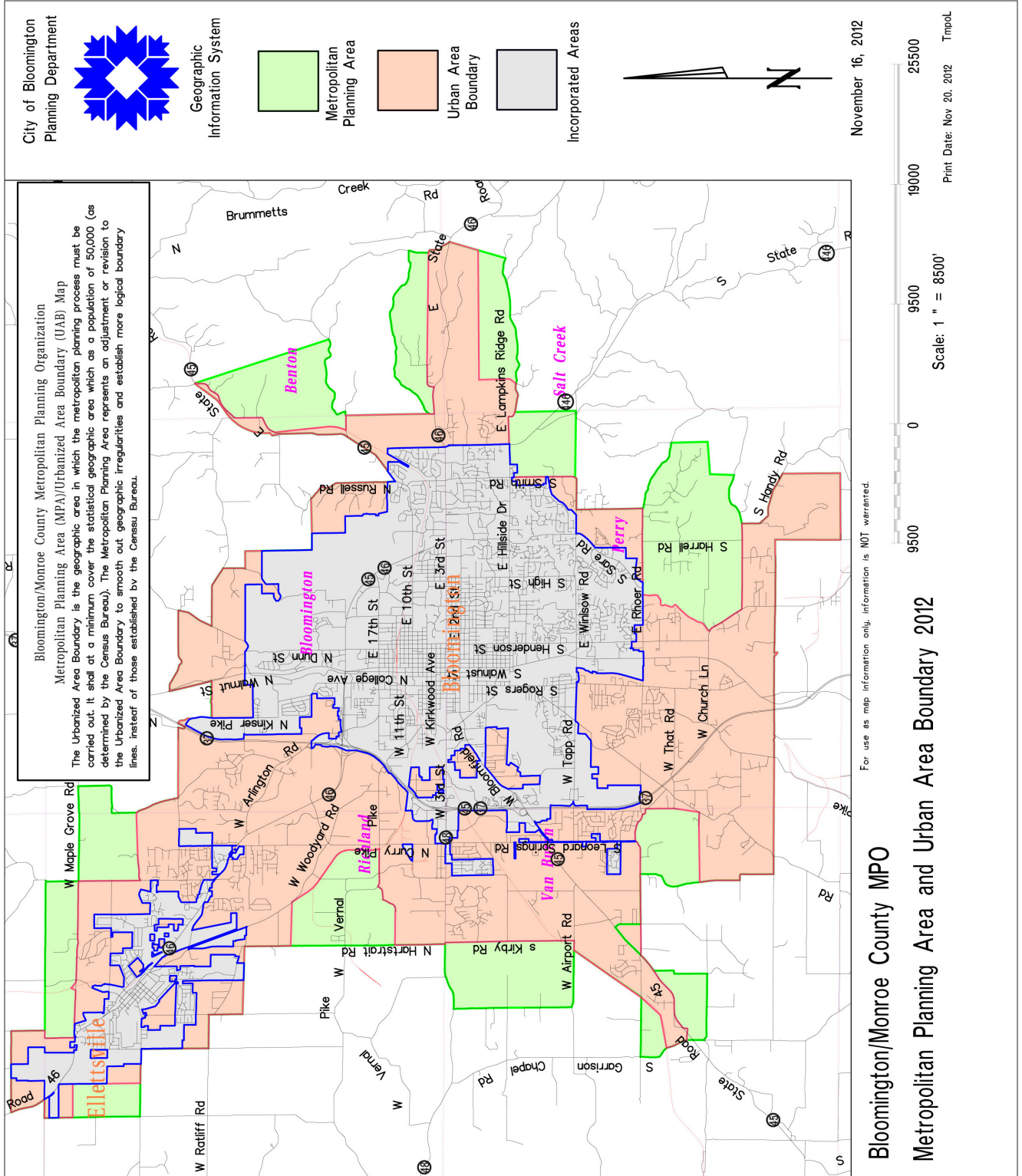
Abbreviations

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

Appendix D

BMCMPO METROPOLITAN PLANNING AREA MAP

BMCMPO Metropolitan Planning Area Map



Appendix E

PLANNING EMPHASIS AREAS

Planning Emphasis Areas



U.S. Department
of Transportation

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

In Reply Refer To: HAD-IN

January 20, 2022

Dear Indiana MPO Directors and INDOT:

The Indiana Division Office of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Region V Office are issuing annual planning emphasis areas (PEAs) for incorporation into the FY 2023 Unified Planning Work Programs, Statement of Works and the Statewide Planning & Research Part 1 program. Several of the emphasis areas listed below are jointly issued nationally by FHWA and FTA, while others are local areas of focus. They are outlined and summarized below.

• **National Areas of Focus:**

- o Tackling the Climate Crisis-Transition to a Clean Energy Resilient Future (National)
- o Equity and Justice⁴⁰ in Transportation Planning
- o Complete Streets
- o Public Involvement
- o Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- o Federal Land Management Agency (FLMA) Coordination
- o Planning and Environmental Linkages (PEL)
- o Data in Transportation Planning

• Local Areas of Focus:

- o TIP/STIP Process Review
- o Metropolitan Planning Area & Urbanized Area Boundaries

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

The Indiana FHWA Division and FTA Region V Office will work with INDOT, the MPOs, and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. We encourage INDOT and the MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit [FHWA's Sustainable Transportation](#) or [FTA's Transit and Sustainability](#) webpages for more information.

Equity and Justice40 in Transportation Planning

The FHWA Indiana Division and FTA Region V Office will work with INDOT, the MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations. To support the initiatives outlined in [Executive Order 13985](#) and [Executive Order 14008](#) our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care. The FHWA Indiana Division and FTA Region V Office will maximize plan reviews to encourage the advancement of Federal investments to disadvantaged communities.

Complete Streets

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network. The FHWA Indiana Division and FTA Region V Office will work with INDOT, the MPOs, and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users, and to ensure they include provisions for safety in future transportation infrastructure, particularly those outside automobiles. Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles. To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. The FHWA Indiana Division and FTA Region V Office will continue to encourage MPOs, INDOT, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are

inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#). The FHWA Indiana Division and FTA Region V Office encourage the MPOs and INDOT to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.

Federal Land Management Agency (FLMA) Coordination

The FHWA Indiana Division and FTA Region V Office encourage MPOs and INDOT to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies can focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning and Environment Linkages (PEL)

The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. The FHWA Indiana Division and FTA Region V Office

encourage INDOT, the MPOs, and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. More information on PEL is available [here](#).

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, the FHWA Indiana Division and FTA Region V Office encourage INDOT, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making at the State, MPO, regional, and local levels for all parties.

TIP/STIP Development and Maintenance

There have been many documented discussions with INDOT and the MPOs over the last two years related to TIP/STIP development and maintenance (i.e. amendments and modifications). In order to reduce inconsistencies between the TIPs and STIP, and to expedite project programming and delivery, the FHWA Indiana Division Office and the FTA Region V Office highly recommend that INDOT and the MPOs coordinate and work together to jointly develop and implement a documented process for developing and making changes to the TIPs and STIP in accordance with 23 CFR 450.218(n) and 23 CFR 450.326 (p).

Metropolitan Planning Area & Urbanized Area Boundaries

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

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

Sincerely,

**MICHELLE
B ALLEN** Digitally signed by
MICHELLE B ALLEN
Date: 2022.01.19
15:25:14 -05'00'

Michelle Allen
Team Leader, PEAR
FHWA Indiana Division

Sincerely,

**JASON M
CIAVARELLA** Digitally signed by
JASON M CIAVARELLA
Date: 2022.01.19
06:13:45 -06'00'

Jay Ciavarella
Director, Office of Planning & Program Development
FTA Region V

cc:

Indiana MPO Council
Roy Nunnally, INDOT
Larry Buckel, INDOT
Erin Hall, INDOT
Erica Tait, FHWA
Cecilia C. Godfrey, FTA

Appendix F

TRANSIT OPERATOR LOCAL MATCH ASSURANCE

Transit Operator Local Match Assurance



Transit Operator Local Match Assurance

FY 2023 Federal Highway Administration (FHWA) Planning Funds (PL) and Federal Transit Administration (FTA) Section 5303 Planning Funds

The Bloomington Public Transportation Corporation (hereinafter referred to as the “Transit Provider”) HEREBY GIVES ITS ASSURANCE THAT it shall meet the local matching requirements for its FY 2023 Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) grants.

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) shall request federal FHWA and FTA planning grant funds totaling **\$29,600**, requiring a **\$7,400** local match for the Bloomington Public Transportation Corporation work elements and study.

The Bloomington Public Transportation Corporation as the Transit Provider shall be responsible for **\$37,000** of the total grant, requiring **\$7,400** in local match as specified in the *FY 2023 Unified Planning Work Program (FY 2023 UPWP)* for the following FY 2023 UPWP elements:

1. Element 503 - Bloomington Transit Strategic Plan
2. Element 504 - Annual Passenger Count Report
3. Element 504 - Annual Passenger Count Data Collection for estimates of annual passenger miles

Date

Bloomington Public Transportation Corporation
Legal Name of Applicant

By: _____
John Connell
General Manager
Bloomington Public Transportation Corporation

Appendix G

ADOPTION RESOLUTIONS & APPROVAL LETTER

Adoption Resolutions

To be included following formal adoption.



FY 2022 - 2026 Transportation Improvement Program Project Request Form

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

Section 1: Local Public Agency Information

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

Employee in Responsible Charge (ERC): Karlei Metcalf
Phone: 812-524-3792
Email: Kmetcalf1@indot.in.gov

Section 2: Verification

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

 Karlei Metcalf 2/1/2022
Employee in Responsible Charge (ERC) Date

Section 3: Project Information

- A. Project Name: ADA Sidewalk Ramp Construction on SR46 in Bartholomew County & Monroe County
- B. Is project already in the TIP?
 Yes No
- C. DES # (if assigned): 2100055
- D. Project Location (detailed description of project termini): Intersections of SR46 & Johnson Blvd and SR46 & Carr Hill Road in Columbus and SR46 & 17th Street in Bloomington

E. Please identify the primary project type (select only one):

- Bicycle & Pedestrian
- Bridge
- Road – Intersection
- Road – New/Expanded Roadway
- Road – Operations & Maintenance
- Road – Reconstruction/Rehabilitation/Resurfacing
- Sign
- Signal
- Transit

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

G. Allied Projects: N/A

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

- Yes No

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

- Yes No

I. Anticipated Letting Date: _1/19/2023_

Section 4: Financial Plan

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

Note: Fiscal Year 2022 begins on July 1, 2021 and ends on June 30, 2022.

Phase	Funding Source	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Outlying Years
PE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
RW		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CE		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
CN	STBG	\$	\$ 416,000.00	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
Totals:		\$	\$ 416,000.00	\$	\$	\$	\$

Section 5: Complete Streets Policy

A. Select one of the following:

- Compliant** - This project is subject to the Complete Streets Policy because it involves the new construction or reconstruction of local roadways that will use federal funds through the BMCMPPO for any phase of project implementation. *Additional Information items 1-8 (below) must be submitted for Compliant projects.*
- Not Applicable** - This project is not subject to the Complete Streets Policy because it is a transit project, a non-roadway project, a resurfacing activity that does not alter the current/existing geometric designs of the roadway, or is a project that uses federal funds for which the BMCMPPO does NOT have programming authority. *No Additional Information items (below) have to be provided for projects to which the Complete Streets Policy does not apply.*
- Exempt** – The LPA is requesting that this project be exempted from the Complete Streets Policy due to certain circumstances or special constraints, as detailed in Section IV of the Complete Streets Policy. Please provide a detailed explanation of why the project should be exempted. *Additional Information items 1, 4-8 (below) must be submitted for Exempt projects.*

Justification for Exemption: _____

B. Additional Information:

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

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

- 8) Stakeholder List – Identify the key parties/agencies/stakeholders/interest groups anticipated to be engaged during project development and their respective purpose for being on the list.

STIP AMENDMENT and/or MODIFICATION REQUEST

Amendment
Modification

Date: 1-Feb

Requestor: Karlei Metcalf

Sponsor	DES	Route	Work Type	Location	County	District	Miles	Federal Category	Asset Program - (State Projects Only)	Phase	Federal	Match	2022	2023	2024	2025	2026	Remarks	Letting Date	MPO	Start Lat	Start Long	End Lat	End Long
INDOT	2100055	SR 46	Construct ADA Approved Sidewalk Ramps	Intersections of SR46 & Johnson Blvd and SR46 & Carr Hill Road in Columbus and SR46 & 17th Street in Bloomington	Various	Seymour	0	STBG	Roadway	CN	332,800	83,200		416,000					01/19/23	BMCMPPO	39 12 1.5789	85 57 6.9579	39 12 .8996	85 56 54.2444